

ANNEXURE 3

Source: Waratah-Wynyard Council – Meeting Attachments 15 December 2025

Attachments Reports of Officers and Committees

9.5 Outline Development Plan

Enclosure 1 draft Outline Development Plan

River Road Outline Development Plan

for Waratah Wynyard
Council
December 2025



Cradle Coast Authority for Waratah Wynyard Council v4 101225



1 Introduction

This report documents an Outline Development Plan (ODP) for the development of land at River Road, Wynyard. (refer Figure 1).

The report has been prepared by the Cradle Coast Authority in conjunction with officers of Waratah Wynyard Council and reflecting consideration of advice received from the parties outlined in section 9.



Purpose of this study

This report has been drafted to outline how the development of this site can fulfil the aspirations of the WWC Settlement Strategy. This identified LDRZ and RLZ as the appropriate zones for this site based on demand, site conditions, relationship to the Inglis River and to Wynyard. The settlement strategy adds:

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 landscape setting. The means of achieving this are outlined in recommendation 2 requiring an Outline Development Plan to guide the development of this area.

Recommendation 2 of the WWC Settlement Strategy adds an ODP is required to ensure the potential of this land to provide 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 to 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 future 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 the following priorities of the Liveable Waratah Wynyard Settlement Strategy:

Priority 1 Guiding growth to most appropriate locations by giving weight to matters that will influence the potential liveability of this development area.

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

Priority 4: retaining and enhancing local character by providing protection to the landscape values that frame Wynyard.

Priority 6: making it easier to become and stay healthy by creating a pro-walking and cycling environment.

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.

Furthermore, this ODP has been prepared to ensure potential difficulties and land use conflicts can be minimised or avoided, noting the development will abut farmland and interface issues will need careful management. Likewise, the development adjoins the Inglis River which has exceptional amenity, landscape and natural values. The ODP has also been prepared to ensure:

Furthermore, this ODP has been prepared to ensure:

- The land can be developed in a co-ordinated manner, achieving the optimum yield.
- The broader areas amenity value and landscape character can be protected.
- Values are increased, and the resulting development is competitive through efficient lot layouts and a high standard of amenity.
- Greater certainty is provided for the developer and community, making it a more attractive investment.

- A mechanism is provided to ensure nearby residents' concerns are acknowledged and (where possible) can be addressed through design in a way that is impossible through other mechanisms.
- The development is integrated with its adjoining urban area, making it more walkable, supporting health outcomes and minimising demand for additional parking in town than would result from a conventional subdivision.
- Staging can be considered and planned to align with the Council's and service providers existing plans.

Philosophy

This study reflects the belief that careful design of a subdivision can contribute to a place's liveability and the quality of life of the people who live there. A well-designed place will make it easy (or easier) for the people who live there to enjoy healthy lifestyles. Research tells us a pleasant, safe, connected, well-landscaped streetscape will result in more people walking (Westenhöfer et al 2023) and facilitates informal social interactions that support the development of a sense of community (Carson 2023).

People living in such places will be better equipped to deal with stress and have a better chance of thriving and fulfilling their potential (Barton et al 2015).

This reduces the burden of disease on a community (Carson 2023).

The concept seeks to strike a balance between the degree of control and the importance of protecting the valued character that makes the site special.

It does this by:

- Responding to the character of the site (rural feel, great views, green skyline) to maximise its contribution to the wellbeing of the incoming community.
- Creating a development that reflects well on its incoming residents (says good things about them/is prestigious)

- Being a 'good neighbour': protecting valued natural assets and amenity of existing residents
- Creating a sense of entering somewhere special for visitors and residents
- Privileging walking and cycling.
- Utilising a rustic/rural palette.
- Minimising unavoidable risks, and,
- Only controlling the aspects of design that need to be controlled to meet the purpose of the plan.

2 Study process and methodology

The recommendations in this ODP embody qualities that have been tested and demonstrated to be successful elsewhere in our region and further afield.

The steps taken to develop and refine the ODP were:

1. Best practice review and review of planning context, including WWC Settlement strategy, Remplan Demand and Supply Study, review of RLUS and alignment with draft Tasmanian Planning Policies
2. Site visits
3. Concept development with Council Officers to prepare the first draft concepts
4. Consultation with utility providers to ensure servicing was possible
5. First draft plan prepared
6. Refinement of draft for Council workshop
7. Council Workshop to ensure the concept is appropriate for community consultation
8. Community Consultation (this stage)
9. Review of findings of community consultation and consideration of required changes
10. Adoption by Council
11. Refinement into a planning instrument that will define the characteristics that are required of a development.

3 Context Plan

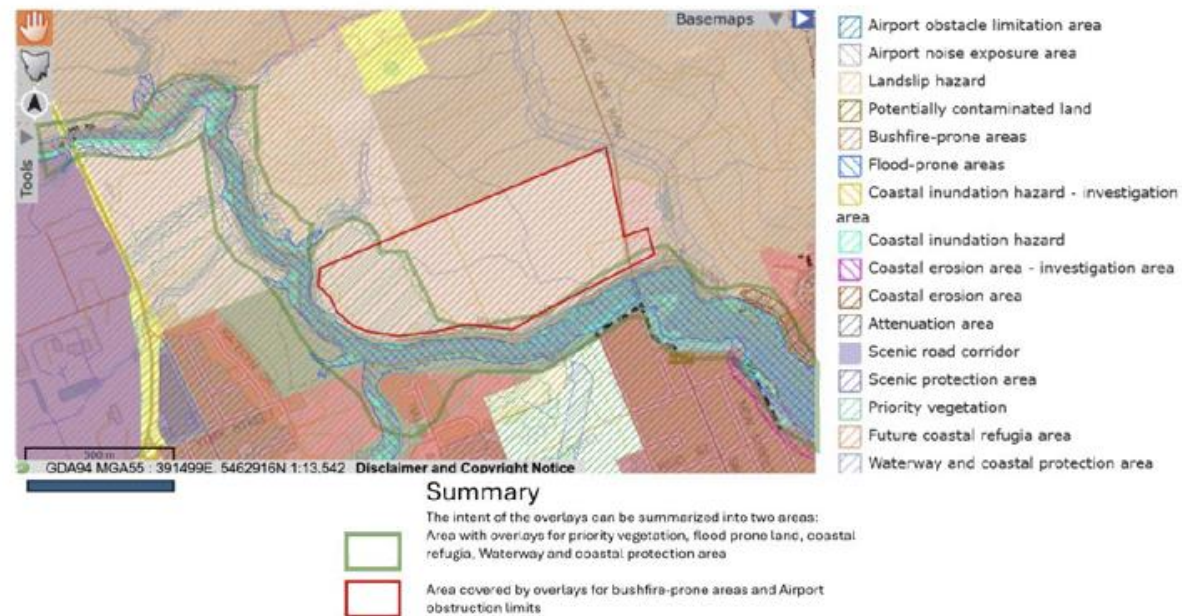


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4 Existing zoning



5 Existing overlays



6 Responding to Overlays

Bushfire prone areas

Bushfire Hazard Management Plan: New developments within bushfire-prone areas must have a certified Bushfire Hazard Management Plan to ensure safety measures are in place. From C13.6 Development Standards for Subdivision

To be determined at development

Construction Standards: Buildings must comply with specific design and construction standards to reduce bushfire risks

To be determined at DA stage

Access and Water Supply: Adequate property access and water supply for firefighting purposes are mandatory

Access roads to meet the following standards.

The following design and construction requirements apply to property access: (a) all-weather construction;

(b) load capacity of at least 20 tonnes, including for bridges and culverts;

(c) minimum carriageway width of 4 metres;

(d) minimum vertical clearance of 4 metres;

(e) minimum horizontal clearance of 0.5 metres from the edge of the carriageway, excluding gate posts;

(f) cross falls of less than 3° (1:20 or 5%);

(g) dips less than 7° (1:8 or 12.5%) entry and exit angle;

(h) curves with a minimum inner radius of 10 metres; (i) maximum gradient of 15° (1:3.5 or 28%) for sealed roads, and 10° (1:5.5 or 18%) for unsealed roads; and

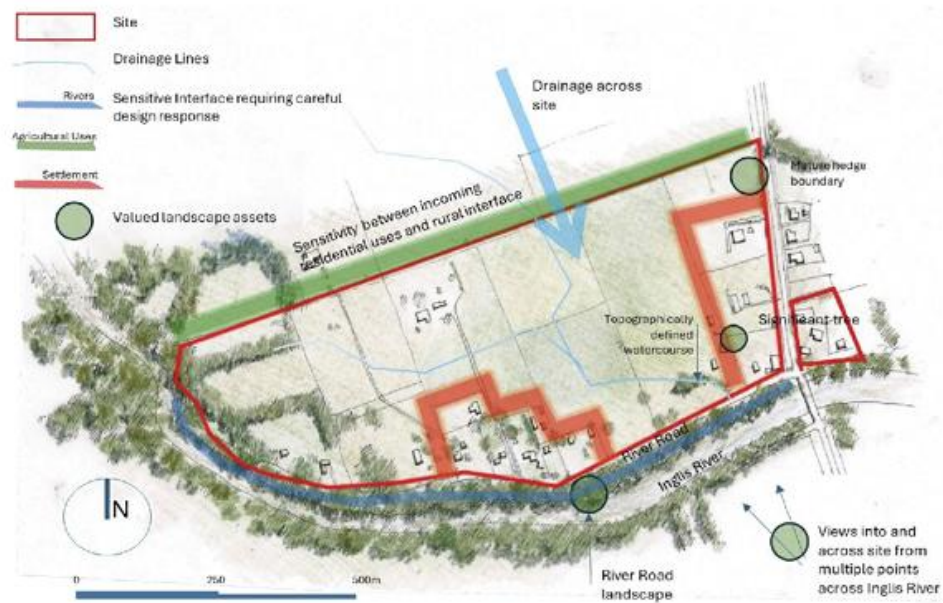
(j) terminate with a turning area for fire appliances provided by one of the following:

(i) a turning circle with a minimum outer radius of 10 metres;

(ii) a property access encircling the building; or

(iii) a hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.

7 Site appraisal



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8 Site-specific objectives

- Retain and enhance the character of River Road
- Minimise adverse impacts on those living in and around the subject site
- Minimise offsite/downstream implications on the Inglis River
- Mitigate potential detrimental impacts on adjoining agricultural land uses.
- Ensure the character of the new area develops as a distinctive and attractive area within which landscaping is prominent and provides a 'salutogenic' (health promoting) environment that is conducive for people to form social bonds that are the foundation for a sense of community to develop.
- Organise lots in an efficient manner in a way that responds to topography and drainage lines

9 Summary of consultation with service providers

TasWater Advice TWSI 2025/00114-WWC, RE: Proposed rezoning- River Road Wynyard, received 25th February 2025 advised 'this rezoning will not impact on TasWater and we would not object to it'.

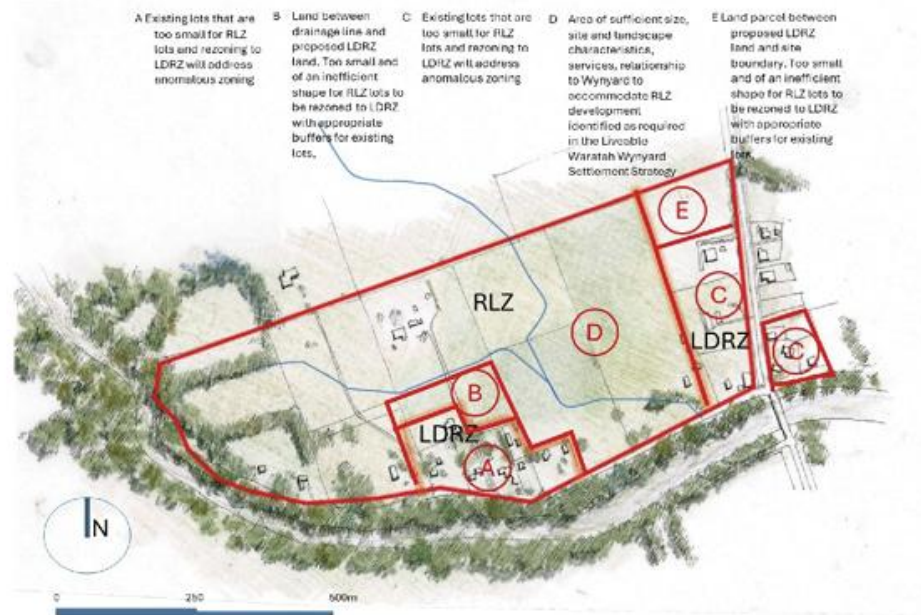
Tasnetworks advised 26th February 2025 that this site has HV reticulation in River Rd and Table Cape Rd.

Potentially the LV reticulation can be supplied from these roads or HV reticulation extended into the subdivision. Requirements for HV augmentation will be determined after the application for the Subdivision connection is received.

This area can be serviced and the developer will pay a customer contribution towards the installation of the infrastructure as per our Distribution Pricing Policy

10 Proposed Rezoning

10.1 Changes to zoning and rationale

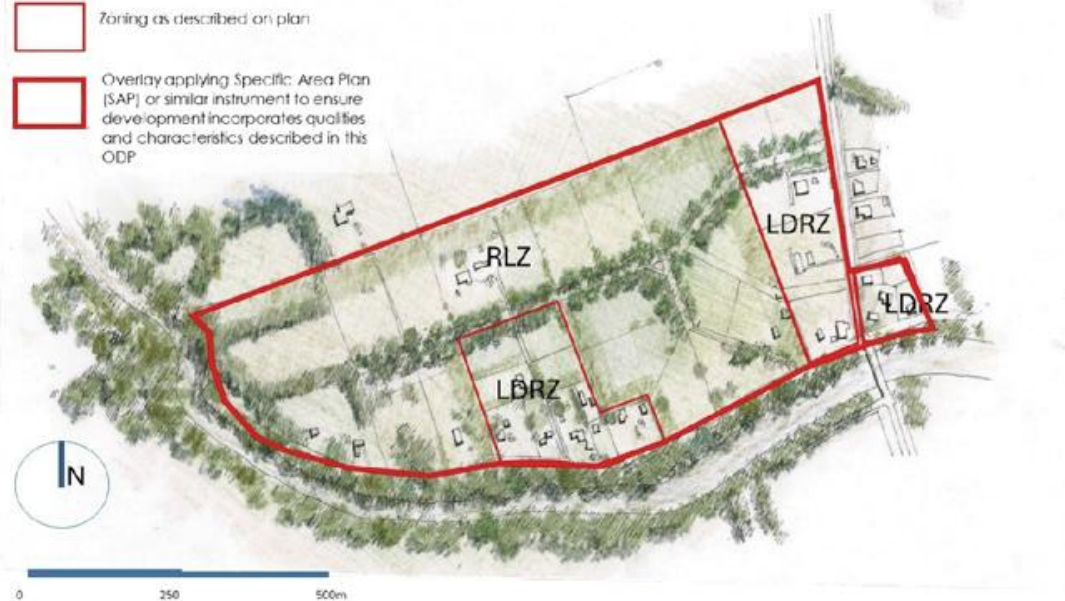


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10.2 Zoning and overlays

 Zoning as described on plan

 Overlay applying Specific Area Plan (SAP) or similar instrument to ensure development incorporates qualities and characteristics described in this ODP



11 Key characteristics

The layout of lots and design of streets will need to reconcile a wide range of functional and aesthetic requirements including responding to the issues raised by the community and stakeholders.

Lot alignment, shape, setbacks and landscaping are designed to provide buffers to adjoining existing lots.

The streets and open spaces are also designed to support "water sensitive urban design". This allows the drainage infrastructure to be used as an aesthetic asset that naturally supports and irrigates a high standard of landscaping.

A key feature of this plan are the garden streets, which are high amenity shared spaces within which vehicles travel slowly and create safe, attractive, well-landscaped places suitable for walking and playing (see appendix 1 for precedents for this type of street).

In essence, the ODP envisages streets are designed to be places to stay and not just spaces to pass through.

Commentary on design components

Please note that whilst the drawings in this section illustrate how a high standard of design can be achieved here to meet these objectives, it is recognised that alternative designs may also fulfil the objectives outlined in section 8.

Area within which landscape and setbacks provide buffer to existing dwellings (see 11.5 for more details of buffers)

Landscaped Swale

Road

Garden Street

Emergency access and pedestrian link

Ped only link

Wetlands/pond and pause place as minor community focal point

Attractive sense of arrival into site to incorporate an element of hedgias turning the corner from C234

Emergency vehicle access incorporating chamfered corner to allow access without damage to existing established trees to south

Long lots to rural interface to minimize conflicts

Landscaped 'garden street' incorporating swale to create an attractive avenue

Smaller lot 1.5ha

Will require extinguishment of this title

Turning heads to standard

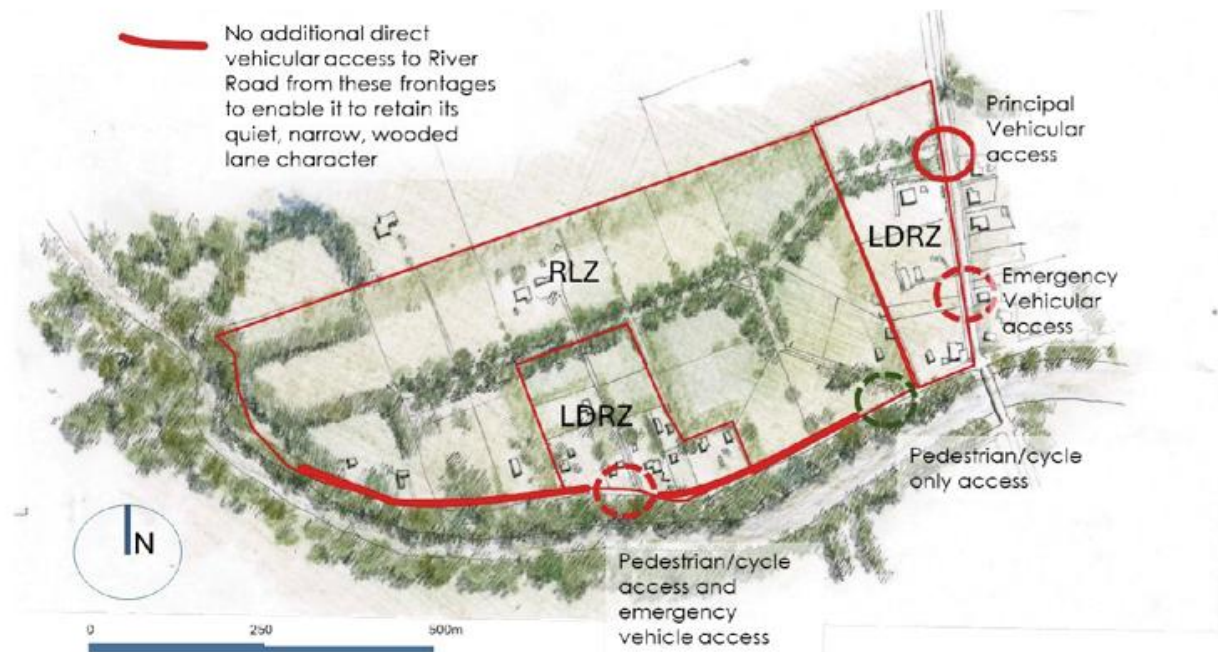
Footpath and emergency vehicle access

No new vehicular access to River Road, all new lots serviced from internal road. Therefore minimum increased traffic on River Road and landscape enhancements to ensure it protects and enhances the landscape, amenity and ecological value of the River Road character

0 250 500m

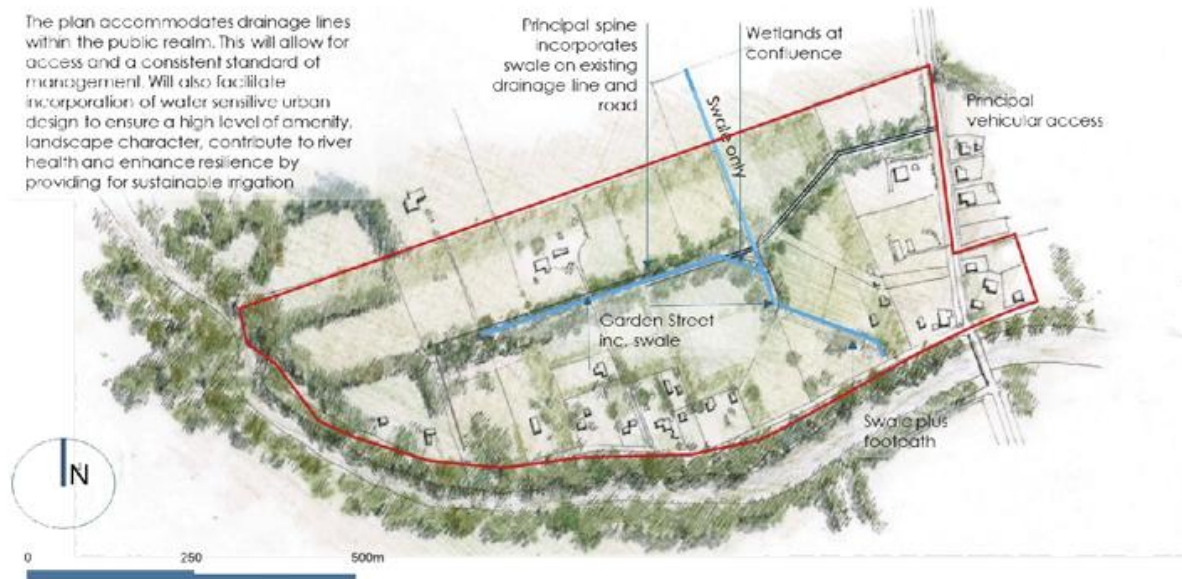
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11.2.1 Access



11.3 Accommodating drainage lines

11.3.1 Key plan



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11.3.2 Swale character



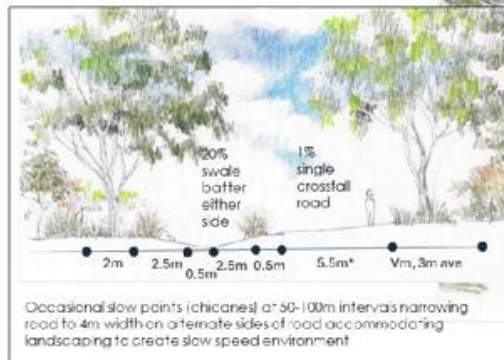
11.4 Street Character

11.4.1 Typical Street and Swale Character



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11.4.2 Garden Street and Swale Character



11.5 Responding to Sensitive Surroundings

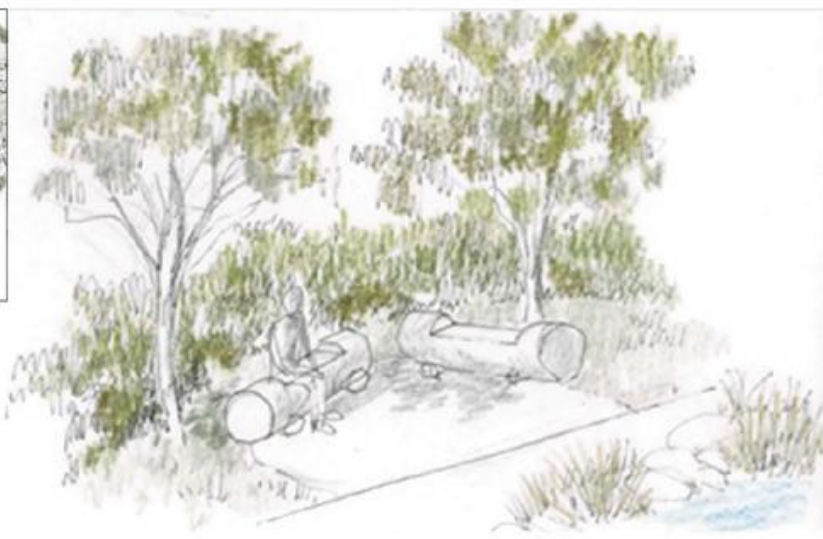


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11.6 Pause place at wetlands-indicative character



Illustration of pause place at the centre of the new community overlooking the landscaped wetland that provides a gathering point and opportunity to connect with others. Will add to the sites landscape character and will facilitate the development of a sense of community.



Appendix 1 Garden Street Precedents



Area approx.
14,000m sq,
22houses (large)

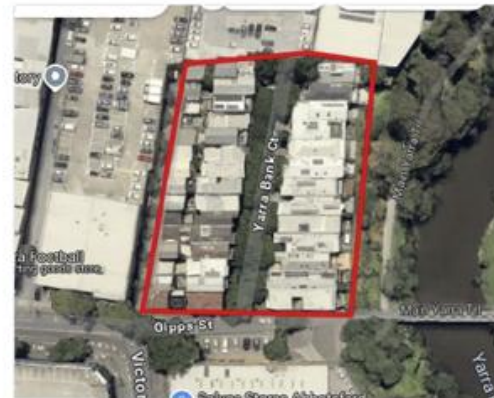


<https://www.smh.com.au/lifestyle/melbourne/treasured-dirt-roads-20070926-gdr78u.html>

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Abbotsford, Victoria

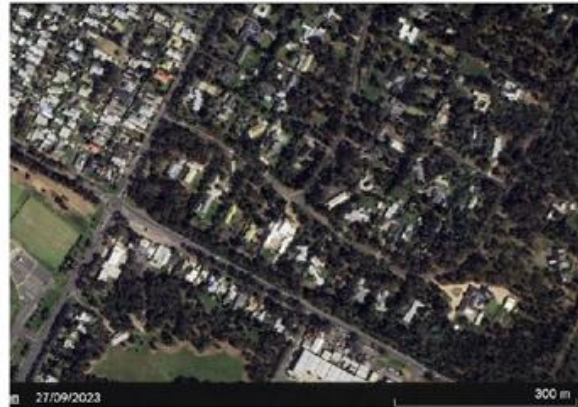


Development
approx. 5600m sq
28 houses



Hastings, Victoria

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Ocean Grove,
Victoria

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References

Barton, H., Thompson, S., Burgess, S., & Grant, M. (Eds.). (2015). The Routledge Handbook of Planning for Health and Well-Being: Shaping a sustainable and healthy future (1st ed.). Routledge

Jacob R. Carson, Terry L. Conway, Lillian G. Perez, Lawrence D. Frank, Brian E. Saelens, Kelli L. Cain, James F. Sallis. Neighborhood walkability, neighborhood social health, and self-selection among U.S. adults. *Health & Place*, 2023; 82: 103036 DOI: 10.1016/j.healthplace.2023.103036

Westenhöfer, J., Nouri, E., Reschke, M.L. et al. Walkability and urban built environments—a systematic review of health impact assessments (HIA). *BMC Public Health* 23, 518 (2023). <https://doi.org/10.1186/s12889-023-15394>