

Kathy Bradburn

From: Stuart & Karen Philp <philp.s.k@gmail.com>
Sent: Thursday, 21 October 2021 8:31 AM
To: development
Subject: Fwd: Representation on the Central Highlands Draft LPS-Proposed scenic Corridor
Attachments: Appendix A - Maps showing location of proposed Scenic Road Corridor v1.0.pdf;
Appendix B - Photopoints at various locations along the proposed Scenic Road
Corridor v1.0.pdf; Representation on the Central Highlands Draft LPS - proposed
Scenic Road Corridor v1.0.pdf

Date: 21/10/2021

Hello, see attachment below. Thanks.

To: <development@centralhighlands.tas.gov.au>

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Representation on the Central Highlands Draft Local Provisions Schedule

Proposed Tasmanian Wilderness Eastern Gateway Scenic Road Corridor

Summary

A 20 km Scenic Road Corridor along the Lyell Highway, from 2.5 km west of Fourteen Mile Road to Lake King William, is proposed to protect the recognised scenic values of the eastern gateway to the Tasmanian Wilderness World Heritage Area. The Lyell Highway has recently been promoted by Tourism Tasmania as part of the tourist experience for the new Western Wilds Road Trip. The Corridor is mostly defined by the skyline visible from the Highway and incorporates a mixture of land tenure and 55% of the land is part of the Tasmanian Reserve Estate. The proposed management objectives include collaborating with Sustainable Timbers Tasmania to extent their Informal Reserves to better protect the skyline and foreground scenic values.

The Lyell Highway from 2.5 km west of Fourteen Mile Road to Lake King William – a recognised Scenic Road Corridor

The Lyell Highway serves as the eastern gateway to the Tasmanian Wilderness World Heritage Area. (See Map 1 in Appendix A). The 20 km of the Lyell Highway from 2.5 km west of Fourteen Mile Road to Lake King William travels through high country landscape mostly covered by various eucalypt forest communities, stands of roadside native forest as well as expanses of button grass and sedges in the foreground with sub-alpine hills and mountains in the background. The final 13 km before reaching Lake King William adjoin the World Heritage area to the north (see purple area in Map 2).

The Lyell Highway also serves as the only direct route from Hobart to the West Coast and has recently been promoted by Tourism Tasmania in its Discover Tasmania campaign as part of the tourist experience for the new Western Wilds Road Trip.

The Central Highlands Council through its Highlands Tasmania brand has identified Lake St Clair and Derwent Bridge/The Wall as two of its tourism destinations.

Discover Tasmania promotes Lake St Clair as

Australia's deepest freshwater lake and marks the southern end of Cradle Mountain-Lake St Clair National Park and the end of the multi-day Overland Track

and encourages

an overnight stay at Lake St Clair's wilderness retreat Pumphouse Point or Lake St Clair Lodge.

Derwent Bridge is home to the unique Wilderness Hotel located in the village and

the ambitious art installation Wall in the Wilderness at Derwent Bridge, where 100 metres of carved Huon-pine panels depict the pioneering stories that helped shape the Central Highlands

on the Lyell Highway 2 km from the village.

The Parks and Wildlife Service pre-Covid annual visitor numbers for Lake St Clair were over 90,000. The number of tourists traversing this section of the Lyell Highway would be significantly higher than this given that Department of State Growth vehicle counts in 2018 indicate 525 vehicles per day on the Lyell Highway and 270 vehicles per day on the Lake St Clair Road.

How the Scenic Road Corridor is defined

Travelling from the east along the Lyell Highway, the proposed Scenic Road Corridor commences at the forested landscape 2.5 past the intersection with Fourteen Mile Road and continues through mostly forested landscape to Lake King William just beyond Derwent Bridge. Its boundary is defined by the skyline as viewed from the Lyell Highway except in the northwest where the boundary is set at 2 km from the Highways because the skyline is quite distant in that direction (see Map 2).

View from four points along the Lyell Highway

Appendix B contains recent photos from four points along the Lyell Highway within the proposed Corridor showing the forested skyline, expanses of button grass and sedges as well as the forested foreground.

Land Tenure within the proposed Corridor

The distribution of land tenure can be seen in Maps 3-5 with approximate percentages as follows:

Public Reserve	38%
Private Freehold (Private Reserve)	2%
Sustainable Timbers Tasmania	43%
Future Potential Production Forest	10%
Private Freehold (non-reserved)	7%

The two Private Freehold properties containing the Bronte Park #1 and #2 Private Reserves protected by conservation covenant are:

Property Address	Property ID	Title References
Lot 1 LYELL HWY BRONTE PARK	3054354	241850/1
LYELL HWY BRONTE PARK	2304227	243948/1

The owners of both of these properties have requested rezoning from Rural Zone to Landscape Conservation Zone to better protect, conserve and manage the already identified landscape values of these properties while allowing for compatible uses such as Residential, Tourist Operation and Visitor Accommodation.

The other eight Private Freehold properties on 9 titles within the Scenic Road Corridor from west to east are:

Property Address	Property ID	Title References
LYELL HWY DERWENT BRIDGE	5475400	212288/1
'THE WALL' - 15352 LYELL HWY DERWENT BRIDGE	5475320	243683/1
LYELL HWY DERWENT BRIDGE	5475312	207295/1
Lot 1 LYELL HWY BRONTE PARK	3054346	225350/1
LYELL HWY BRONTE PARK	5475291	201135/1
14461 LYELL HWY BRONTE PARK	5475275	209496/1
14246 LYELL HWY BRONTE PARK	2572694	200563/1, 241772/1
FOURTEEN MILE RD BRONTE PARK	3262997	205466/1

Public and Private Reserves within the proposed Corridor

The scenic values of approximately 40% of the landscape along the proposed Scenic Road Corridor have already been partly protected indirectly under the *Nature Conservation Act 2002* because it is covered by public or private reserve. Another 15% is protected for its natural values as Sustainable Timbers Tasmania Informal Reserve within its Permanent Timber Production Zone (see Map 6). This means that about 55% of the proposed Corridor is part of the Tasmanian Reserve Estate and is also part of Australia's National Reserve System thereby contributing to the fulfilment of Australia's obligations under the international *Convention on Biological Diversity 1993*.

Proposed Corridor almost completely covered by the Natural Assets Code

Map 8 shows the 'as exhibited' Priority Vegetation Area and Waterway and Coastal Protection overlays under the Natural Assets Code. Not surprisingly the significant landscape values are reflected in the 98% coverage of the Corridor landscape by the Priority Vegetation Area overlay with about 40% also covered by the Waterway and Coastal Protection overlay.

However, the Natural Assets Code does not apply to use and, therefore, only provides some protection against inappropriate discretionary development, i.e. building or works, particularly in the areas covered by the Waterway and Coastal Protection provisions. The Natural Assets Code provides no direct protection of the scenic values.

Consistency with the Southern Tasmania Regional Land Use Strategy 2010-2035

The Regional Policy under Tourism to 'provide for innovative and sustainable tourism for the region' includes on page 59

T 1.1 Protect and enhance authentic and distinctive local features and landscapes throughout the region.

T 1.2 Identify and protect regional landscapes, which contribute to the region's sense of place, through planning schemes.

Also relevant is the following Regional Policy under Biodiversity and Geodiversity on page 26

BNV 3 Protect the biodiversity and conservation values of the Reserve Estate.

BNV 3.1 Include within Planning Schemes requirements to setback use

The proposed Scenic Road Corridor will protect the landscape values by restricting inappropriate development as well as setback use from the land already identified and protected within the Tasmanian Reserve Estate.

Use of the Scenic Protection Code in the Central Highlands Draft LPS

Neither Scenic Protection Areas nor Scenic Road Corridors have been used in the exhibited Central Highlands Draft Local Provisions Schedule.

In Table 4 on page 40 of the Supporting Report, which deals analyses the consistency of the Draft LPS with the Southern Tasmanian Regional Land Use Strategy (STRLUS), under 'Tourism' the Report states in response to STRLUS Policy T 1.1

Scenic Protection areas are provided in the draft LPS as a translation of existing highway scenic protection areas.

Local features and landscapes are otherwise protected through use of the Open Space, Zone and Environmental Management Zones and Heritage Code in the LPS.

The first statement is incorrect as there are no existing highway scenic protection areas in CHIPS 2015 and there are Scenic Protection areas in the draft LPS. The second statement relates to the application of three Zones that provide some protection of scenic values but implies that the Draft LPS provides no protection of local features or landscapes outside of those three Zones.

Consistency of the proposed Scenic Road Corridor with the Scenic Protection Code provisions and Guideline No 1

The Scenic Protection Code purpose (C8.1.1) is

To recognise and protect landscapes that are identified as important for their scenic values.

The Western Wilds Road Trip, which includes the 20 km of the Lyell Highway forming the eastern gateway to the Tasmanian World Heritage Area, promotes this trip for its scenic values. It is therefore imperative that the scenic values along this stretch of the Lyell Highway are protected by the provisions of the Scenic Protection Code to allow the Planning Authority to assess whether a discretionary development application would be incompatible with those scenic values.

Note that the Scenic Protection Code, like the Natural Assets Code, does not apply to use and therefore provides no protection for the scenic values against inappropriate use.

Guideline SPC1 states

The scenic protection area overlay and the scenic road corridor overlay may be applied to land identified at the local or regional level as important for the protection of scenic values. These may include areas:

(a) containing significant native vegetation or bushland areas with important scenic values (such as skyline areas); or

(b) identified for their significant scenic views.

The area within the proposed Scenic Road Corridor has been identified at a State level by Tourism Tasmania as having scenic values worthy of protection, and given the importance of the Tasmanian Wilderness WHA to the Tasmanian tourism brand, planning protection should also be afforded to its eastern gateway.

As mentioned earlier, a significant part of the proposed Scenic Road Corridor is included in the Tasmanian Reserve Estate is protected by both public and private formal reserves as well as Sustainable Timbers Tasmania Informal Reserves (see Map 6).

The Public Reserves are the Cradle Mountain-Lake St Clair National Park and the Central Plateau Conservation Area which are both part of the Tasmanian Wilderness WHA. The Private Reserves are the Bronte Park #1 and #2 reserves protected by conservation covenant and the subject of separate representations requesting rezoning to Landscape Conservation.

While all of these reserves are principally protected for their significant natural values this does not preclude the importance of the scenic values that derive from their reserve status.

Guideline SPC2 states

The scenic protection area overlay and the scenic road corridor overlay should be justified as having significant scenic values requiring protection from inappropriate development that would or may diminish those values.

As shown in Map 7 in Appendix, the two Zones that apply to the proposed Scenic Road Corridor are Environmental Management Zone for the two public reserves within the Tasmanian Wilderness WHA and Rural Zone for the rest. The Scenic Protection Code applies in both of these Zones.

Inappropriate development visible from the Lyell Highway would diminish the significant scenic values described earlier.

Protecting the Scenic Values in the Crown Land managed by Sustainable Timbers Tasmania

Because all of this land is within the Rural Zone, Resource Development is a 'No Permit Required' Use within this Zone, and also because the Scenic Protection Code only applies to development, the application of a Scenic Road Corridor over this land will have no effect under the Tasmanian Planning Scheme.

Achieving the Management Objectives on the Crown Land managed by Sustainable Timbers Tasmania will require their separate agreement to reclassify areas of Production Forest and Non-Production Forest as Informal Reserve. In view of the economic impact of such reclassification it is envisaged that this might be achieved progressively without significantly disrupting the current 3 Year Production Plan.

Map 9 shows the current distribution of Production Forest, Non-Production Forest and Informal Reserve within the STT land affected by the proposed Scenic Road Corridor. Maps 10 and 11 show the areas proposed for reclassification to Informal Reserve to provide scenic protection of the skyline as well as an increased setback of harvesting operations from the edge of the Lyell Highway.

Protecting the Scenic Values in the Future Potential Production Forest managed by DPIPWE

Securing DPIPWE's support for the Scenic Road Corridor over the Future Potential Production Forest will be essential for the protection of the landscape values in the eastern end of the proposed Corridor. The creation of the Leven Canyon/Loyetee Peak Scenic Protection Area in the Central Coast LPS with DPIPWE's support indicates that DPIPWE will be prepared to consider the proposal on its merits.

Proposed CHI-Table C8.2 Scenic Road Corridors

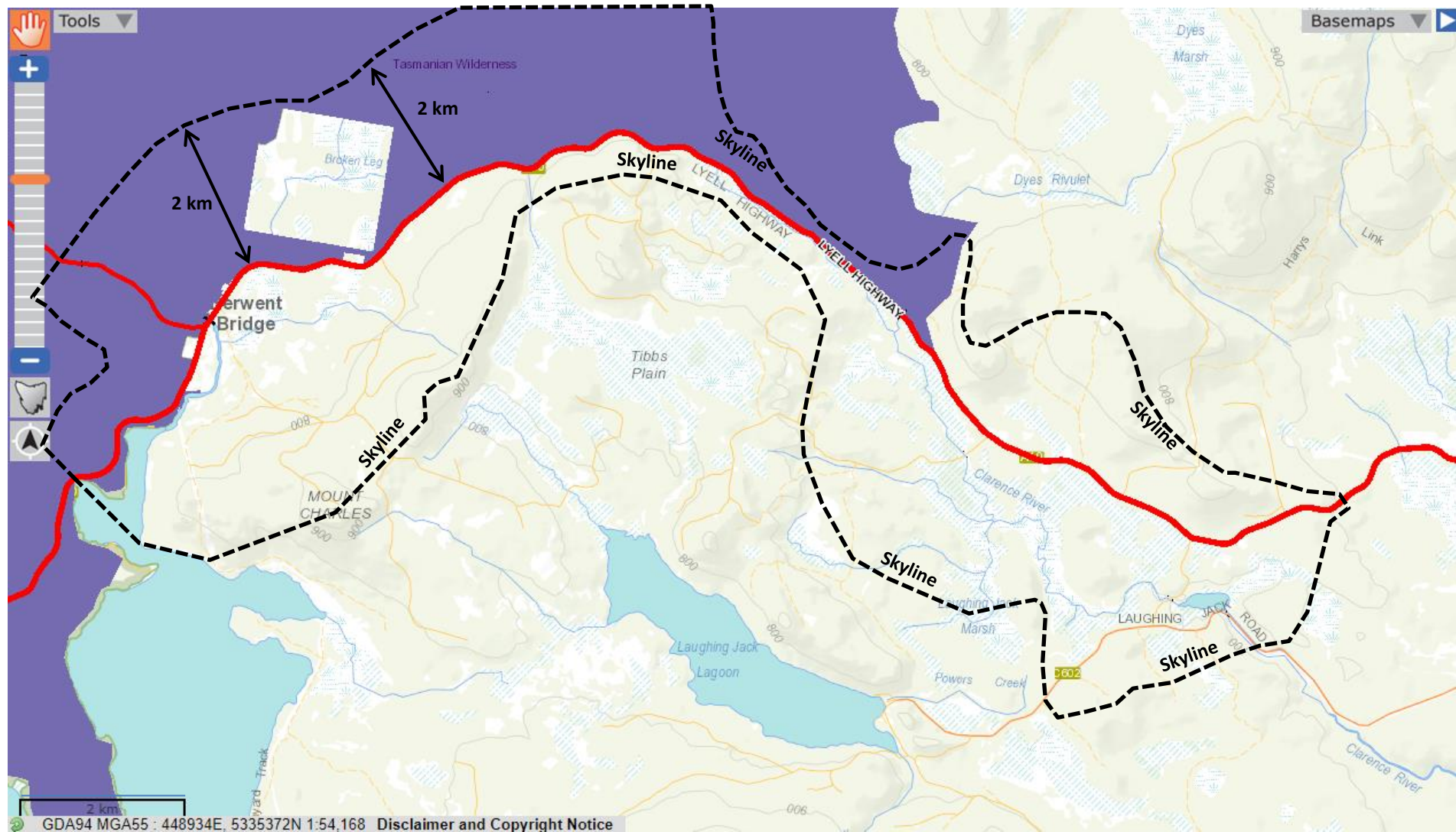
Reference Number	Scenic Road Corridor Description	Scenic Value	Management Objectives
CHI-C8.2.1	Tasmanian Wilderness World Heritage Area eastern gateway on the Lyell Highway from 2.5 km west of Fourteen Mile Road to Lake King William	<p>(a) A unique awe-inspiring landscape comprising open button grass ranges, woodland and subalpine hills and mountains.</p> <p>(b) Areas of intact, open, subalpine highland landscape.</p> <p>(c) A spectacular forested skyline on both sides of the Highway framed by periodic stands of native sub-alpine eucalypt forest communities in the foreground.</p>	<p>Protect the scenic values of the Tasmanian Wilderness eastern gateway Scenic Road Corridor by:</p> <p>(a) maintaining undisturbed native vegetation as the dominant element of the skyline and foreground</p> <p>(b) maintaining skylines and escarpments and forested slopes free of visible development and fragmentation;</p> <p>(c) retaining the landscape connectivity including the contiguous native forest canopy cover;</p> <p>(d) avoiding visual contrast between buildings and works and the natural bushland; and</p> <p>(e) working with Sustainable Timbers Tasmania to progressively extend the Informal Reserves within their Permanent Production Forest to better protect the skylines and foreground.</p>

Appendix A – Maps showing location of proposed Scenic Road Corridor

MAP 1 – Eastern Gateway to the Tasmanian Wilderness World Heritage Area (purple area)

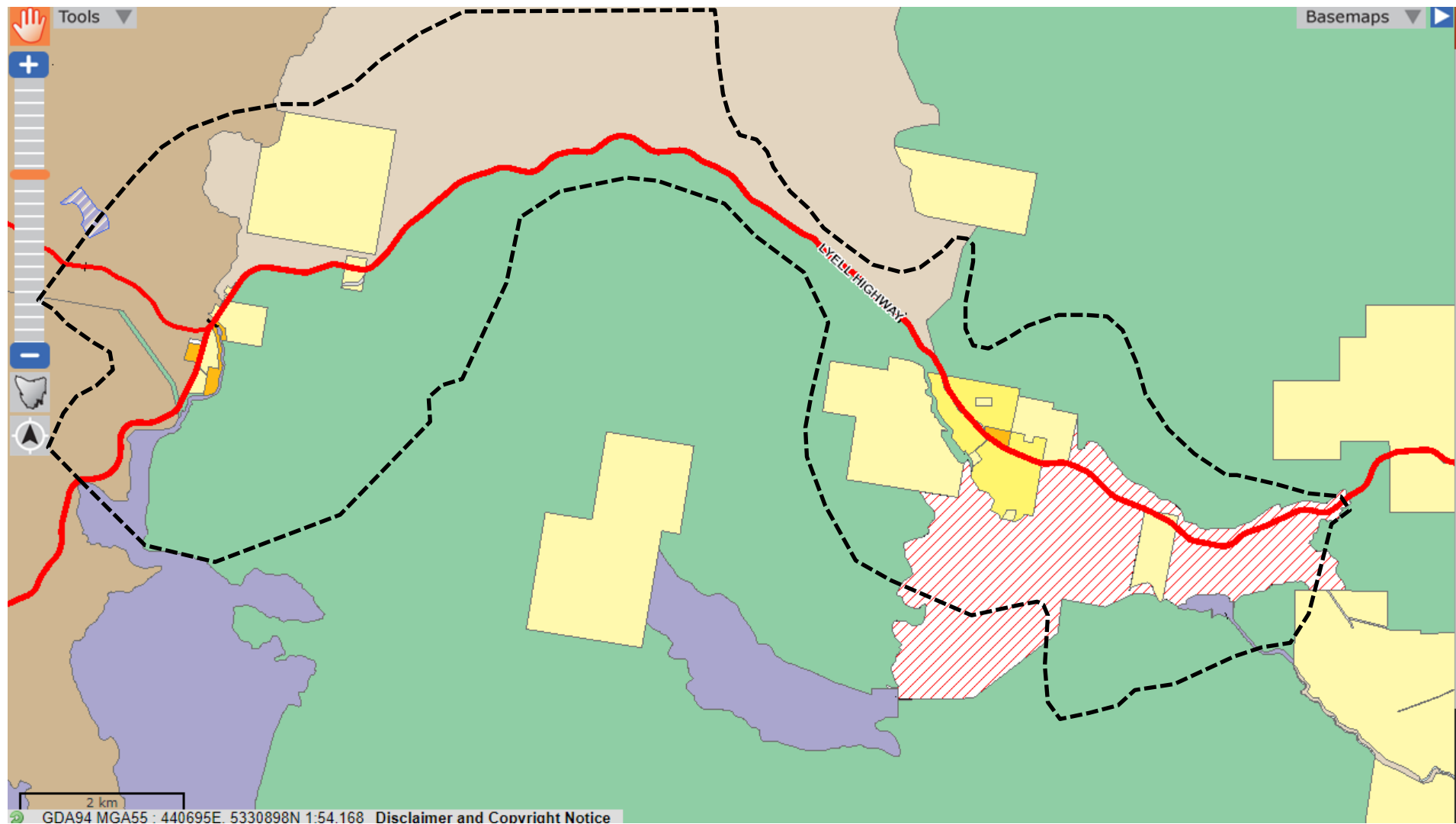


MAP 2 – ListMap topographic map overlain by the Tasmanian Wilderness World Heritage Area (purple) with the proposed Scenic Road Corridor (dashed black line)



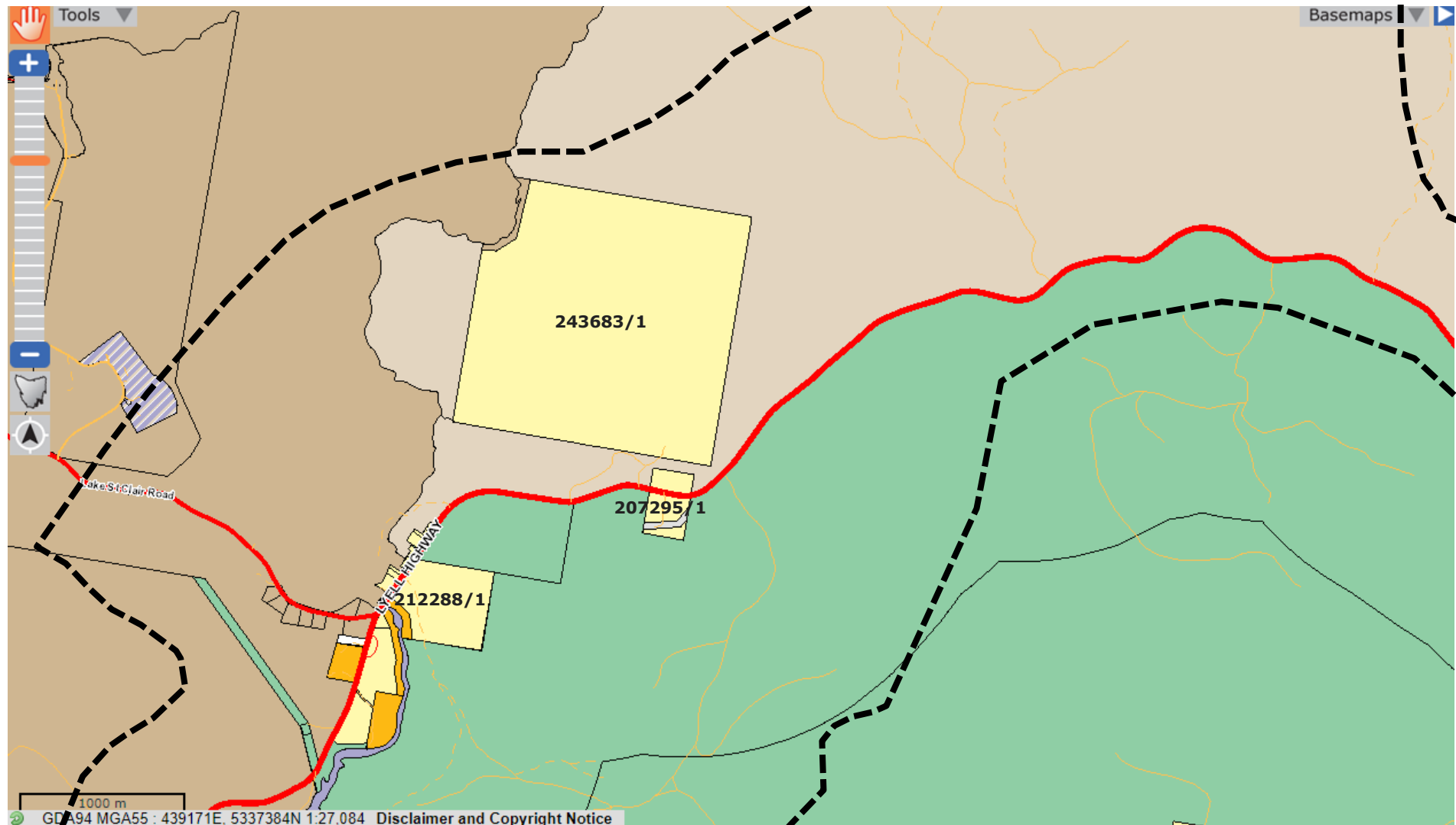
NOTE: The proposed Scenic Road Corridor is defined by the furthest skyline from the Lyell Highway except for the northwest where the skyline is distant. In this area the limit of the Scenic Road Corridor is set at 2 km from the Lyell Highway.

MAP 3 – Land Tenure within proposed Scenic Road Corridor



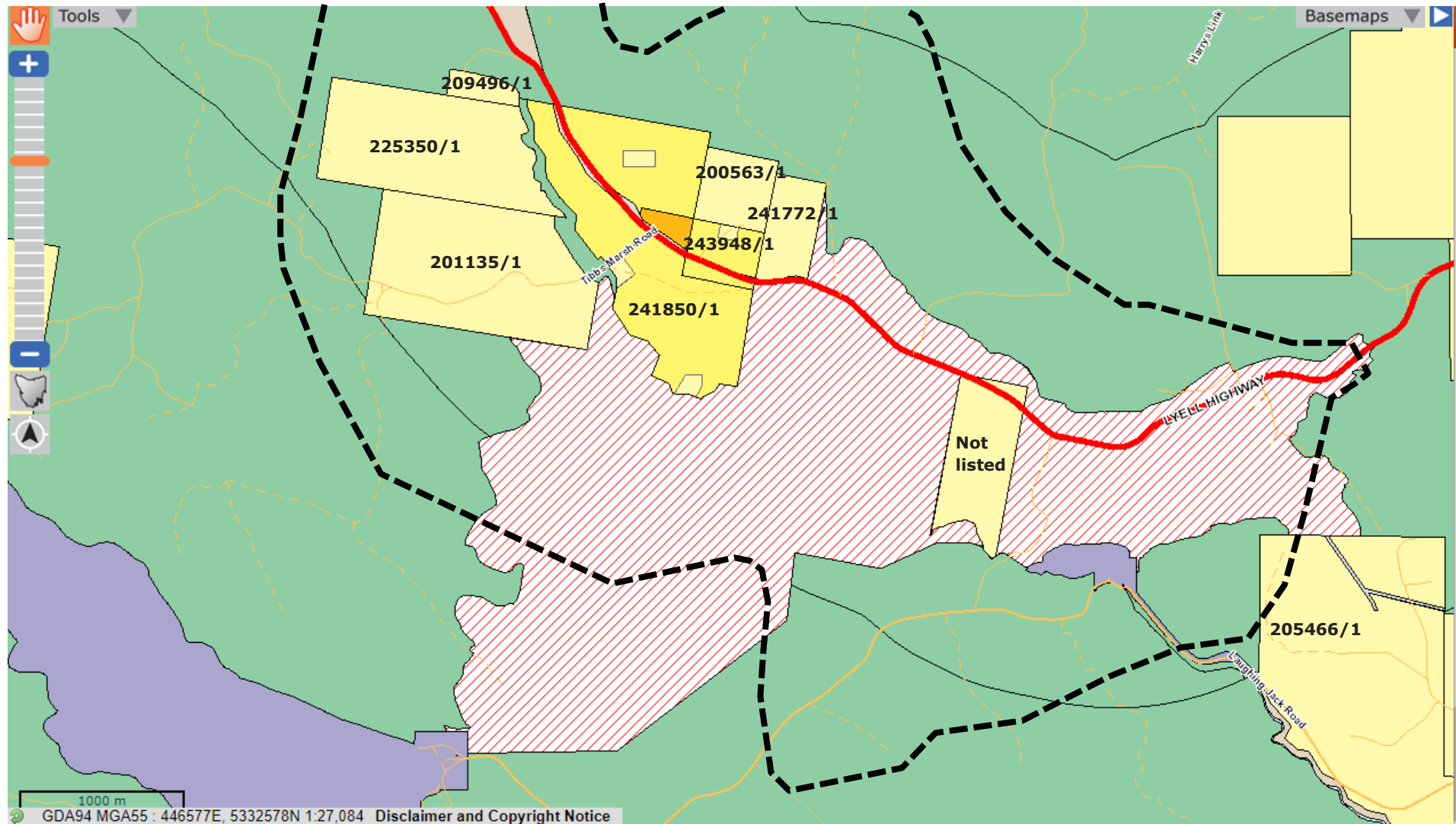
- | | | |
|-----------------------|---------------------------------------|--|
| Private Freehold | Conservation Area | Future Potential Production Forest (Crown) |
| Conservation Covenant | Permanent Timber Production Zone Land | Hydro-Electric Corporation |
| National Park | Public Reserve | |

MAP 4 – Cadastral Parcels and Land Tenure within proposed Scenic Road Corridor - western end



- | | | |
|-----------------------|---------------------------------------|--|
| Private Freehold | Conservation Area | Future Potential Production Forest (Crown) |
| Conservation Covenant | Permanent Timber Production Zone Land | Hydro-Electric Corporation |
| National Park | Public Reserve | |

MAP 5 – Cadastral Parcels and Land Tenure within proposed Scenic Road Corridor - eastern end

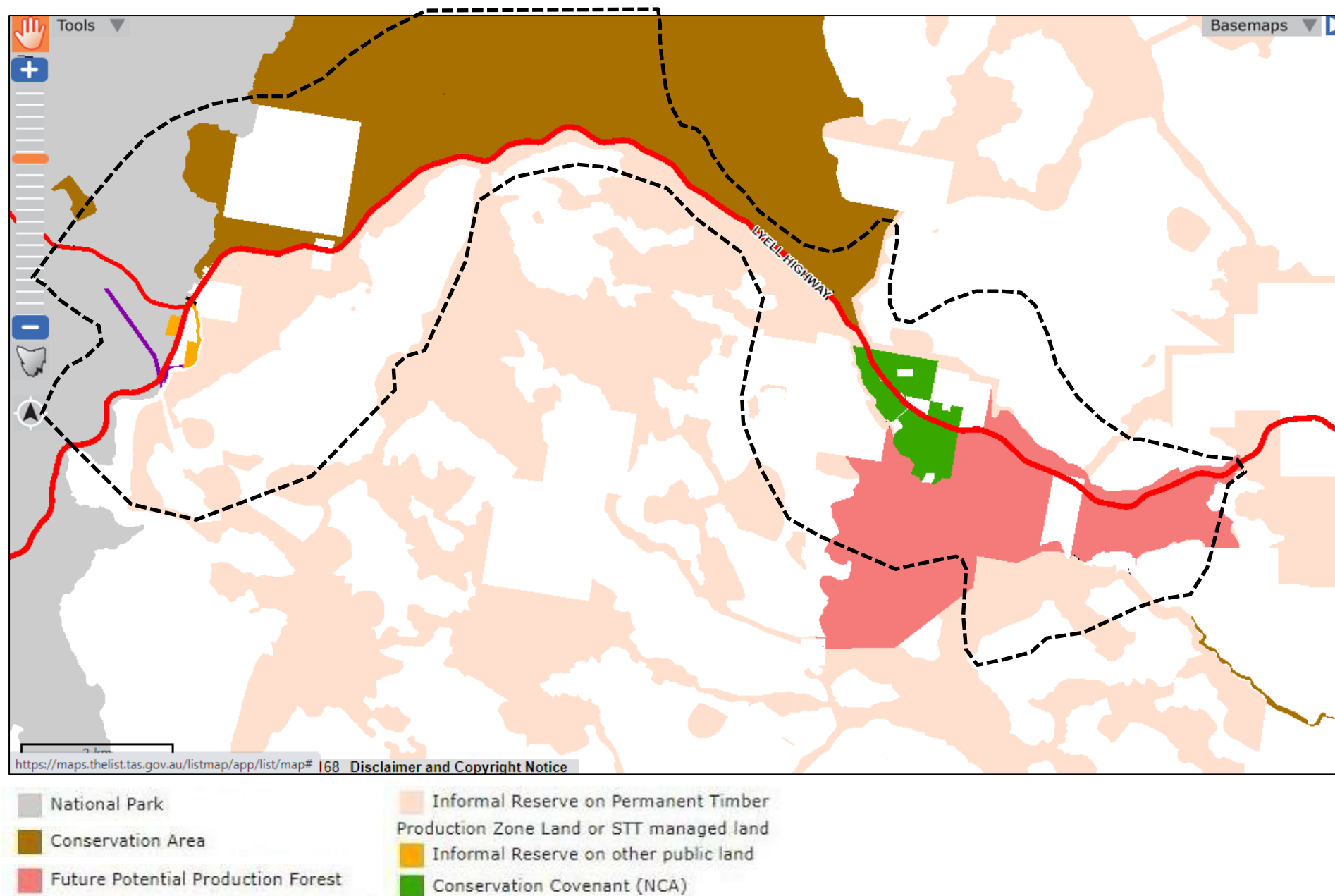


- Private Freehold
- Conservation Covenant
- National Park

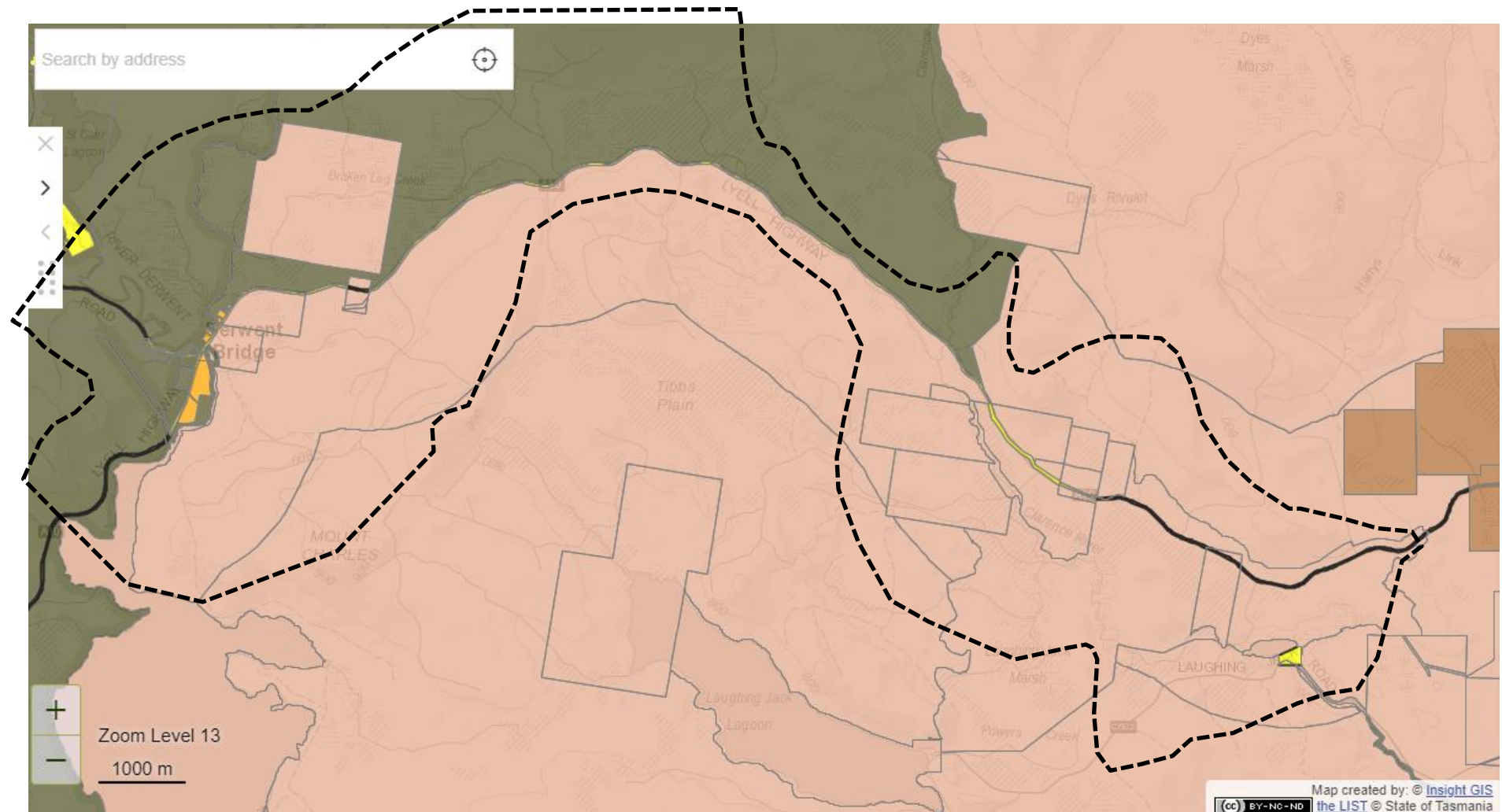
- Conservation Area
- Permanent Timber Production Zone Land
- Public Reserve







- Future Potential Production Forest (Crown)
- Hydro-Electric Corporation

MAP 6 – ListMap with no base map showing the Tasmanian Reserve Estate within proposed Scenic Road Corridor

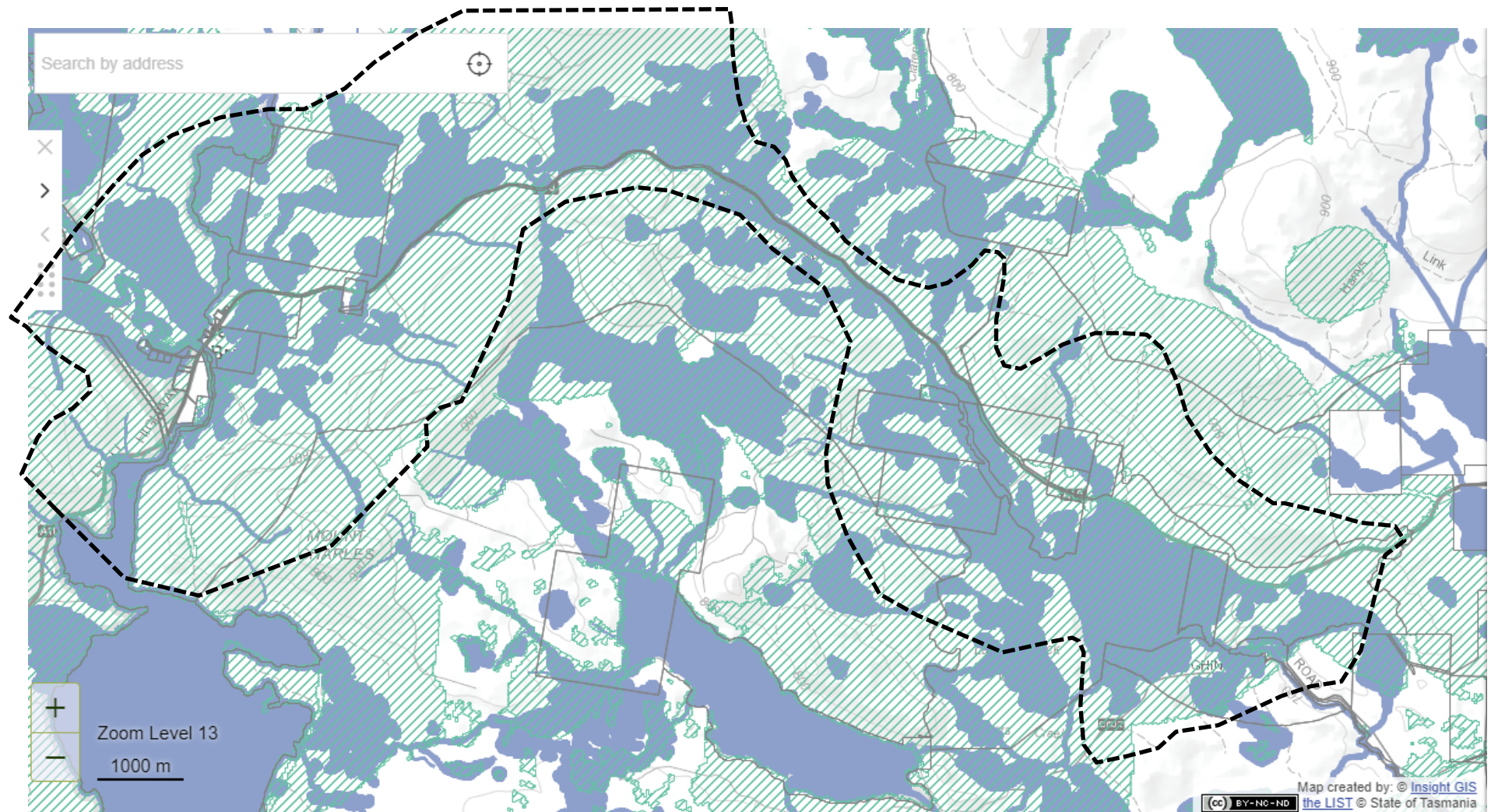


MAP 7 – Central Highlands Interactive Plan showing Zoning within proposed Scenic Road Corridor




- | | |
|--|--|
|  Agriculture |  Rural |
|  Community Purpose |  Rural Living |
|  Environmental Management |  Utilities |
| |  Village |

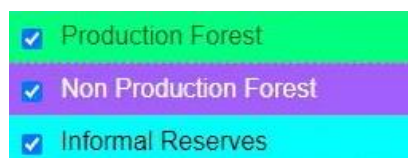
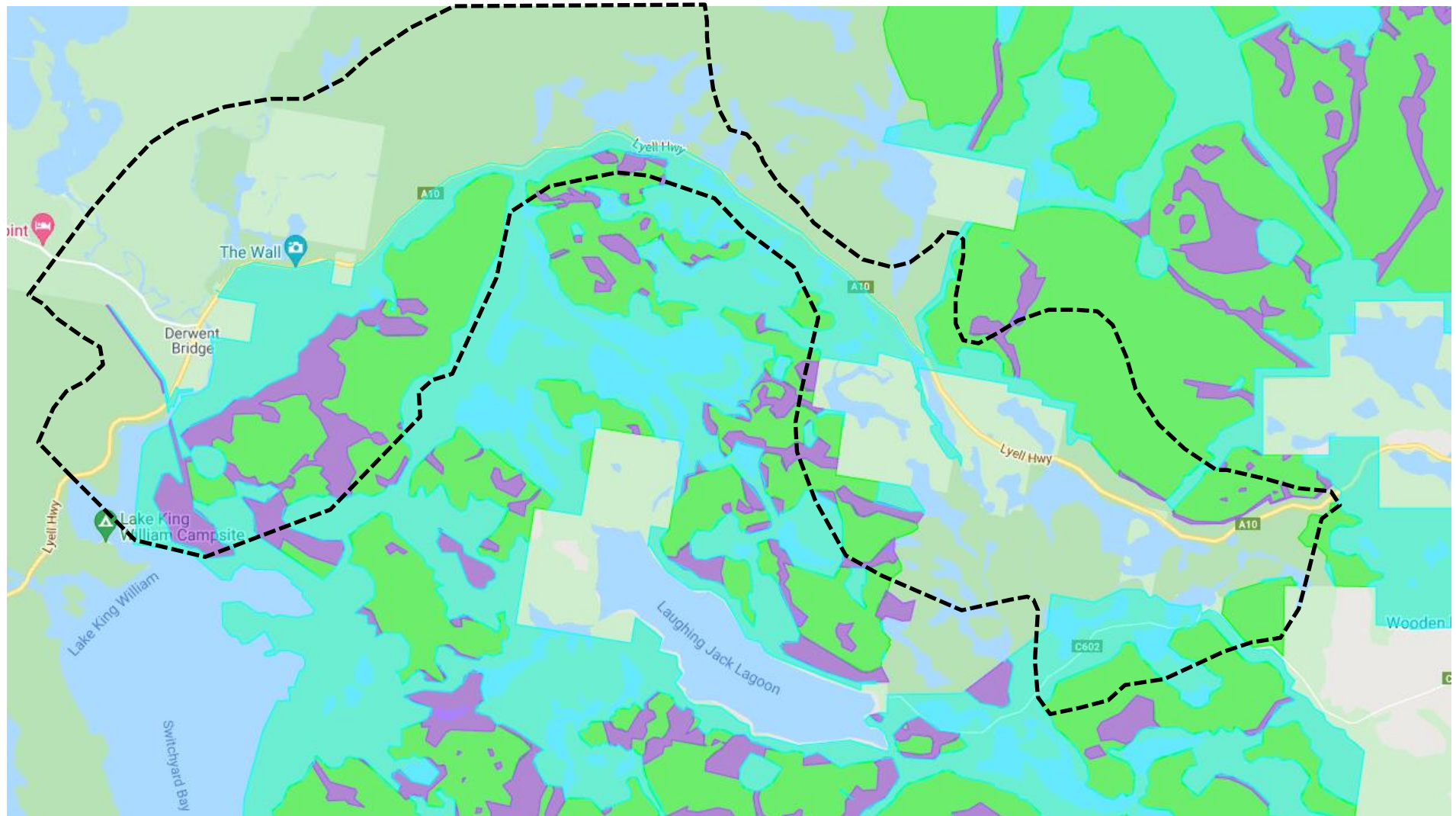
MAP 8 – Central Highlands Interactive Plan showing Priority Vegetation Area and Waterway and Coast Protection Layers under the Natural Assets Code



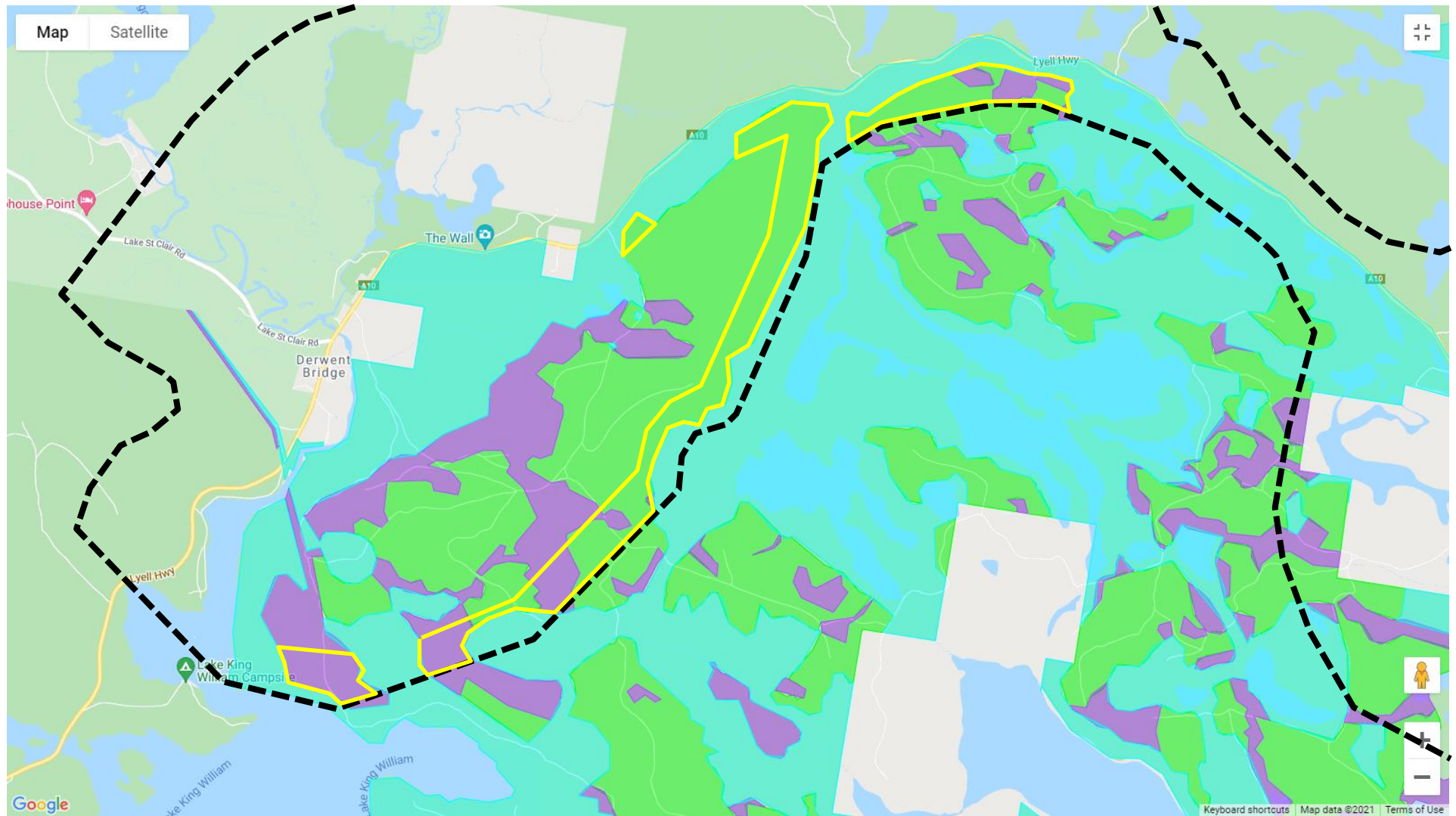
 Priority Vegetation Area

 Waterway And Coastal Protection

MAP 9 – Sustainable Timbers Tasmania Interactive Map overlain by the proposed Scenic Road Corridor

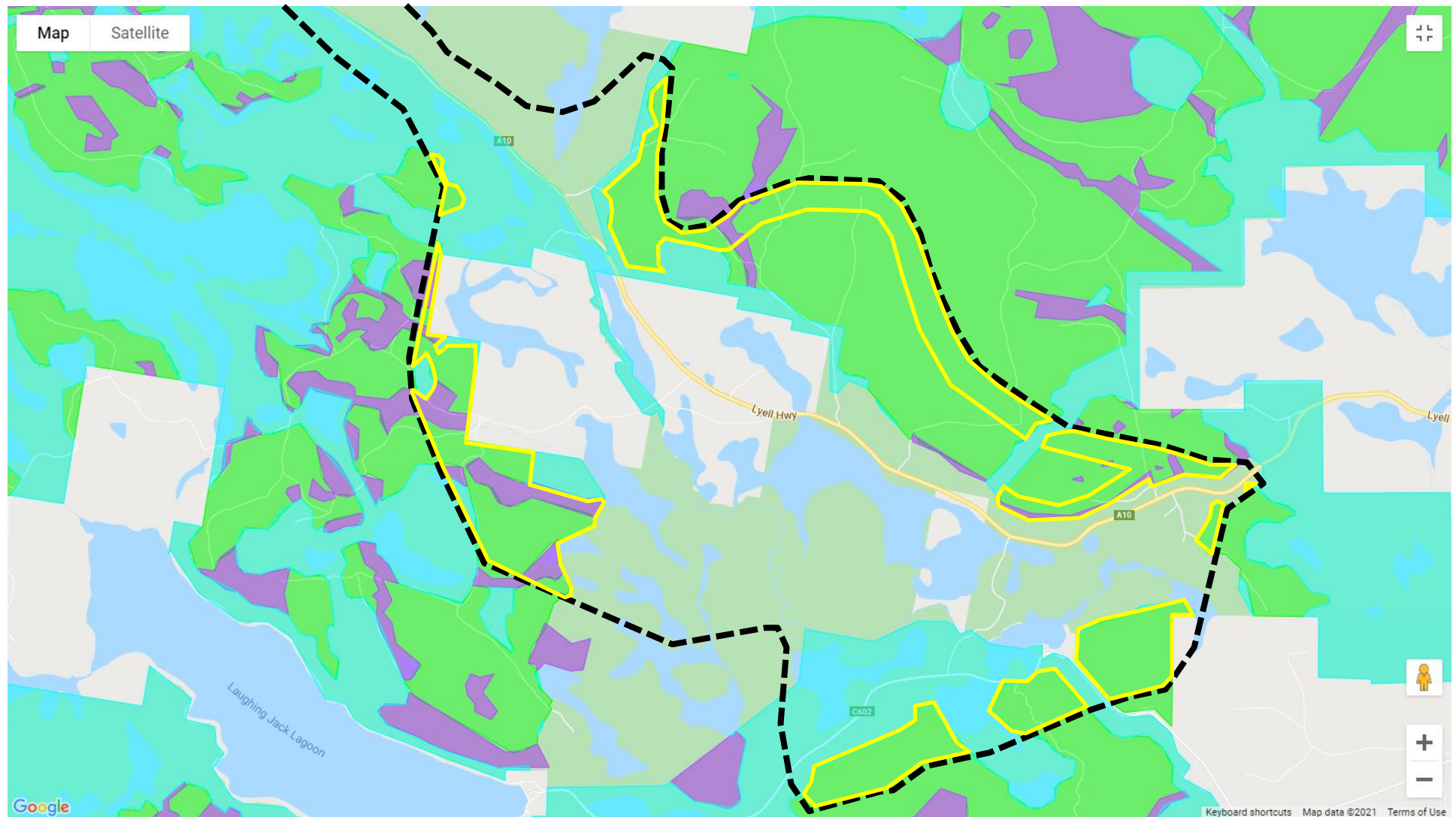


MAP 10 – Sustainable Timbers Tasmania Interactive Map – western end of proposed Scenic Road Corridor – proposed extension of STT Informal Reserve (bounded by yellow lines) to increase setback from the Lyell Highway and protect the skyline visible from the Highway



- ☒ Production Forest
- ☒ Non Production Forest
- ☒ Informal Reserves

MAP 11 – Sustainable Timbers Tasmania Interactive Map – eastern end of proposed Scenic Road Corridor – proposed extension of STT Informal Reserve (bounded by yellow lines) to increase setback from the Lyell Highway and protect the skyline visible from the Highway



- ☒ Production Forest
- ☒ Non Production Forest
- ☒ Informal Reserves

Appendix B – Photos of skyline and foreground at four locations along the Proposed Scenic Road Corridor

Photopoint	Latitude	Longitude
1	-42.128376	146.238615
2	-42.125854	146.257137
3	-42.155544	146.372668
4	-42.149572	146.358531



Photopoint #1



Photopoint #2



Photopoint #3



Photopoint #4

