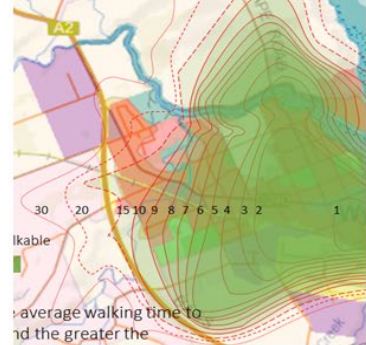
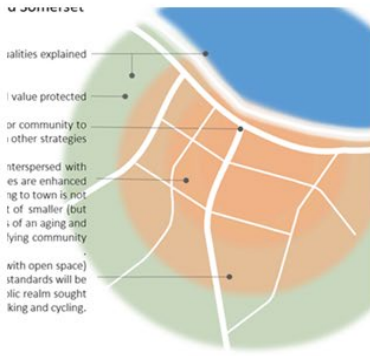
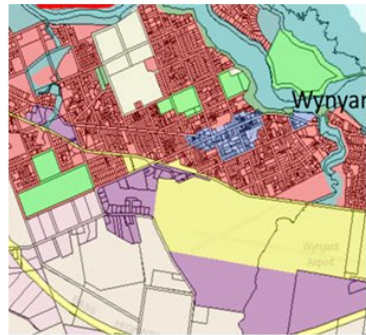


Liveable Waratah-Wynyard

Settlement Strategy



Draft 02 December 2020

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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 of 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:

Low population growth and an ageing population that 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. 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 market demand for Rural Living Zone (RLZ) land, but this brings challenges in relation to servicing, and erodes ecological and agricultural values.

This strategy suggests directing growth through identification of growth fronts governed by outline development plans to ensure development of different sites within the growth fronts can incrementally contribute to creating coherently designed, efficient and liveable new residential areas. The selection of these fronts have been governed by a series of tests seek to reconcile flexibility with consistency. They weigh up the implications of a loss of that land to its past 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. To this end as well as supporting appropriate development it makes a number of 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. To this end 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. To this end the strategy seeks to empower and encourage community members to participate in 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.

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. 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 where possible.

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 a changing and ageing community and attendant population decline, climate change, and resource depletion could threaten these natural and community assets if 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.

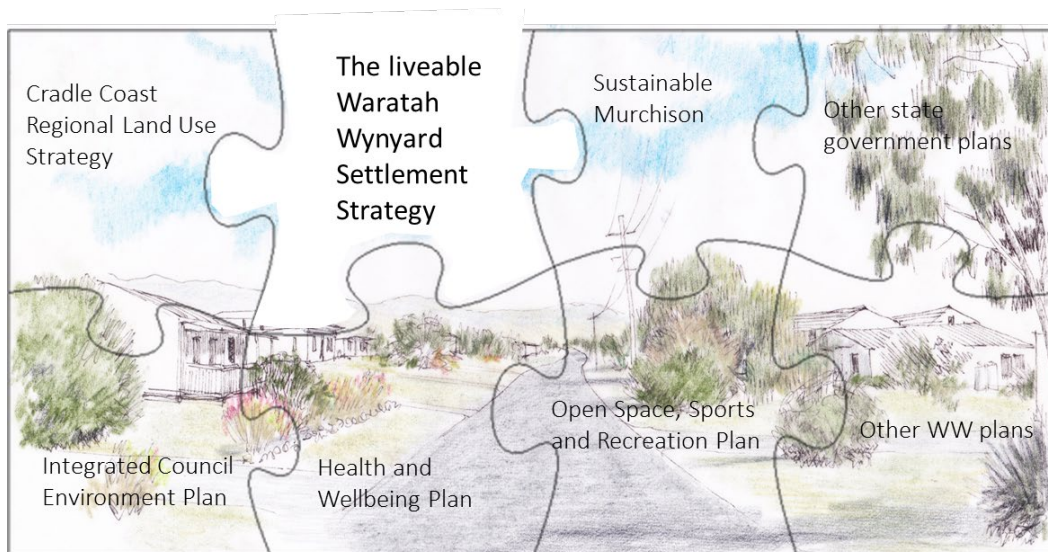


Figure 1.1 how the strategy fits in

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.

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 locates 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.

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

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

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

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.

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)

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.

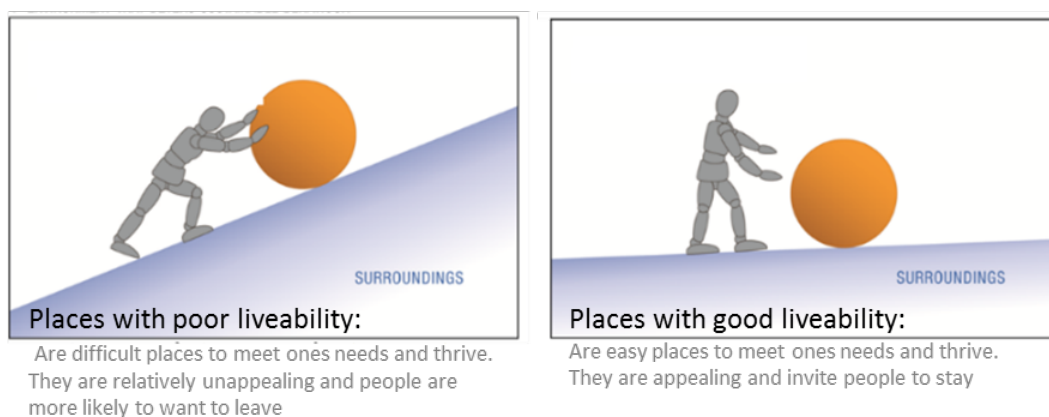


Figure 1.2 importance of liveability

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

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 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.

Subsequent to this consultation the draft will be amended to address any issues raised, either by explaining them better or changing the proposals.

The amended strategy will then be prepared for adoption.

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 and resource efficiency are incorporated into 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 obliged 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).

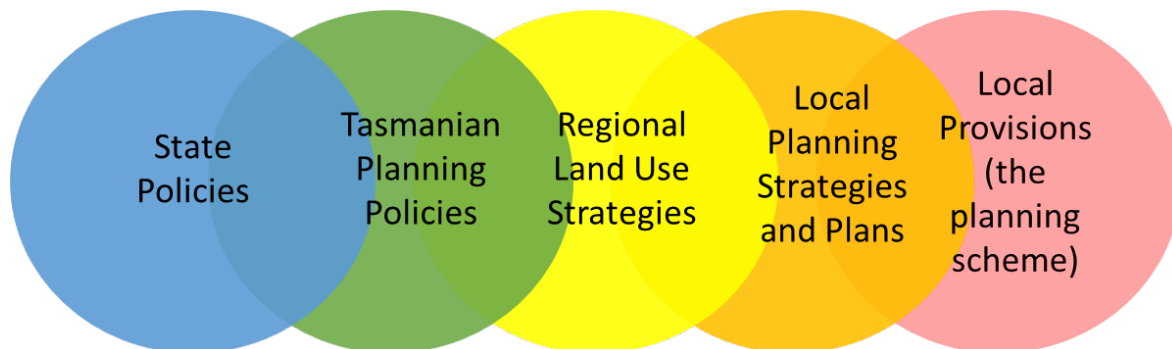


Figure 1.3 The hierarchy of planning controls

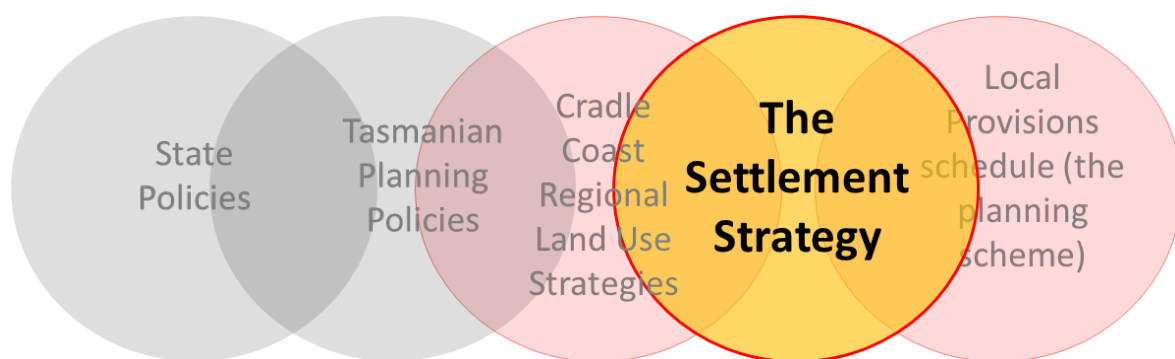


Figure 1.4 The settlement strategy in the hierarchy of planning controls

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 governments 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.

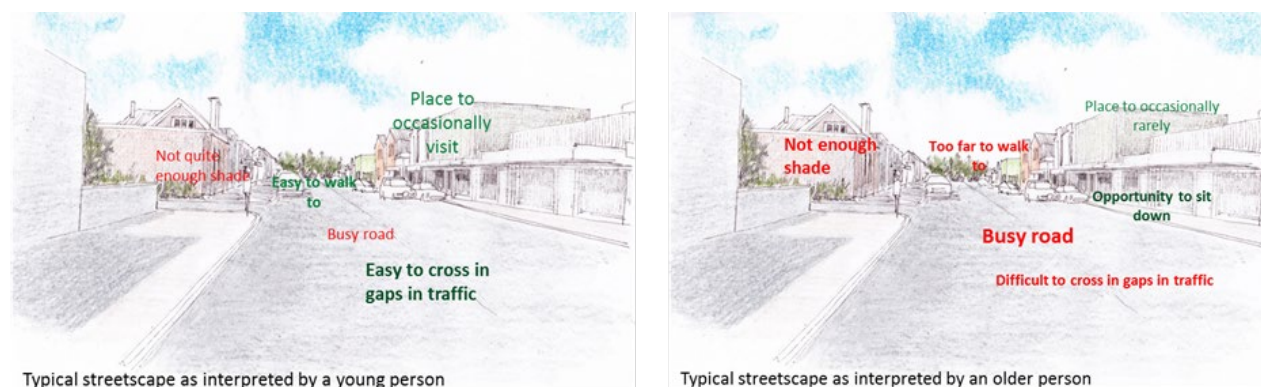


Figure 2.1 Differing perceptions of our surroundings as we age

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.

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

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

⁷ Murchison Sustainable Community Plan 2040 Community Study

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%20th%20ree%20regions.

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

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.

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

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>

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](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.

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.

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,

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>

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_A_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>

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).

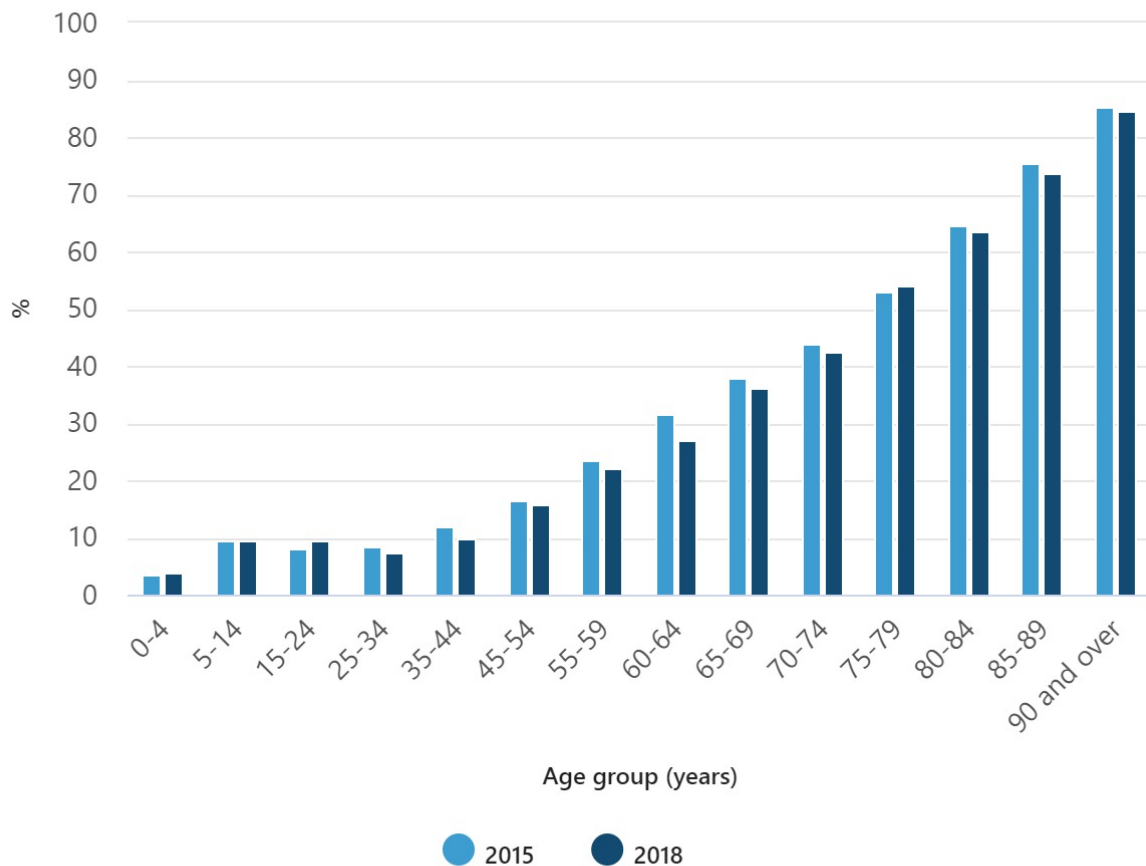
Both in and out-migration can increase rapidly in response to new local job opportunities or losses. For a relatively small population this can have a substantial effect. Moreover, economic migrants are usually in the childbearing age range and, if jobs are secure, family households are formed, further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

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.

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

Disability prevalence rates by age - 2015, 2018



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.

²⁷

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

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.

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

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

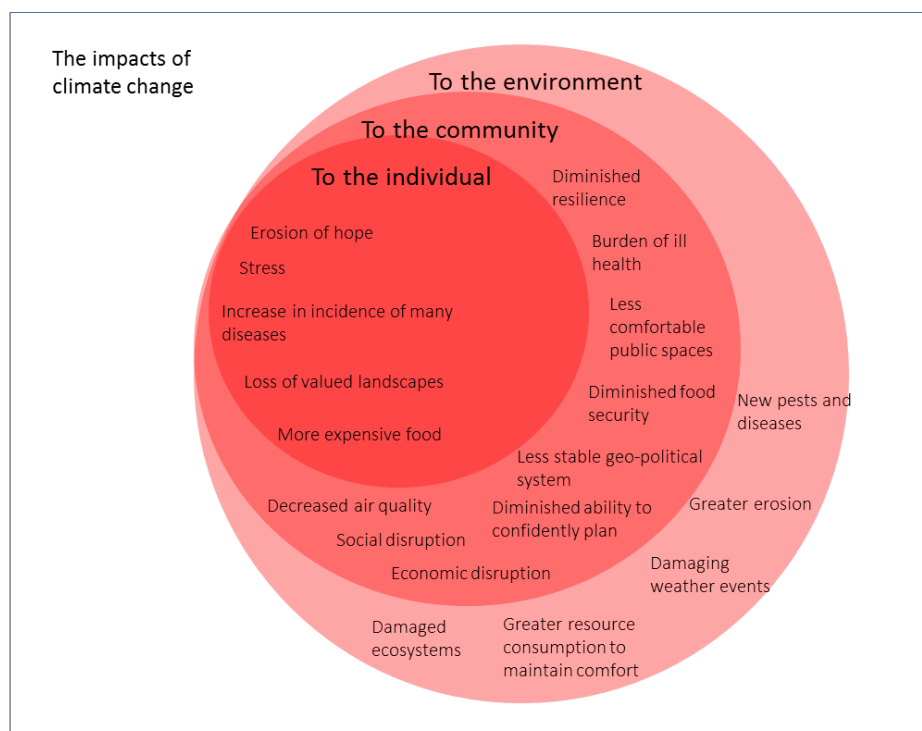
²⁹ <https://www.webalive.com.au/ecommerce-statistics-australia/>

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

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

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.



(adapted from original graphic sourced at elmoore.com)

Figure 2.3 the impacts of climate change

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:

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.

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

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.

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.

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%20focused,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

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>

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.

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.

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

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

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.

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.

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 this inertia will require careful analysis of the reasons for that decline and identification of the ones 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. The Sustainable Murchison also identifies a lack of 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.

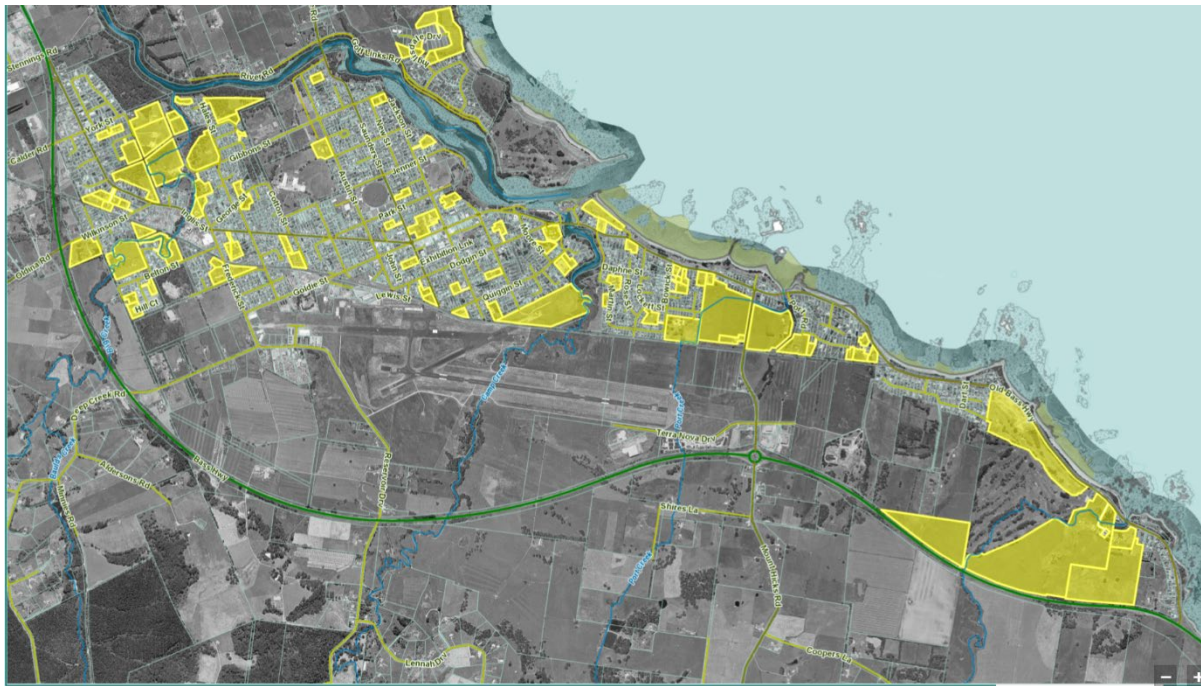


Figure 2.4 GRZ lots in Wynyard that are large enough to be subdivided to yield at least one additional lot.

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 these factors.

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. This 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. Increasing 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 are able to 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.

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

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 Australia⁴⁹”*. 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 communities⁵¹*.

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.

However, the analysis in the Industrial Land Study North West Tasmania study of vacant land indicates a localised shortfall of small lots, especially lots up to 2,000 sq.m aimed at local service industries, in the short to medium term in Burnie. 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.

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>

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 33. WARATAH-WYNYARD PRECINCT, CLOSE TO BURNIE AIRPORT

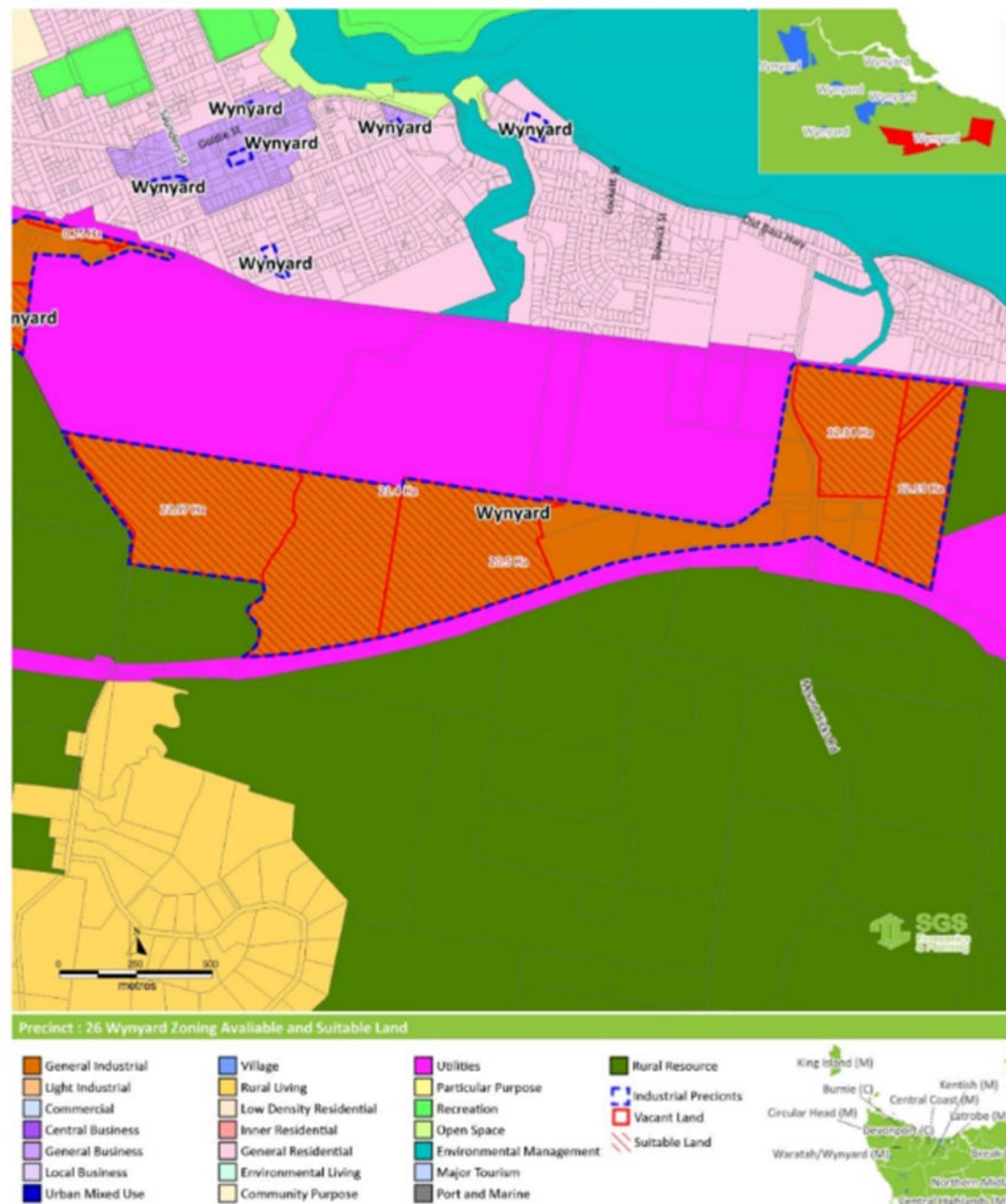


Figure 2.5 from SGS 2019

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.

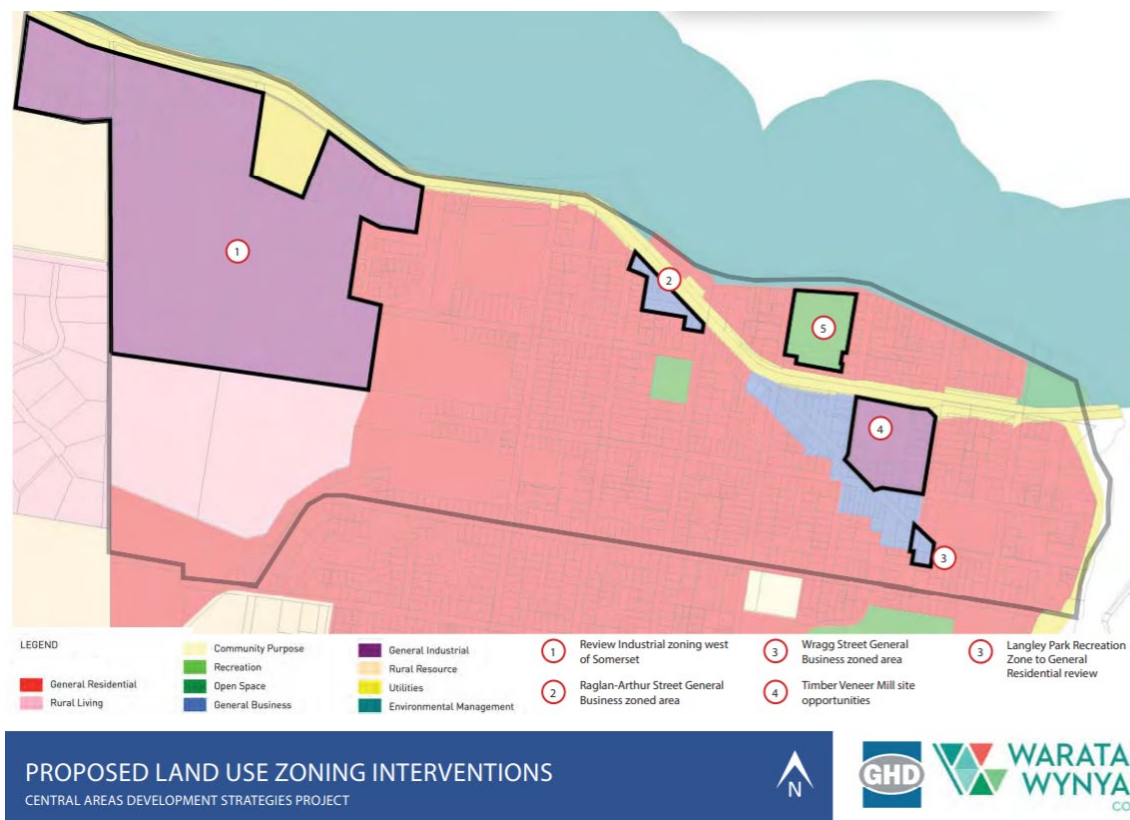


Figure 2.6 CADS proposed rezoning in Somerset (note rezonings proposed in this strategy differ from those identified in this strategy as outlined in recommendation 1)

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 an improved pedestrian crossings in Somerset.⁵³ Telstra presently offer 4G coverage over all settlements with 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 is explored in the analysis of suitability of different sites for development (appendix 5).

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

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.

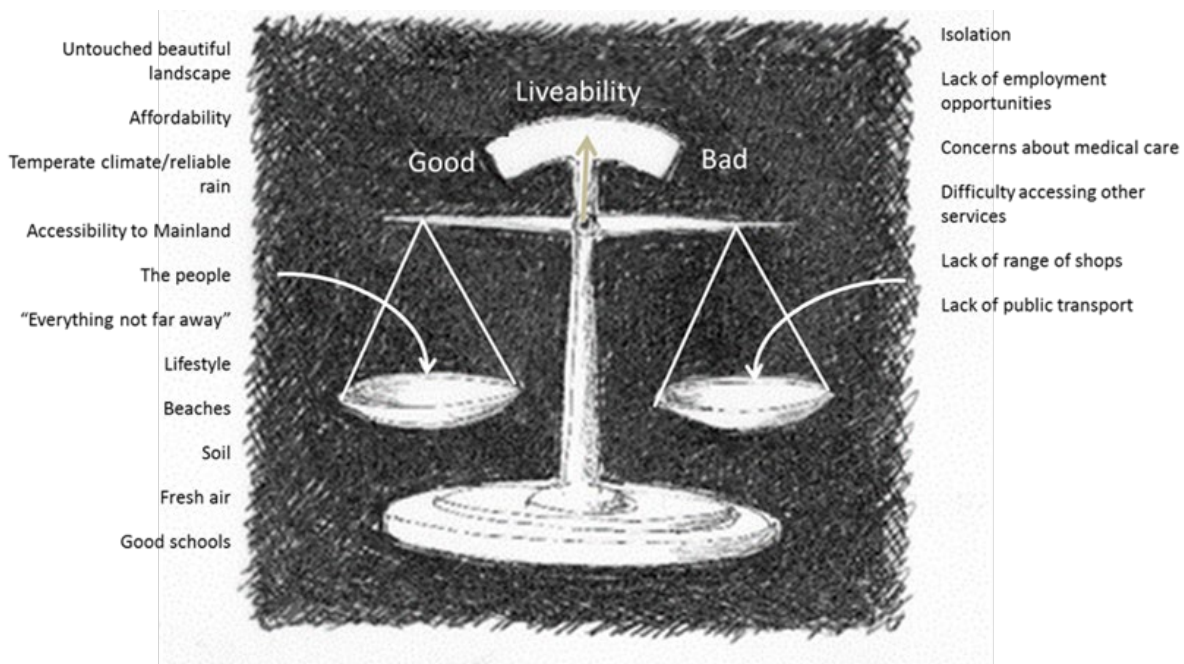


Figure 2.7 influences on liveability

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 an immediate discrete 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 a number of sites.

Key characteristics

Economic	Social	Environmental
<p>Median household income 75% of national average</p> <p>Higher proportion of people own their own home outright than national average</p> <p>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.</p> <p>Higher rates of property vacancy according to research referenced in the CADS</p> <p>According to “Your Investment Property”⁵⁶ the demand to supply ratio score for property investment is good for houses, above average for units</p>	<p>Median age 45</p> <p>Community predominantly older couples & families, mature couples and families, elderly singles.</p> <p>Apparent high levels of community cohesion/ social capital</p>	<p>Flatter land than most towns in the region, airport</p> <p>Climate change may increase the risk of coastal erosion</p>

Community Values

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.

Improved public toilets.

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

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.

In weighting these issues 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. Concerns related to the quality of the streets and beautification efforts more generally. A close second was the social and community concerns. These related to 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:

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.

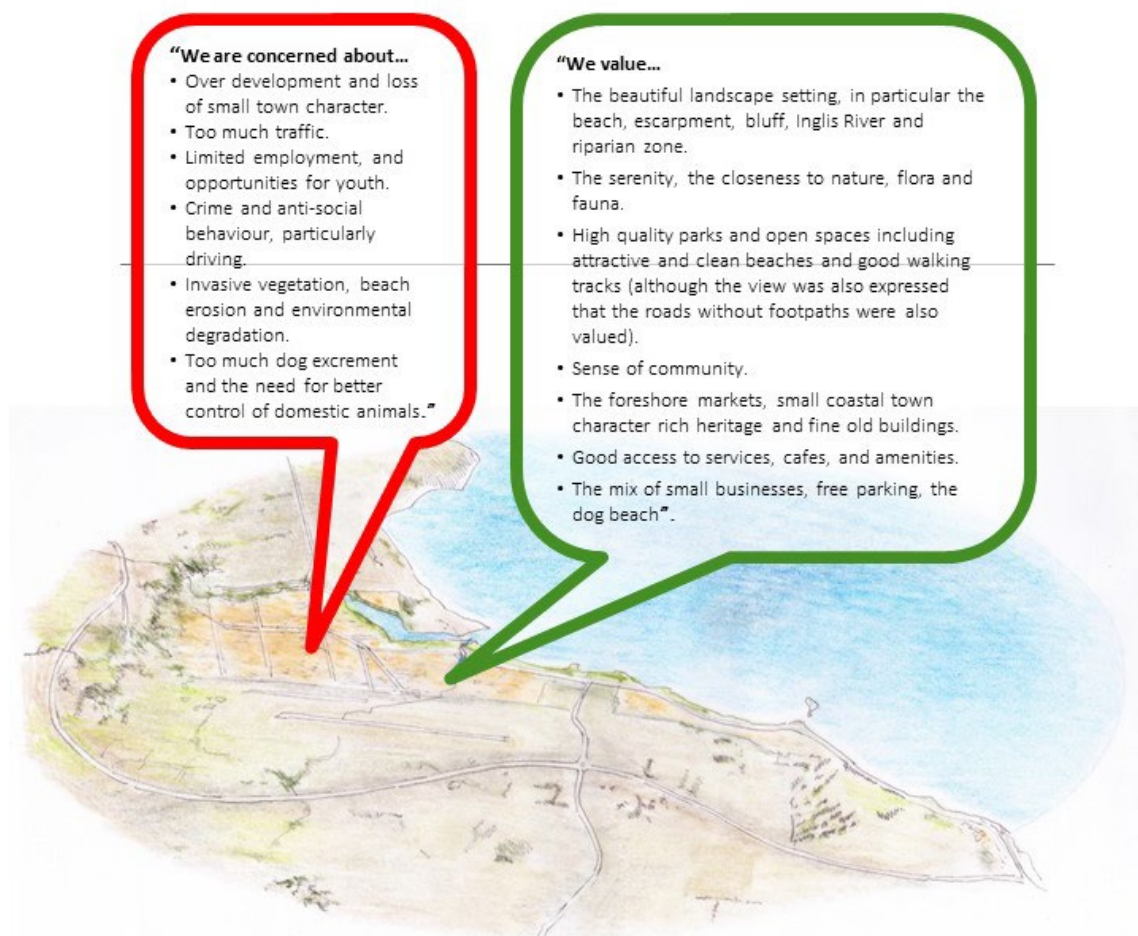


Figure 2.8 Wynyard community values and concerns

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.



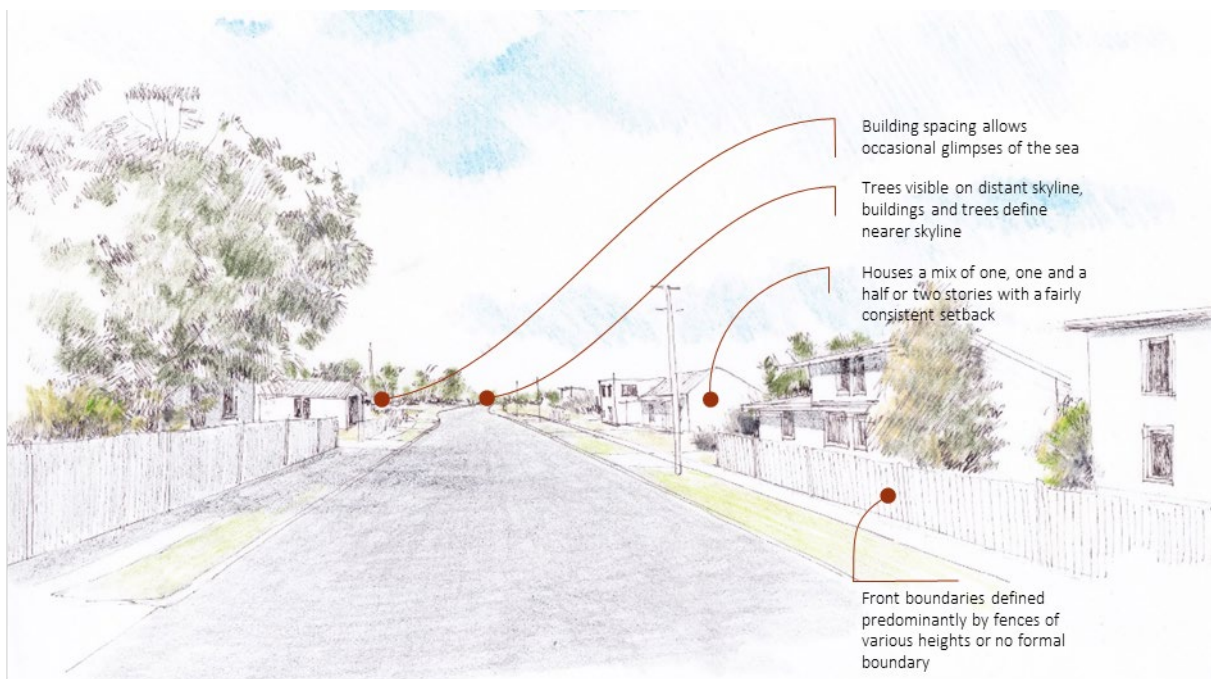
Figure 2.9 Factors that the Wynyard community felt would enhance liveability

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

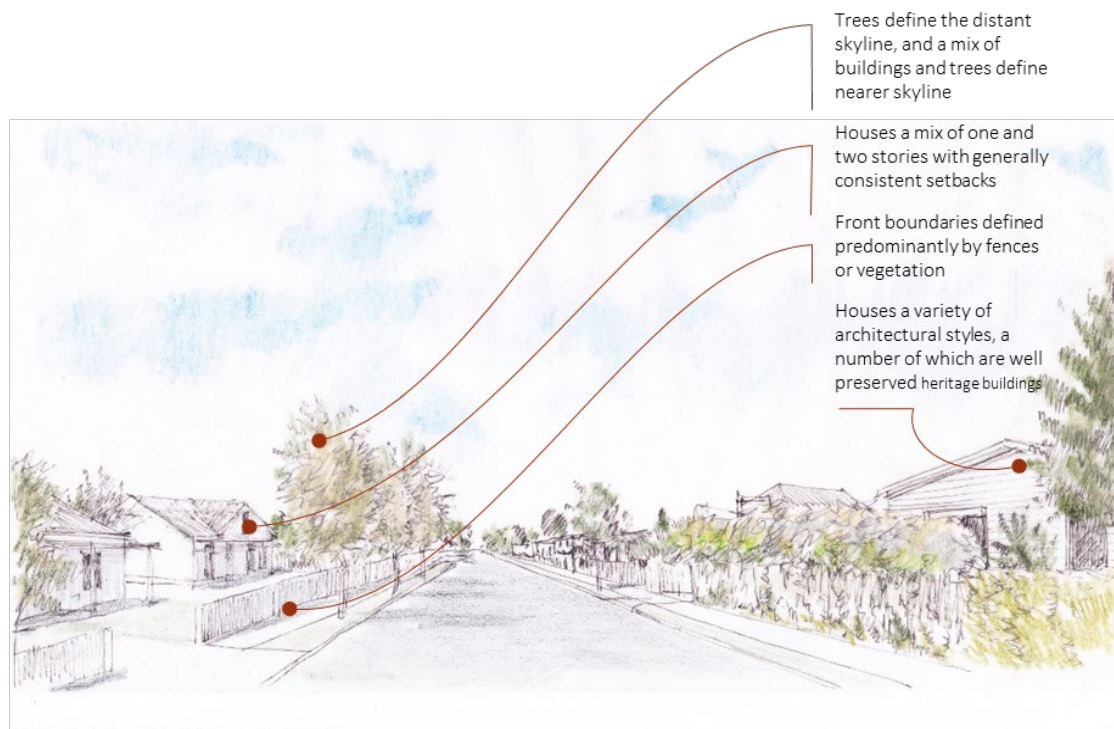
We asked people what characteristics define Wynyard's existing character and offered a selection of factors based on experience of other communities and offered opportunities for open ended responses. These are the responses:

Characteristic	Number of respondents who agreed the 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 as outlined on the previous page 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 draws 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 Values

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

Waratah 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.

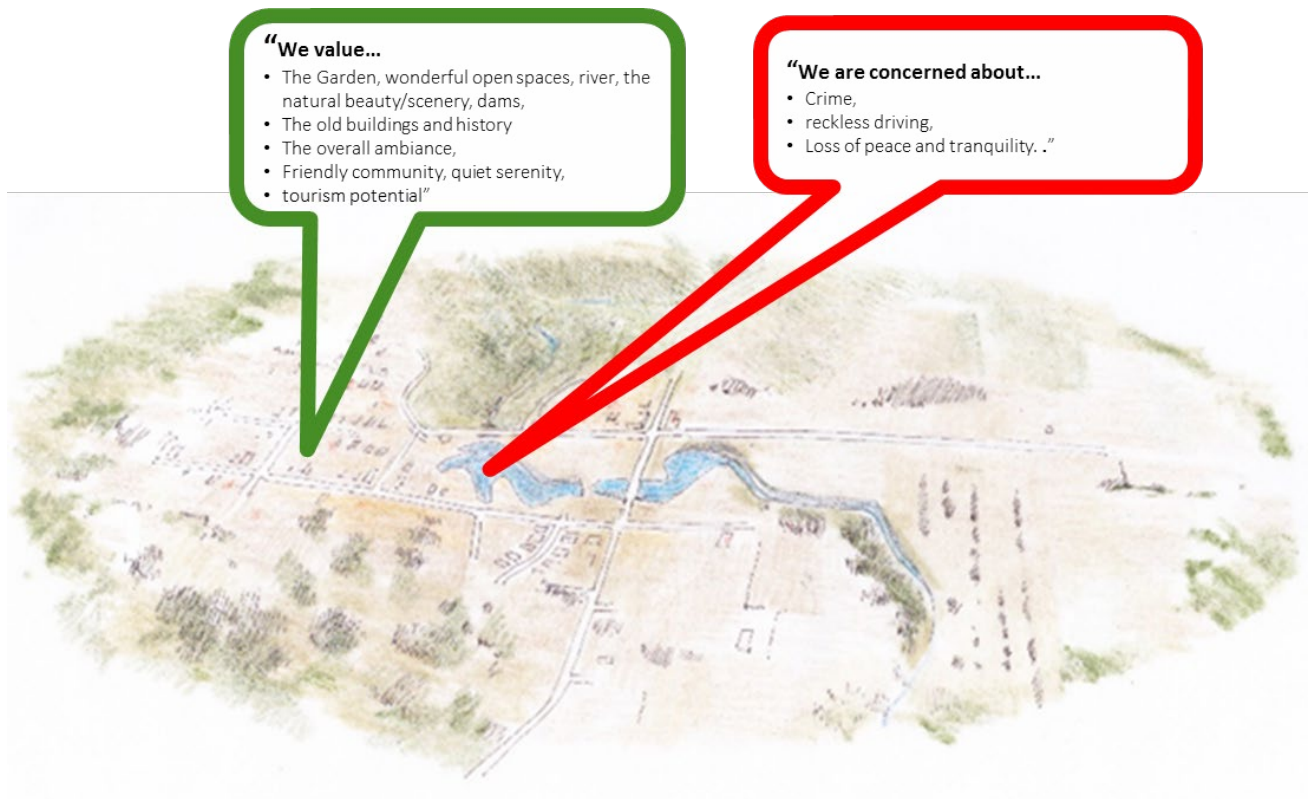
Expression - Waratah celebrates arts, culture, heritage and community.

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.

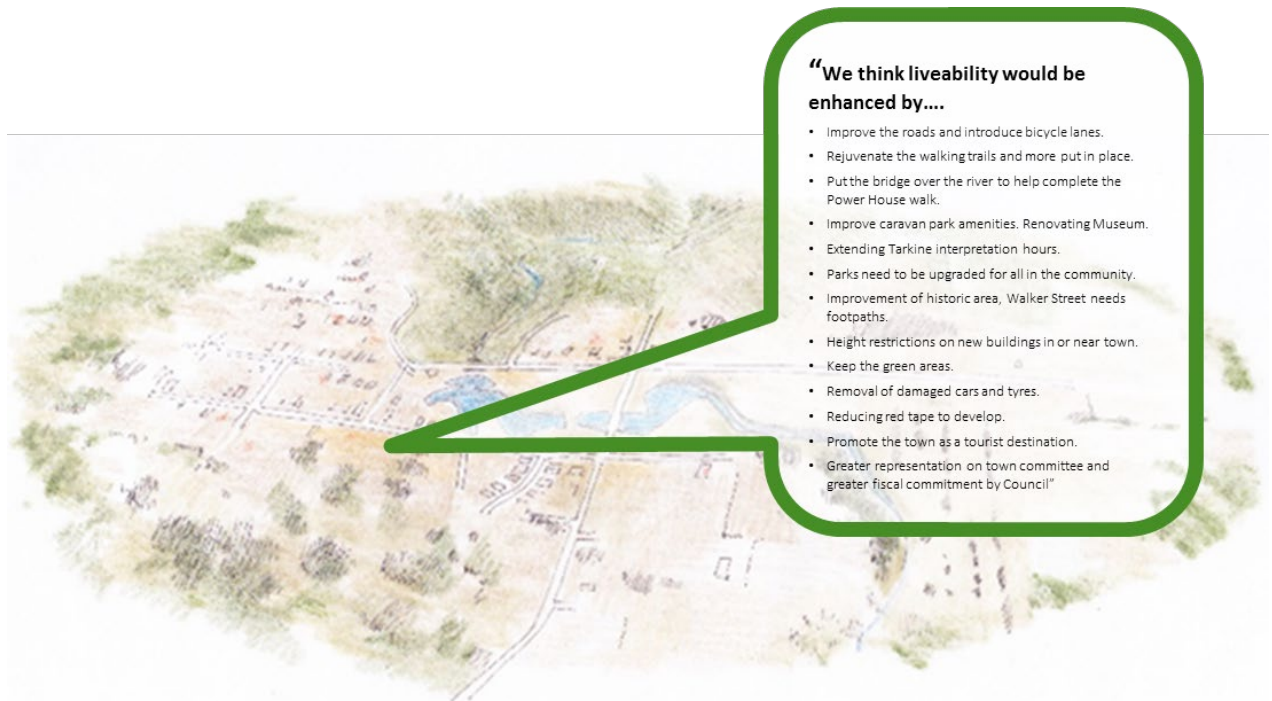


Figures 2.12 Waratah community values and concerns

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

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 the 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.

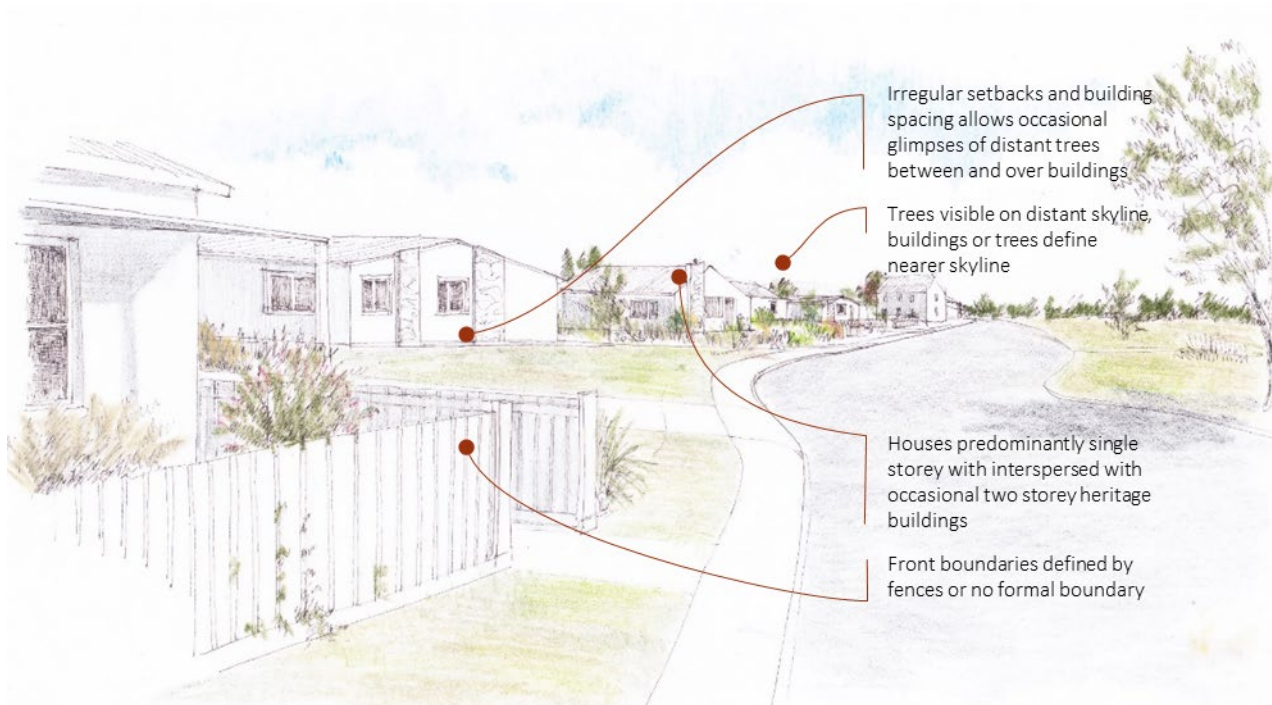


Figure 2.14 Waratah built character

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 Values

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.

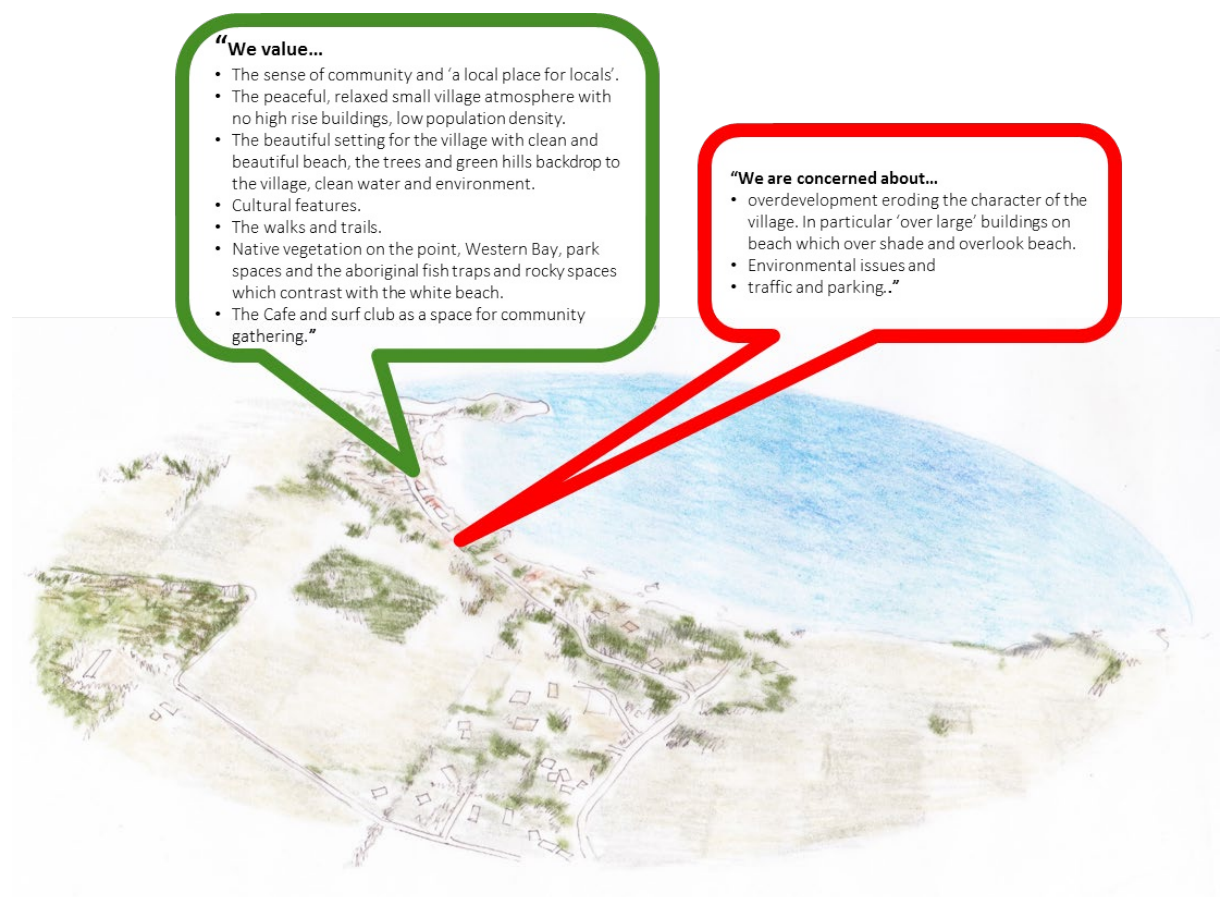


Figure 2.15 Boat Harbour Beach community values and concerns

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

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 the 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.

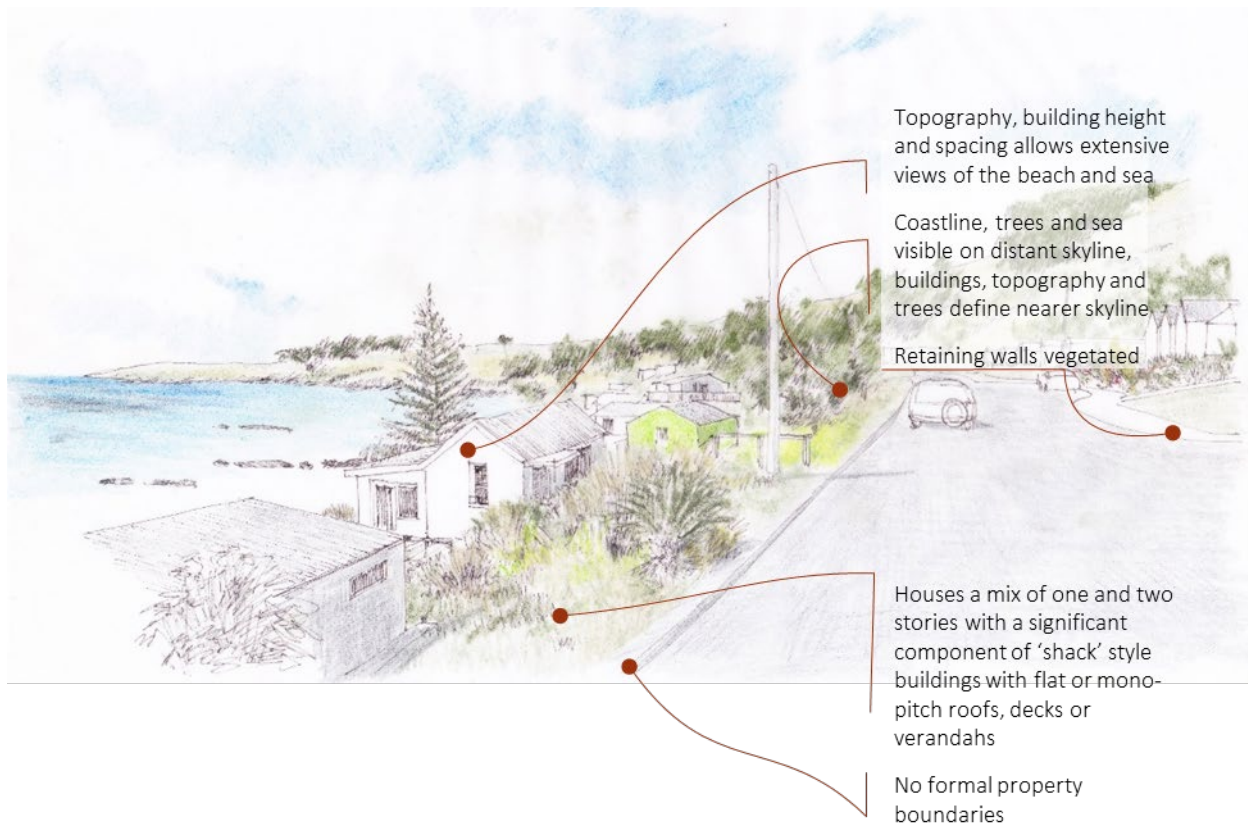


Figure 2.17 Boat Harbour Beach built character

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

Community Values

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.

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;

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

⁵⁹

<https://circularhead.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=aHR0cHM6Ly9jaXJjdWxhcmlhYWQuc2hhcmVwb2ludC5jb20vOmI6L3MvcGxhbm5pbmVjRVJlMWM1RZVQ2QXhHc3RtLU5wSlJlWFVkbHhwaHpTUHBGcUhwEt5cGtMOFdzQT9ydGltZT11anZ5RG1rTTJFZw>

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.

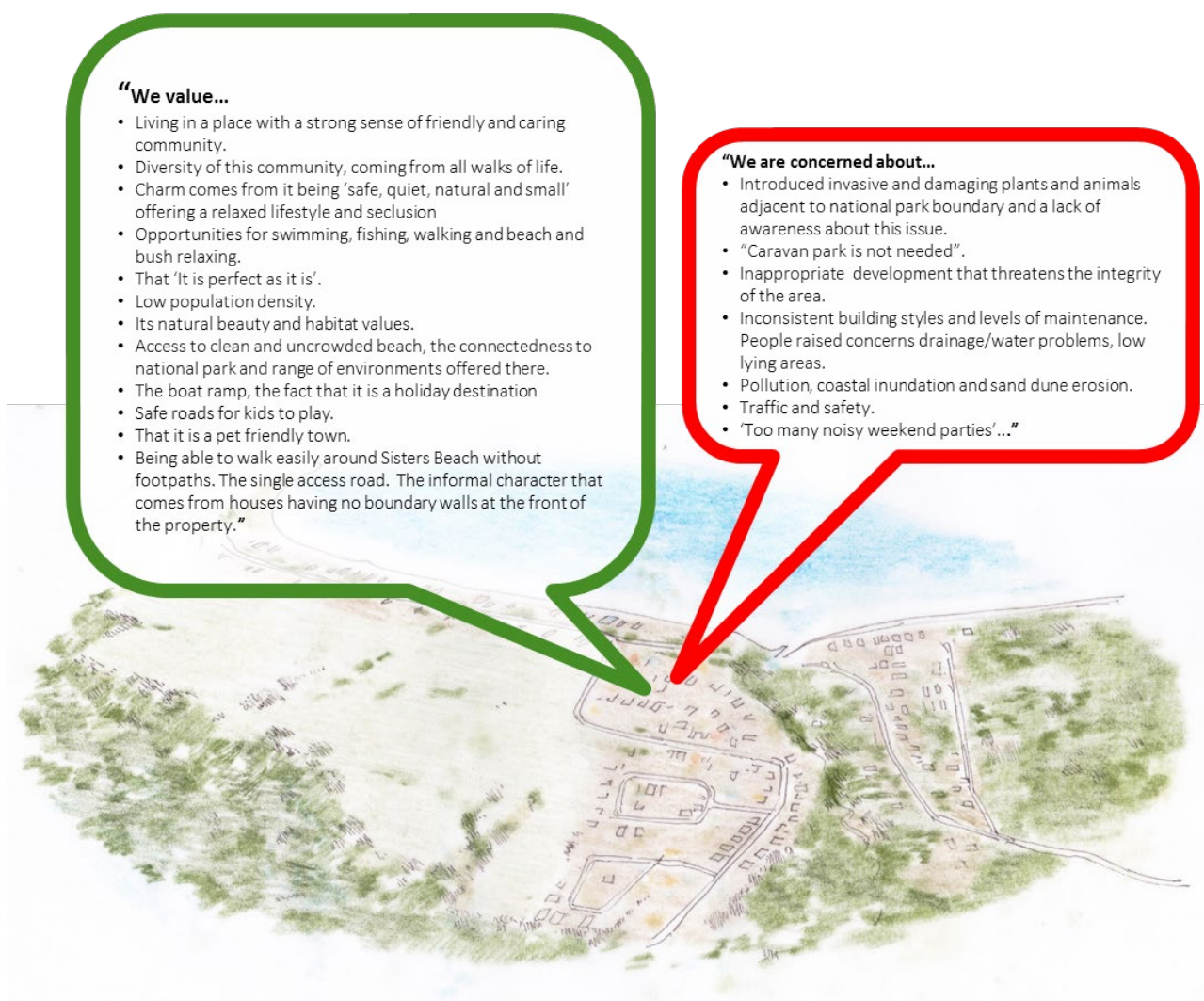


Figure 2.18 Sisters Beach community values and concerns

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.

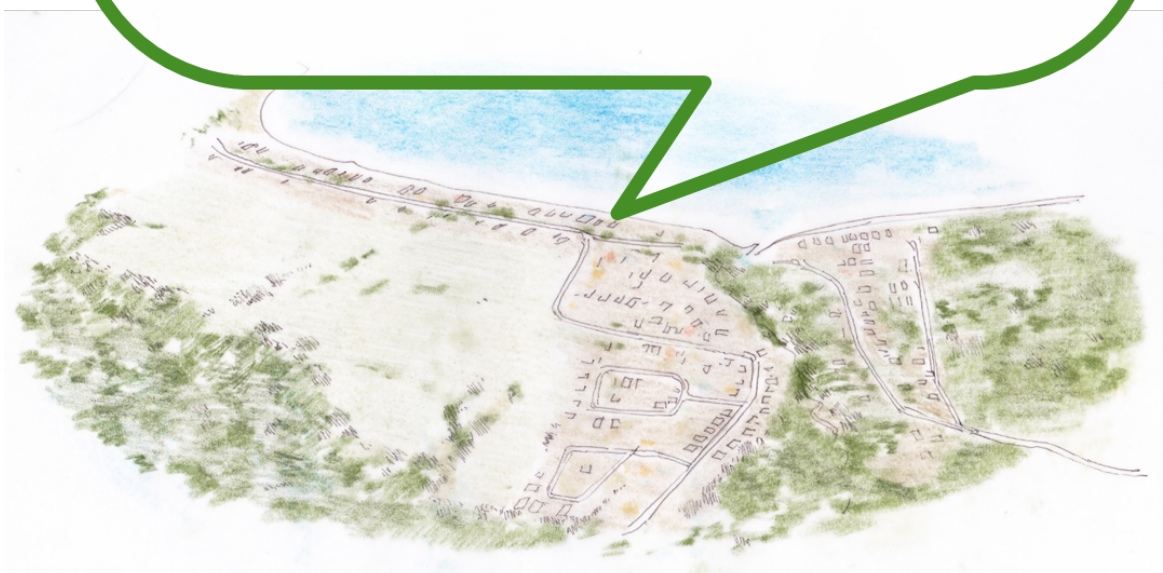


Figure 2.19 Factors that the Sisters Beach community felt would enhance liveability

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 the 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

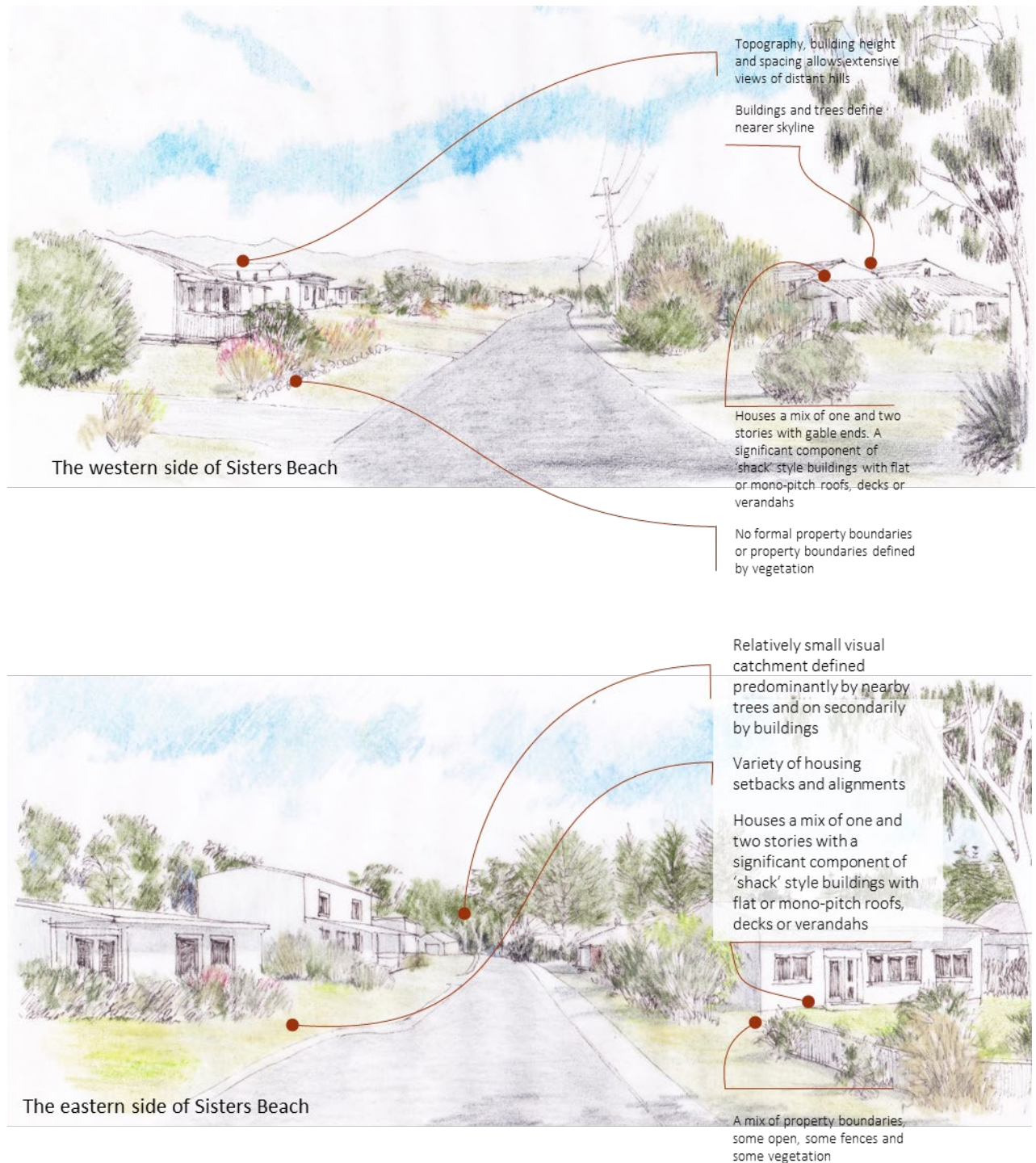


Figure 2.20 Sisters Beach built character

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

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 Values

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.

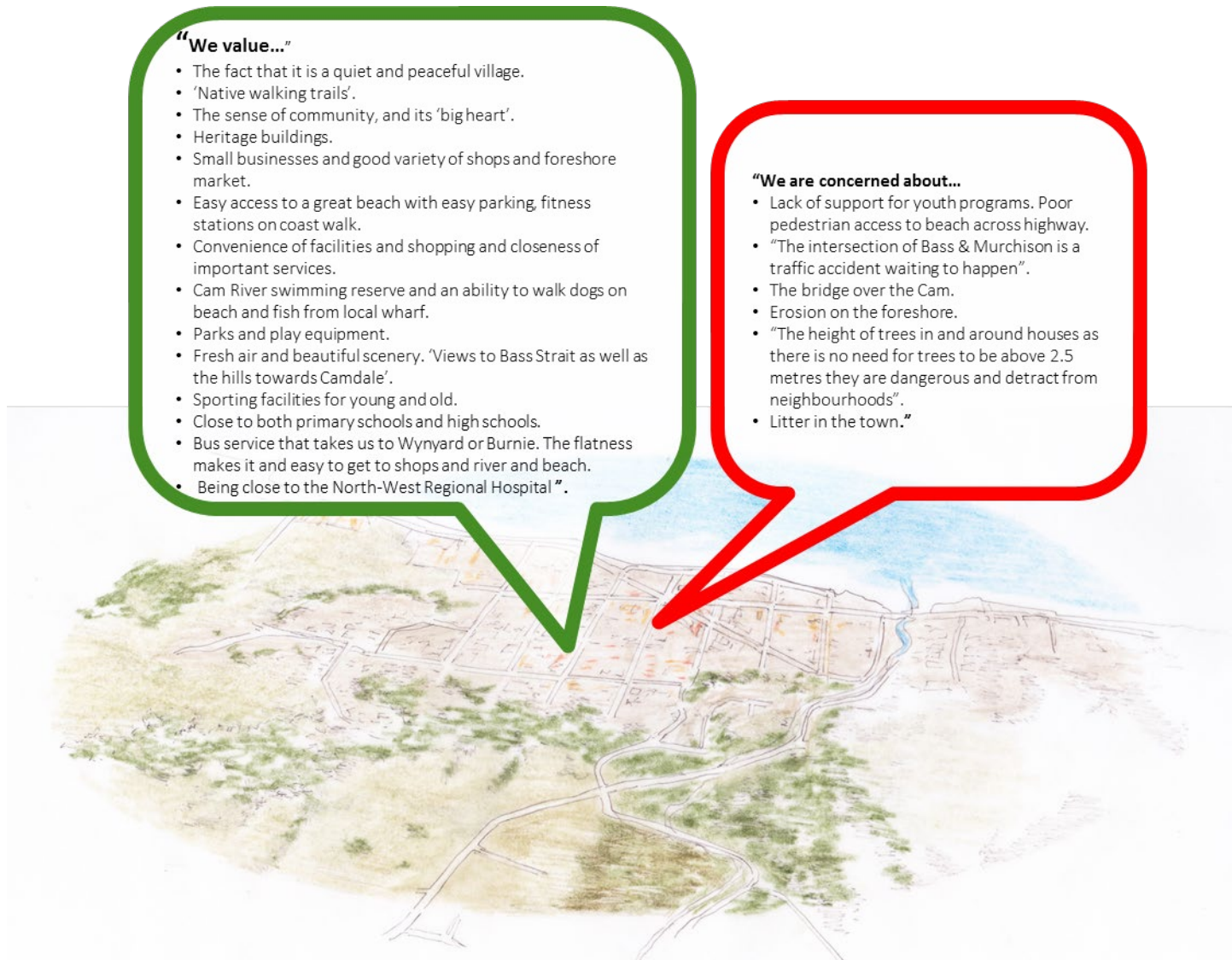


Figure 2.21 Somerset community values and concerns

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.

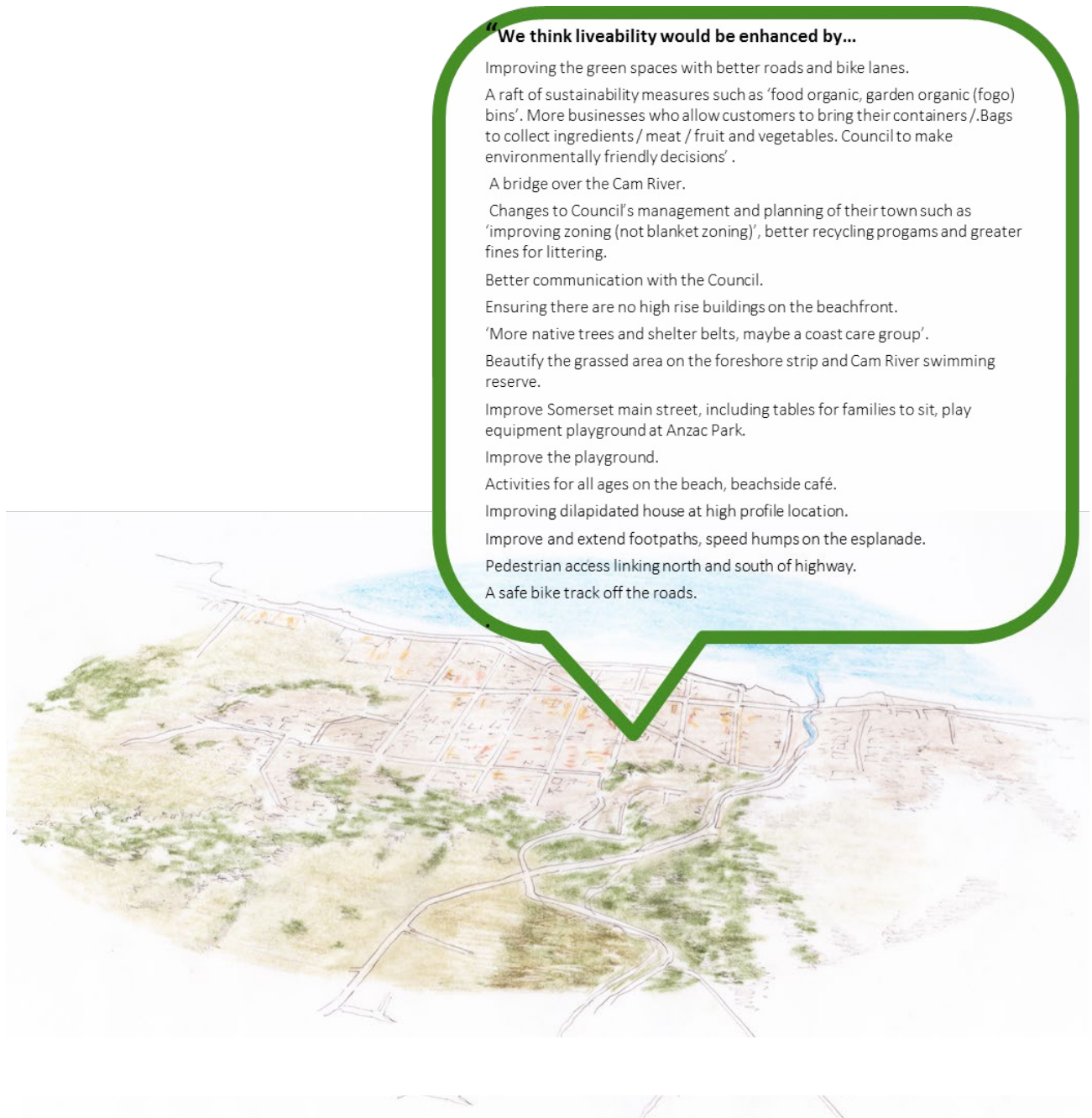


Figure 2.22 Factors that the Somerset community felt would enhance liveability

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.

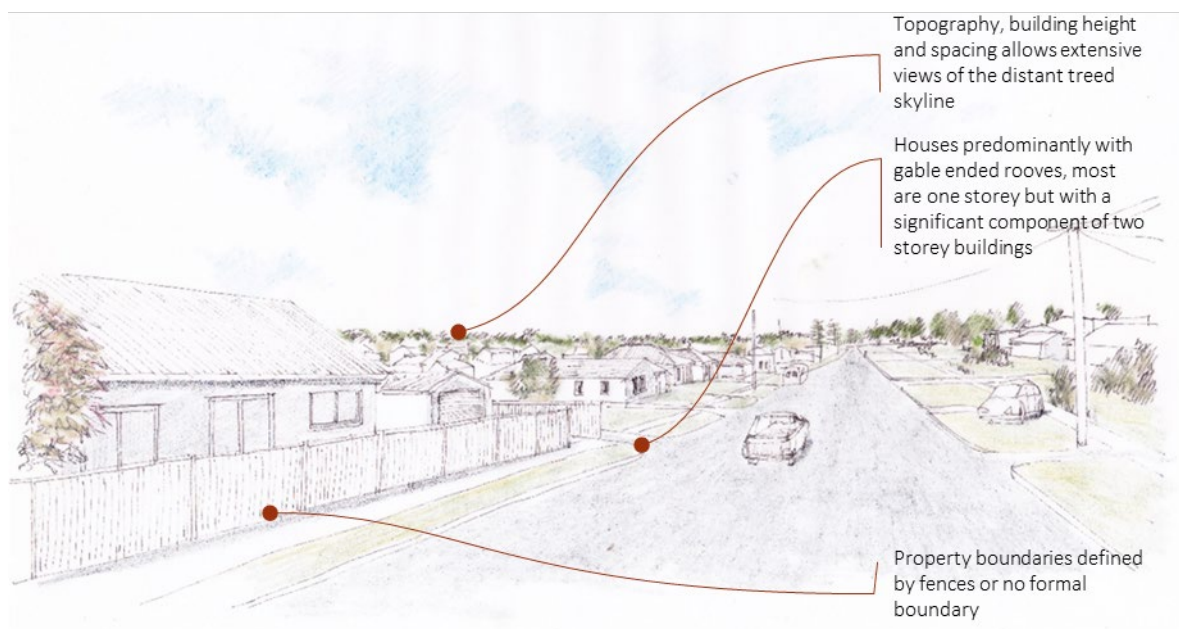


Figure 2.23 Somerset built character

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

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

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.

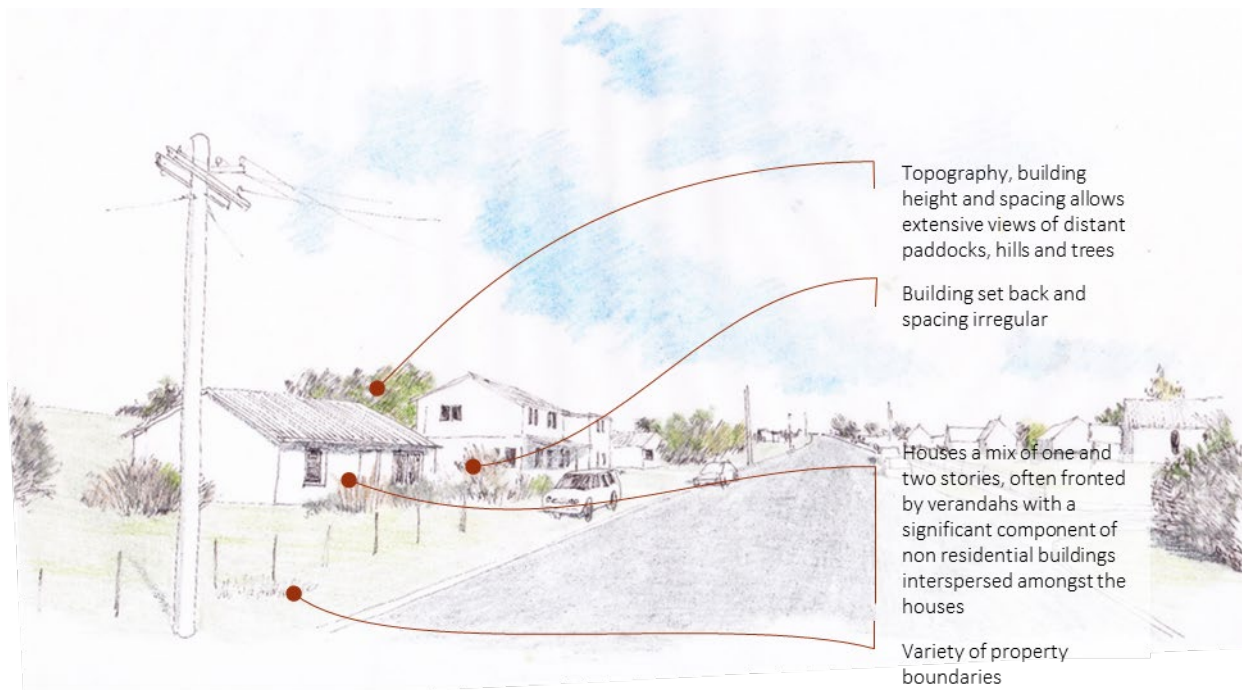


Figure 2.26 Yolla built character

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 land owners 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.

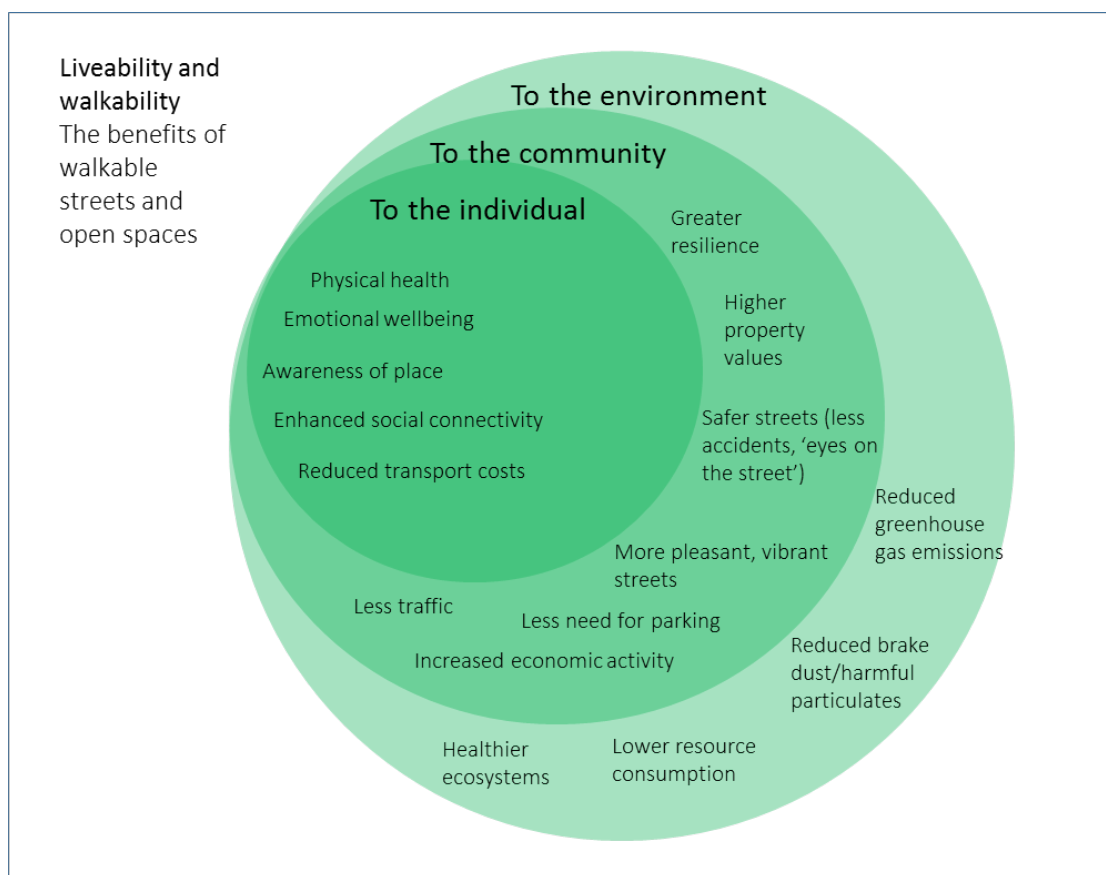
Although the strategy cannot (at the moment) control these things it can promote good design and greater awareness of the design decisions that can contribute to the liveability of our towns and villages.

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 particular 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

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:

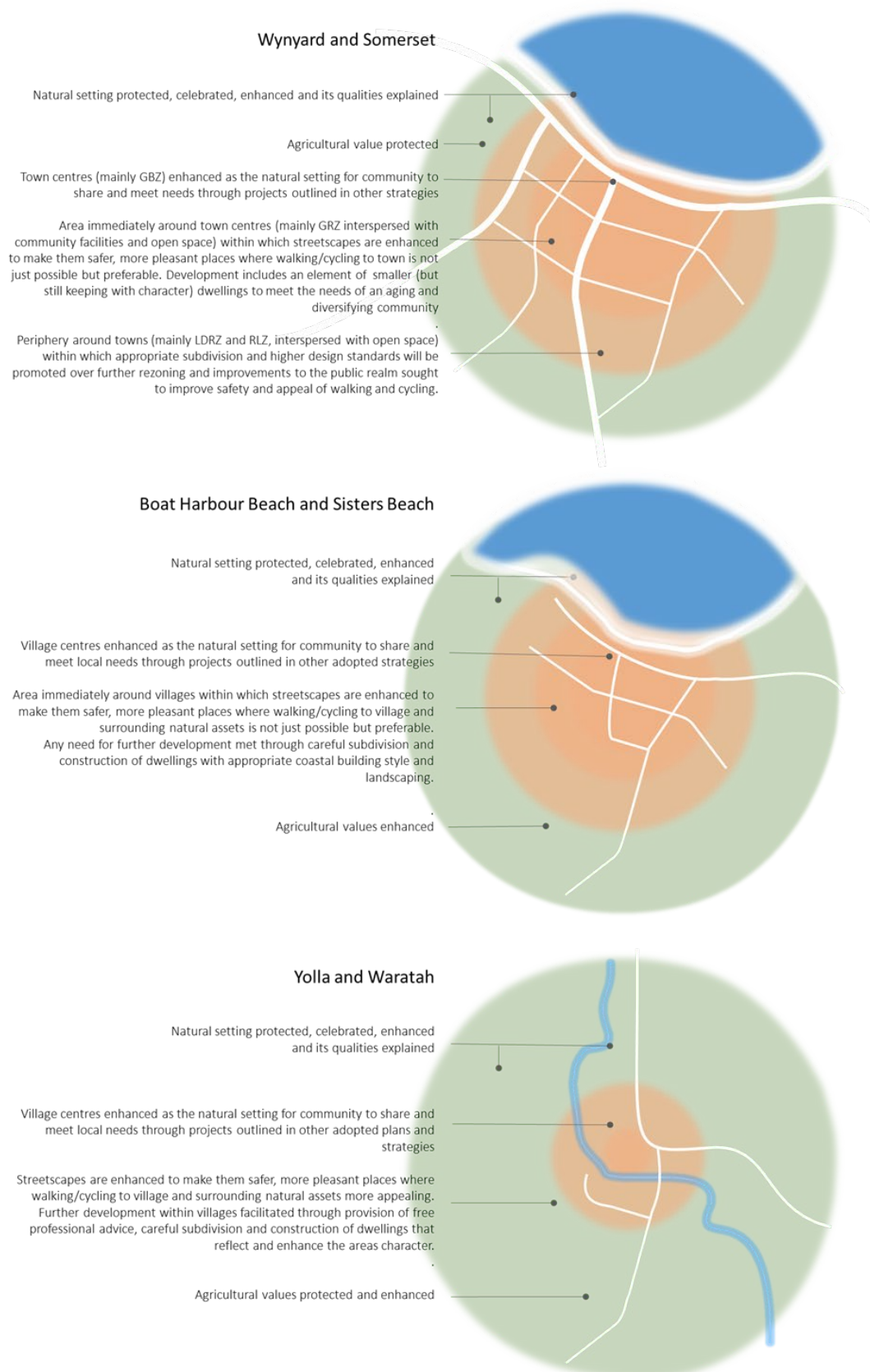


Figure 3.1 Conceptual model of the strategy vision for towns and villages of the municipality

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 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.

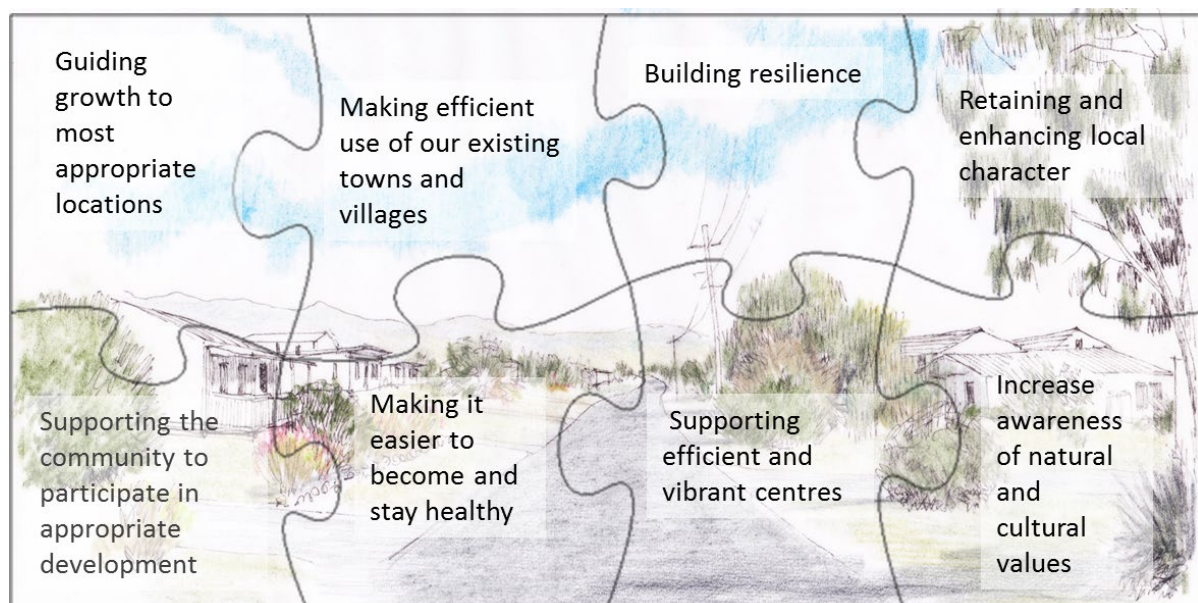


Figure 3.2

1 Guiding growth to most appropriate locations across the municipality

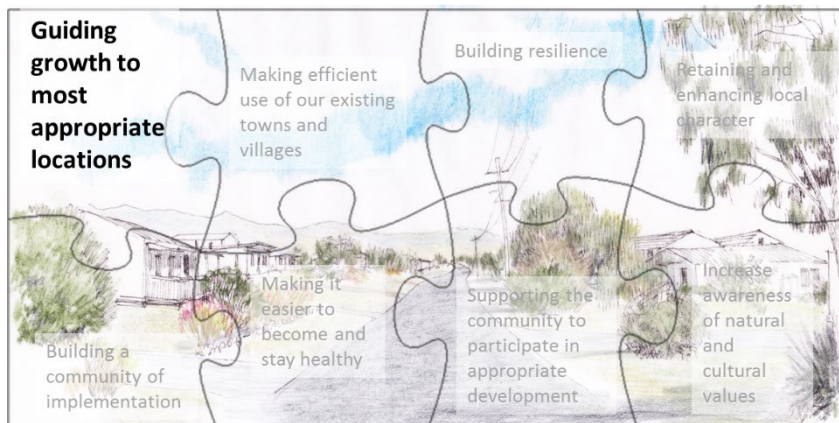


Figure 3.3

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.

3 Building resilience

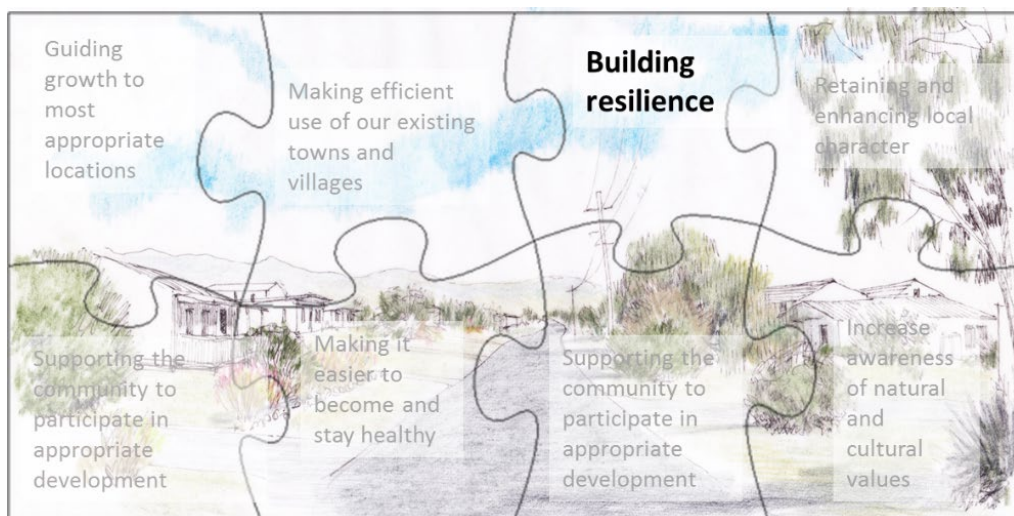


Figure 3.5

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.

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.

Goals

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

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

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.

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.healthyfoodaccesstasmania.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.

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 of natural and cultural values

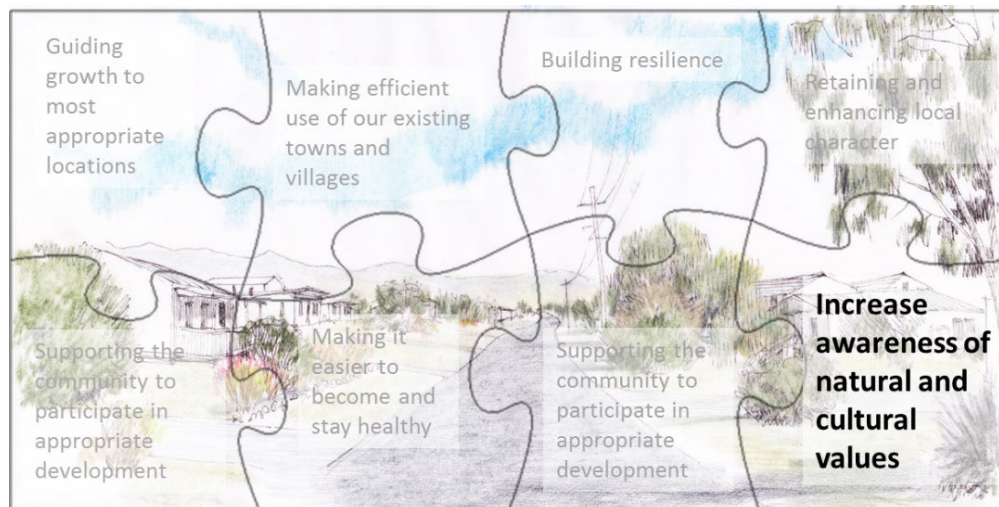


Figure 3.11

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. A number of submissions in consultation 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

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 Supporting 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.

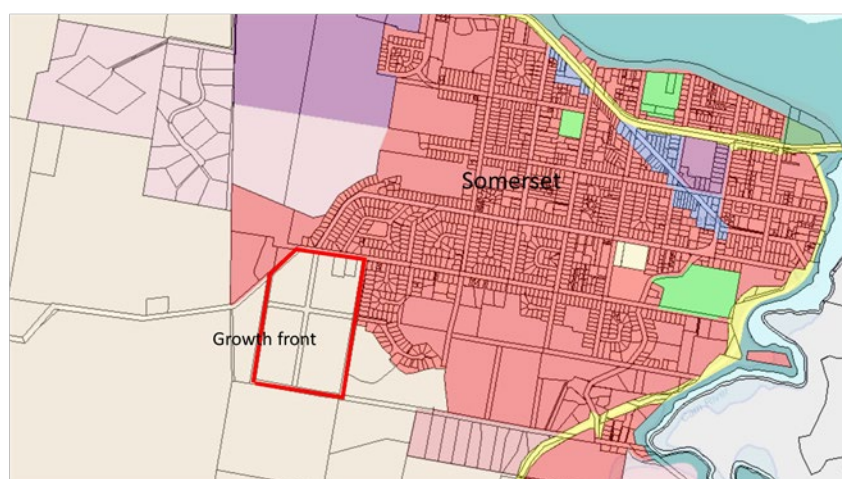
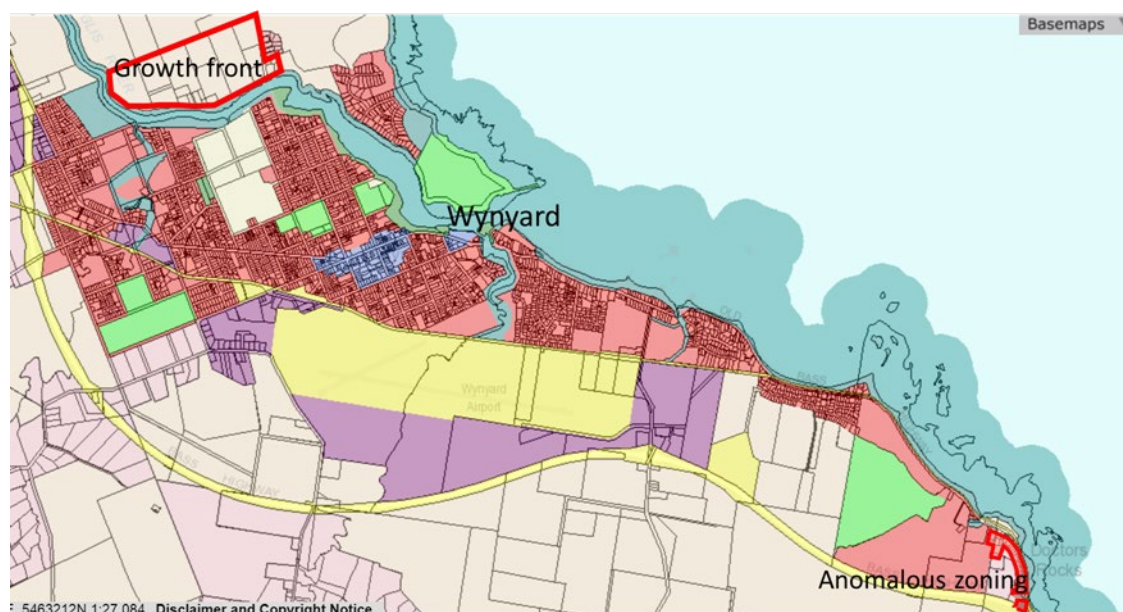


Figure 3.12 Recommended Wynyard growth front and Doctors Rock anomalous zoning to be rezoned.

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.

It also supports priority 7: Supporting efficient and vibrant centres by helping to take traffic out of town by providing appealing alternatives to driving.

Determining the appropriate towns or villages for expansion

Wynyard

Need for expansion?	<p>The Supply and demand analysis revealed that:</p> <p>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.</p> <p>There are adequate provision for industrial and commercial land subject to the rezonings indicated in the CADS</p> <p>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.</p>
Room for expansion?	<p>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.</p> <p>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.</p>
Desire for expansion?	<p>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.</p>

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
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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?	<p>The Supply and demand analysis revealed that:</p> <p>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.</p> <p>There are adequate provision for industrial and commercial land subject to the rezonings indicated in the CADs</p>
Room for expansion?	<p>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.</p> <p>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).</p> <p>Although not ideal it provides the most appropriate site for expansion if demand requires it.</p>
Desire for expansion?	<p>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.</p>

Growth Scenario

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

Settlement Growth Scenario	Settlement Development and Growth Management Strategies
<p>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.</p>	<p>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.</p>

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?	<p>The Supply and demand analysis revealed that:</p> <p>There is ample existing supply of land in the Village Zone to cater for existing or anticipated demand.</p>
Room for expansion?	<p>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.</p>
Desire for expansion?	<p>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.</p>

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
<p>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.</p>	<p>New development is restricted to existing land supply within the designated urban boundary without priority for intensification.</p>

Boat Harbour Beach

Need for expansion?	<p>The Supply and demand analysis revealed that:</p> <p>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.</p>
Room for expansion?	<p>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.</p>
Desire for expansion?	<p>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.</p>

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
<p>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.</p>	<p>New development is restricted to existing land supply within the designated urban boundary without priority for intensification.</p>

Sisters Beach

Need for expansion?	<p>The Supply and demand analysis revealed that:</p> <p>There are between 11-13 years supply of LDRZ land based on a range of population and lot size variables.</p>
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?	<p>The Supply and demand analysis revealed that:</p> <p>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</p>
Room for expansion?	<p>The land has few constraints</p>
Desire for expansion?	<p>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.</p>

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
<p>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.</p>	<p>New development is restricted to existing land supply within the designated urban boundary without priority for intensification.</p>

Rural living clusters

Need for expansion?	<p>The Supply and demand analysis revealed that:</p> <p>At the historic rate of development there is adequate supply for between 10 and 17 years of demand, depending on population growth scenario.</p> <p>There is considerable latent market demand for RLZ lots to serve Waratah-Wynyard and the Burnie area.</p>
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;

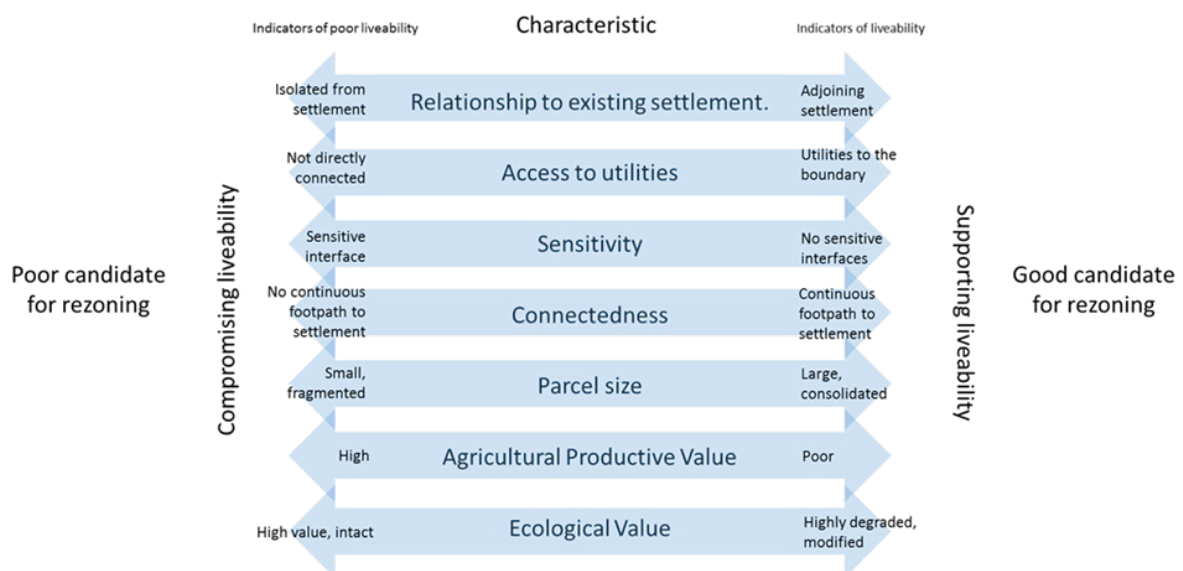


Figure 3.14 Site characteristics that determine the appropriateness of candidate sites for rezoning

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 two tier test is proposed as summarised below:

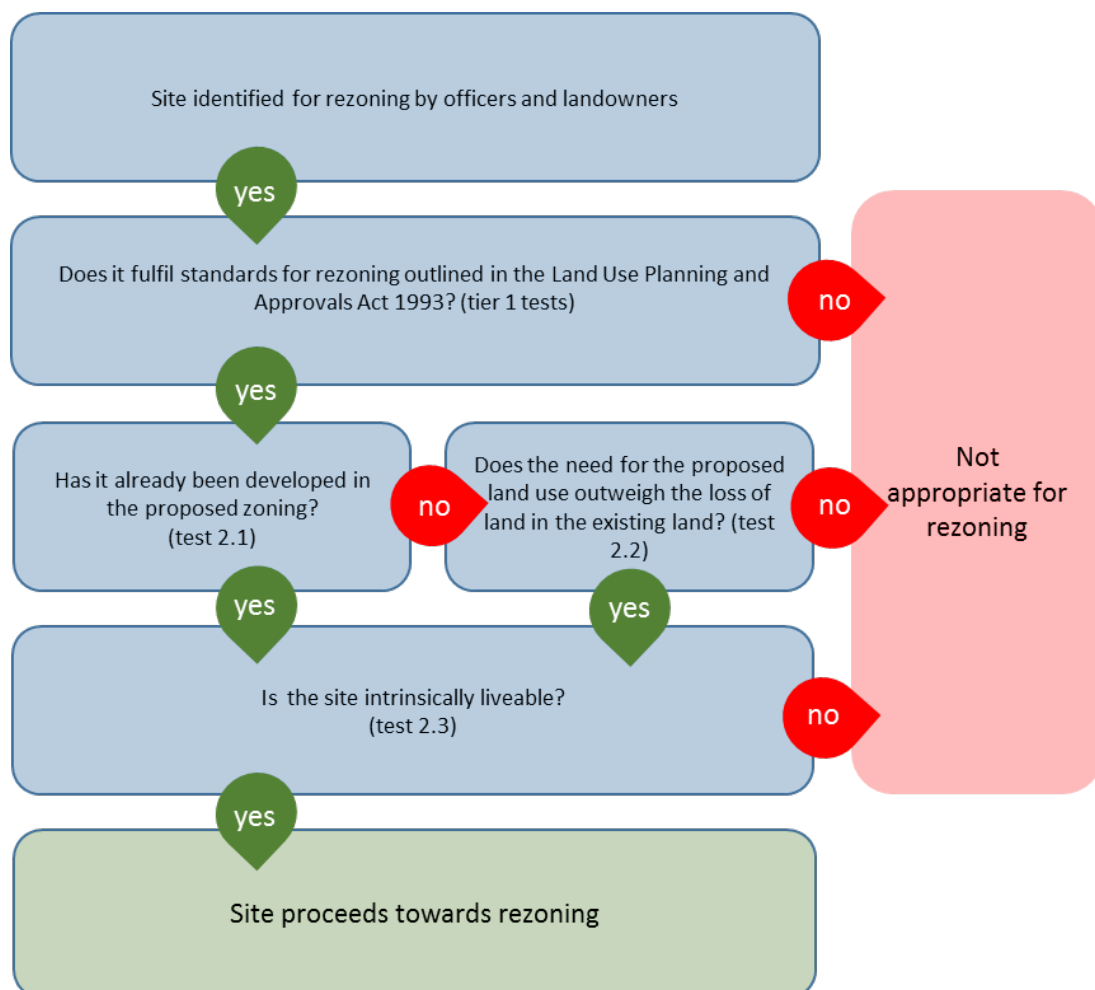


Figure 3.15 assessing sites for expansion flow diagram

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.

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.

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

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.

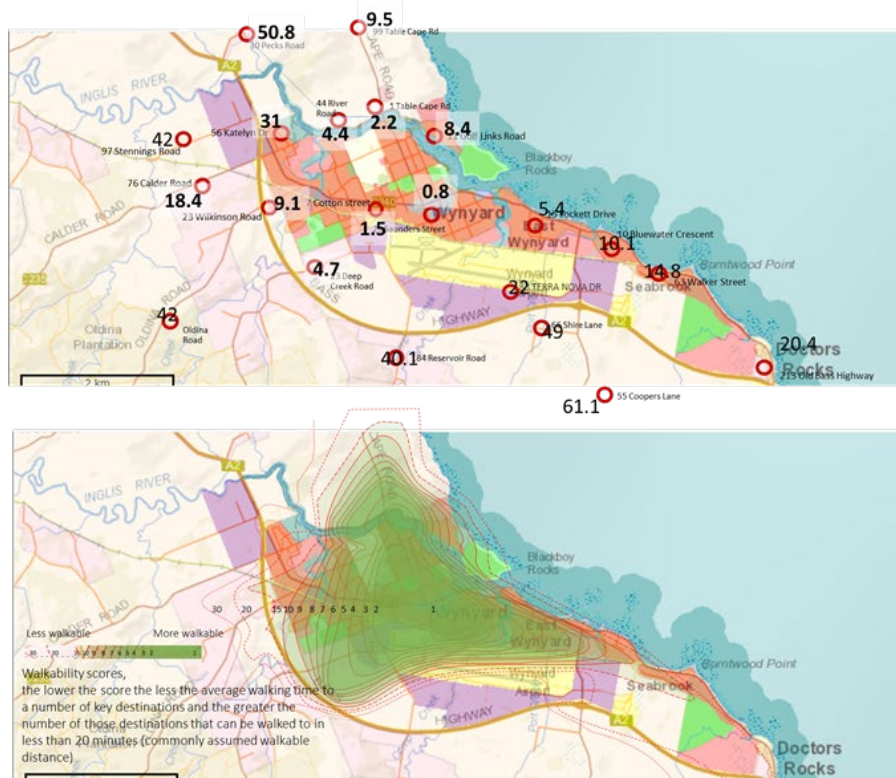
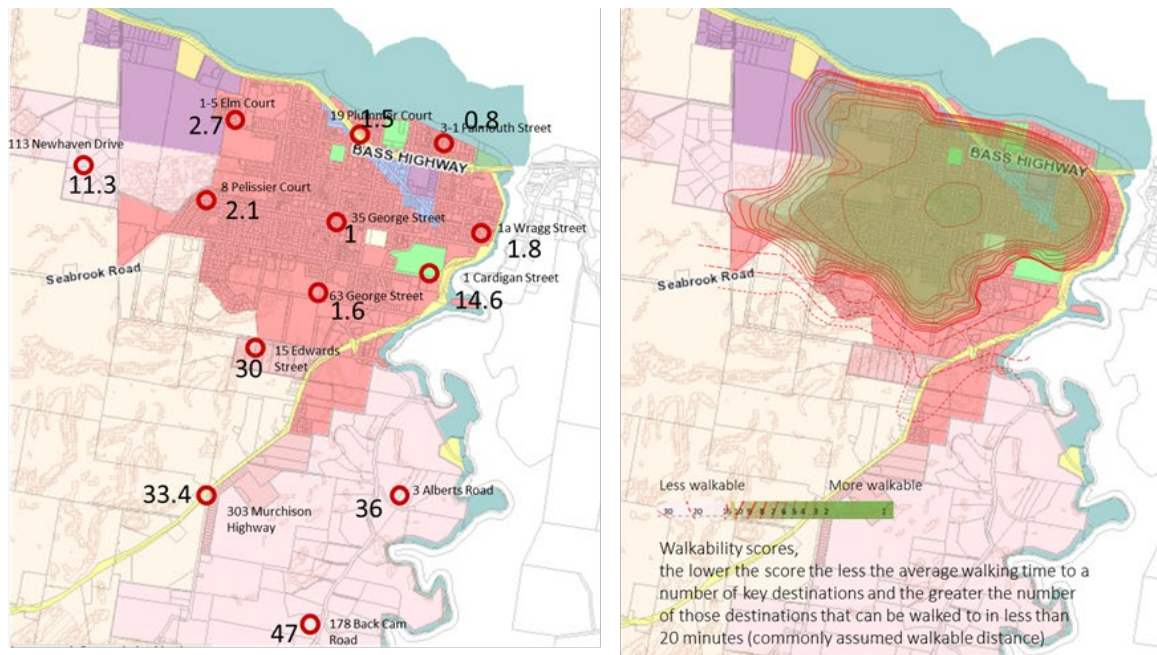
y is the number of these destinations +1 that can be walked to in 20 minutes from that sample point.

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. 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.

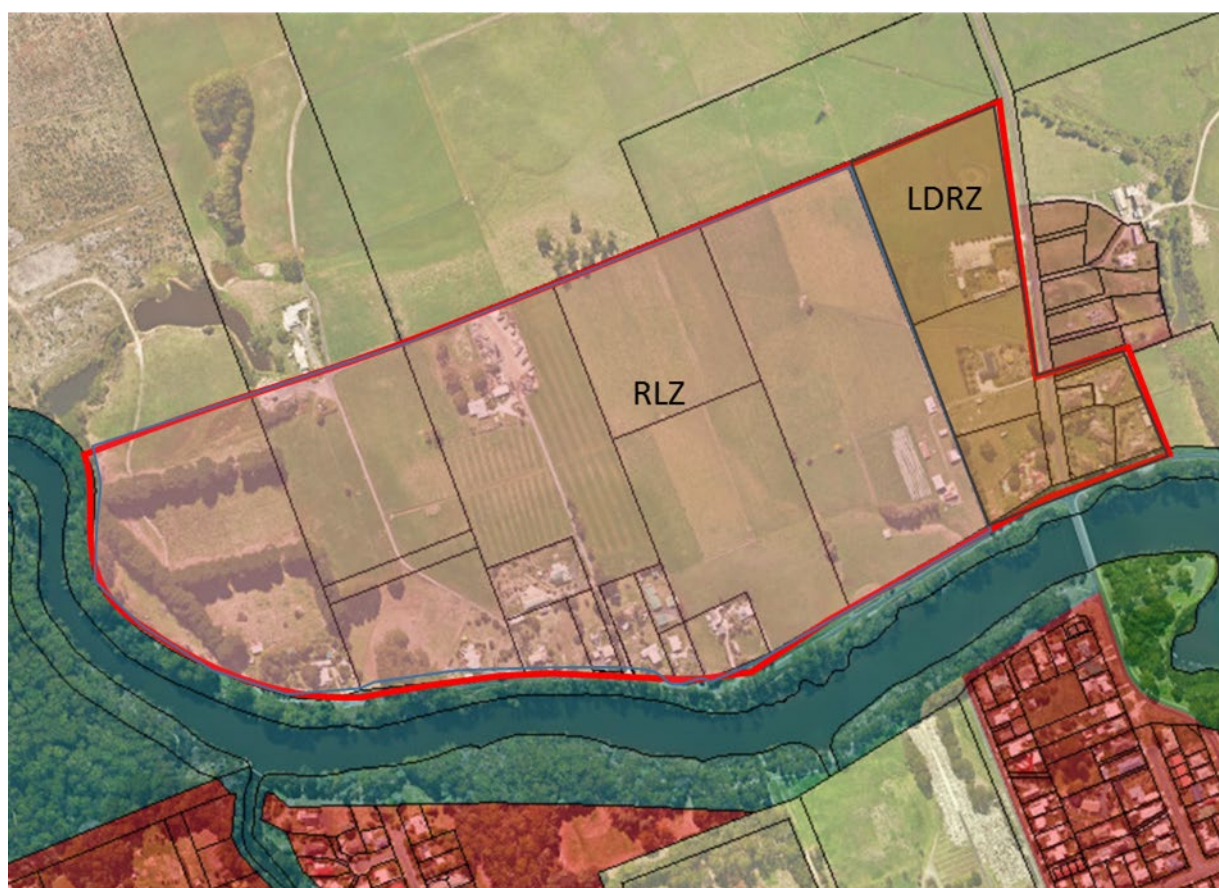


Figure 3.20 Wynyard Development front

It is already 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".

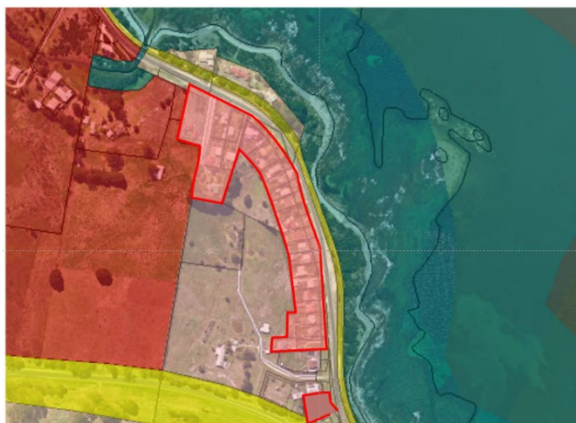
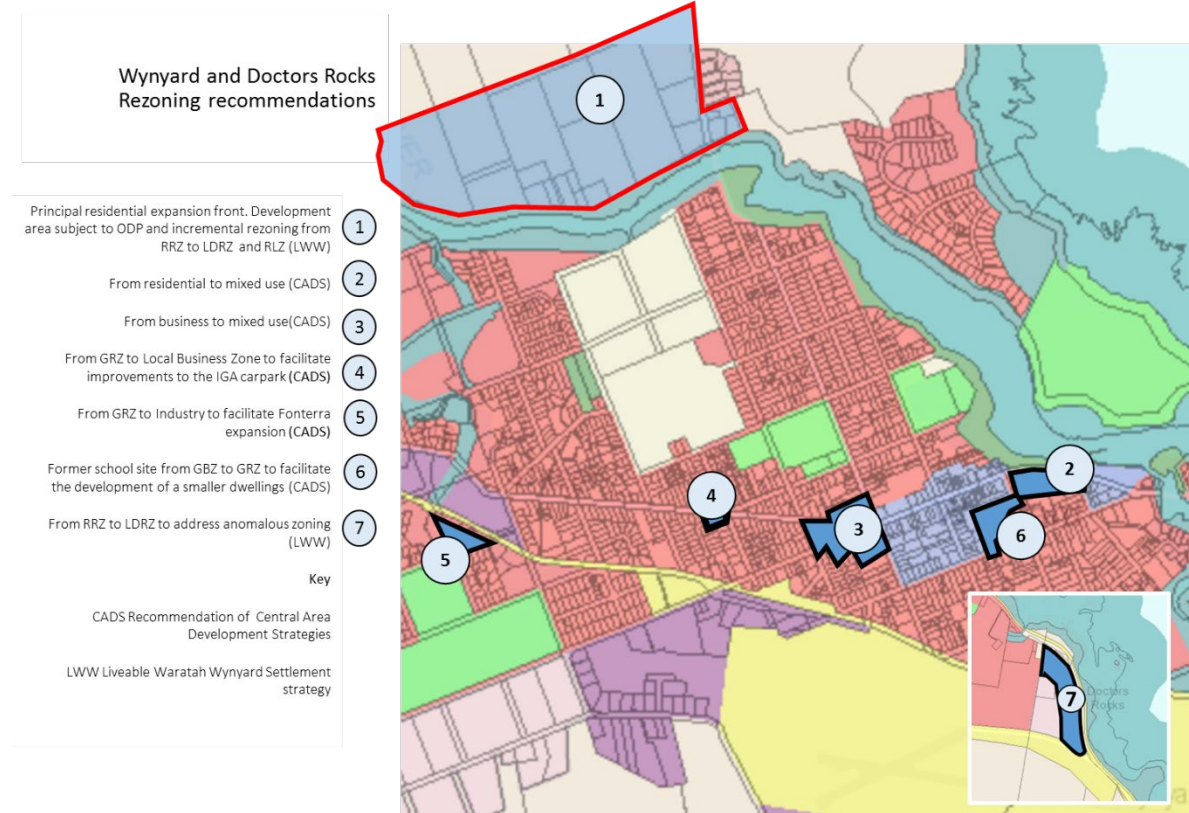


Figure 3.21 area of anomalous zoning to be rezoned as LDRZ

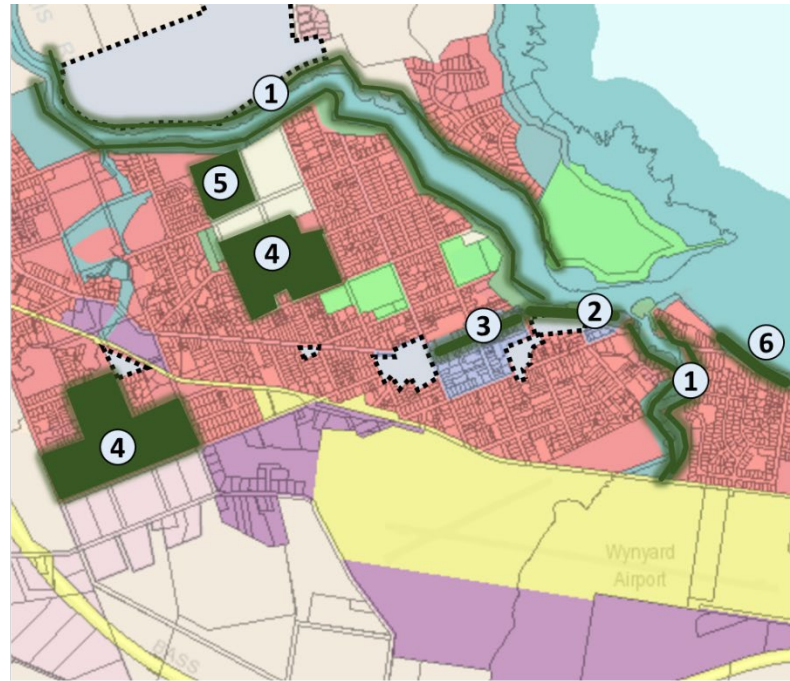
Development and land use summary

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.



This plan shows some of the key recommendations of other relevant adopted strategies and plans to provide an indication of how the settlement strategy and these other strategies, etc. work together. Note not all projects are indicated here

- Sites considered for rezoning, refer previous figures
 - River and creek planting (recommended in OSSR) 1
 - Foreshore enhancement (already significantly completed) (recommended in OSSR, CADS) 2
 - Goldie Street enhancements (CADS) 3
 - Recreation enhancements and consolidation (CADS) 4
 - Education and health facility 5
 - East Wynyard Foreshore Masterplan area-currently being prepared) 6
- Key
- (OSSR Recommendation of Open Space, Sports and Recreation Strategy)
 - (CADS Recommendation of Central Area Development Strategies)



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.

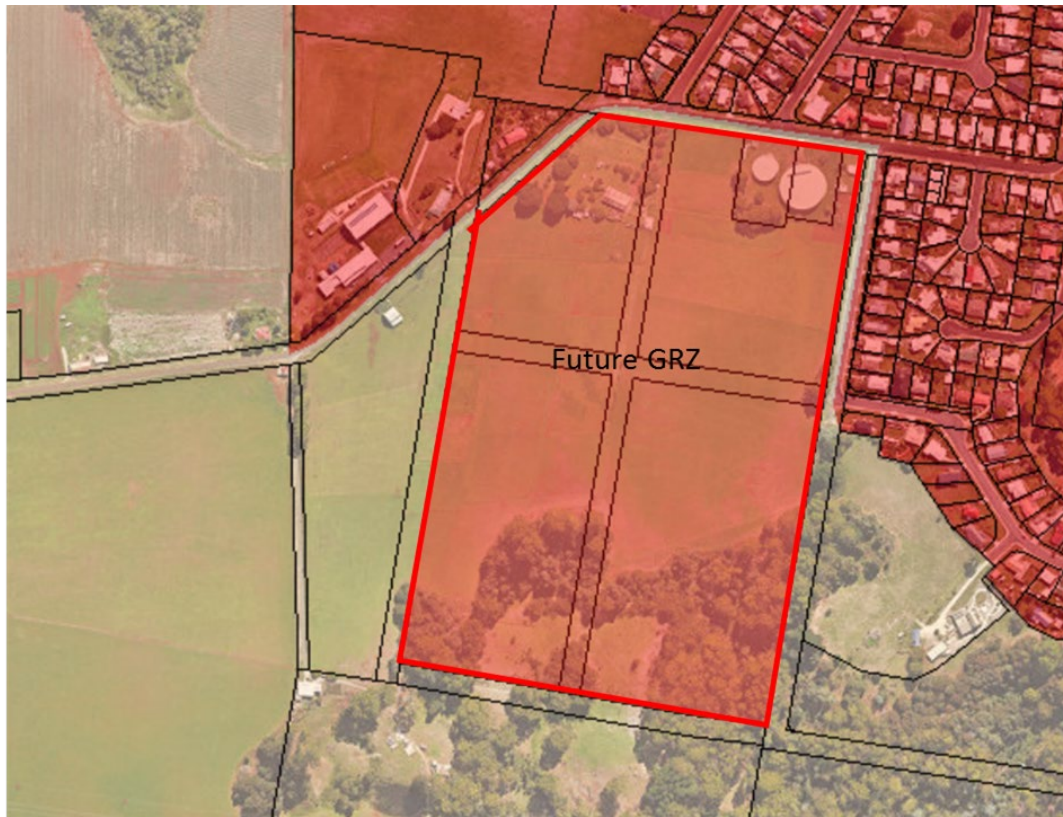


Figure 3.24 Somerset potential growth area

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.

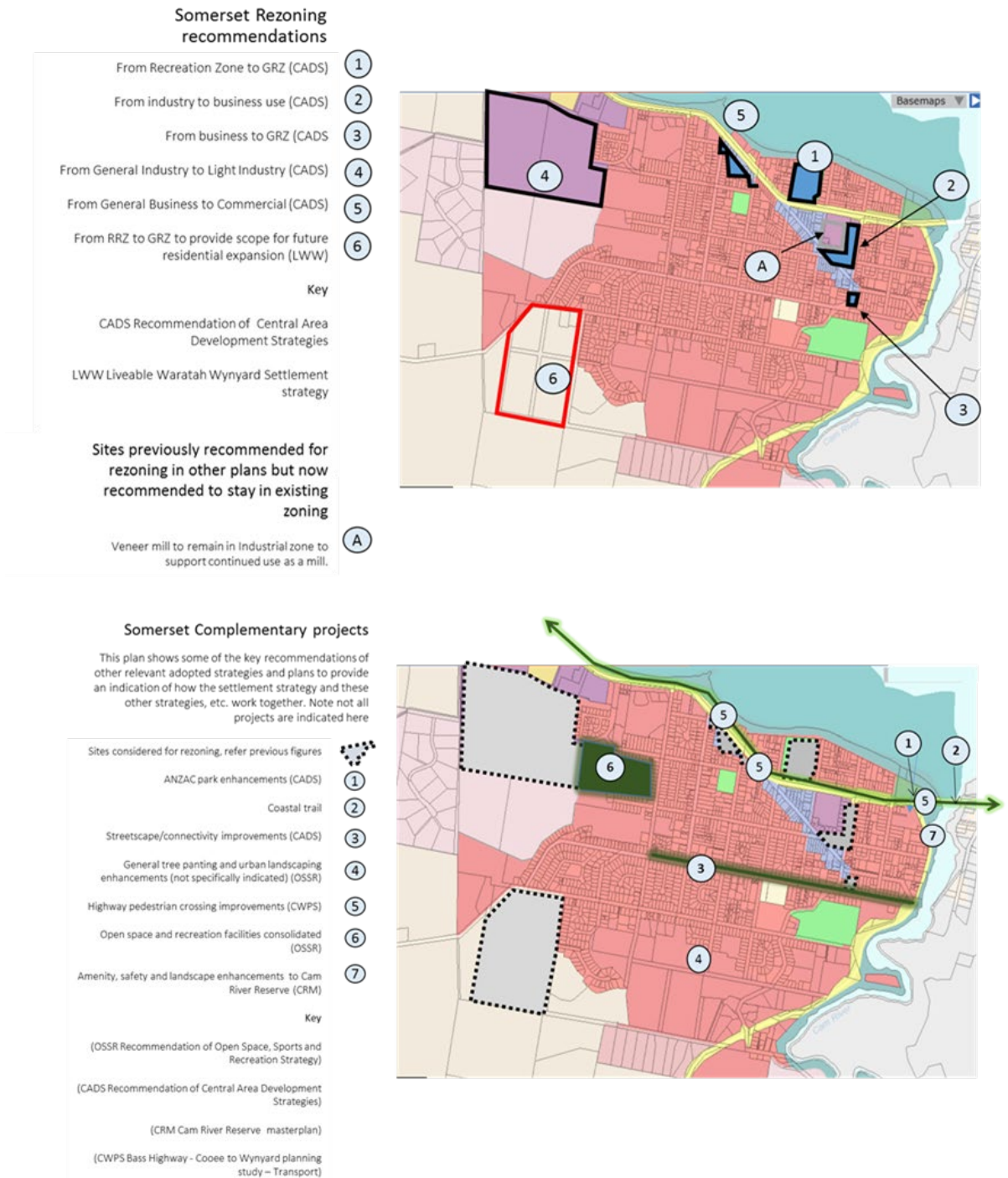
Within this area GRZ development would be most appropriate. The supply and demand analysis revealed that this lot type has the shortest supply and may be needed within the lifespan of this strategy if a growth scenario eventuates.

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 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 that complement this strategy.



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.

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.

L9. Promotional Design Guidelines

Considerations and potential issues

The tests may rightly be described as lifting the bar for rezoning in order 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.

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 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 areas 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'.

River Road Draft Outline Development Plan



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 and 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.

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.

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.

Complementary recommendations, plans and strategies

This recommendation will be supported by:

Recommendation L3 tree planting that will enhance the setting of the town centres.

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.



Figure 3. 30 Example of low traffic and high amenity access way built to the similar standards, Turners Beach, Central Coast. (Google streetview)

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 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.

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



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.

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.

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. This will assist in 'freeing up' some of the latent developable land in the towns and villages and meet 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 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 land owners 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.

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.

Liaison with adjoining land owners

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 facilitates the appropriate quality and level of infill 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 contributes 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 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 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.

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

Why we are proposing this

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 "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.

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

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.

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.

L2 Pause places

Recommendation

Install or facilitate the installation of compositions of seats and landscaping along or within 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. 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.

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 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



Figure 3.32 indicative concept design of a 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 support 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

In keeping with the recommendations of 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.

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.

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.

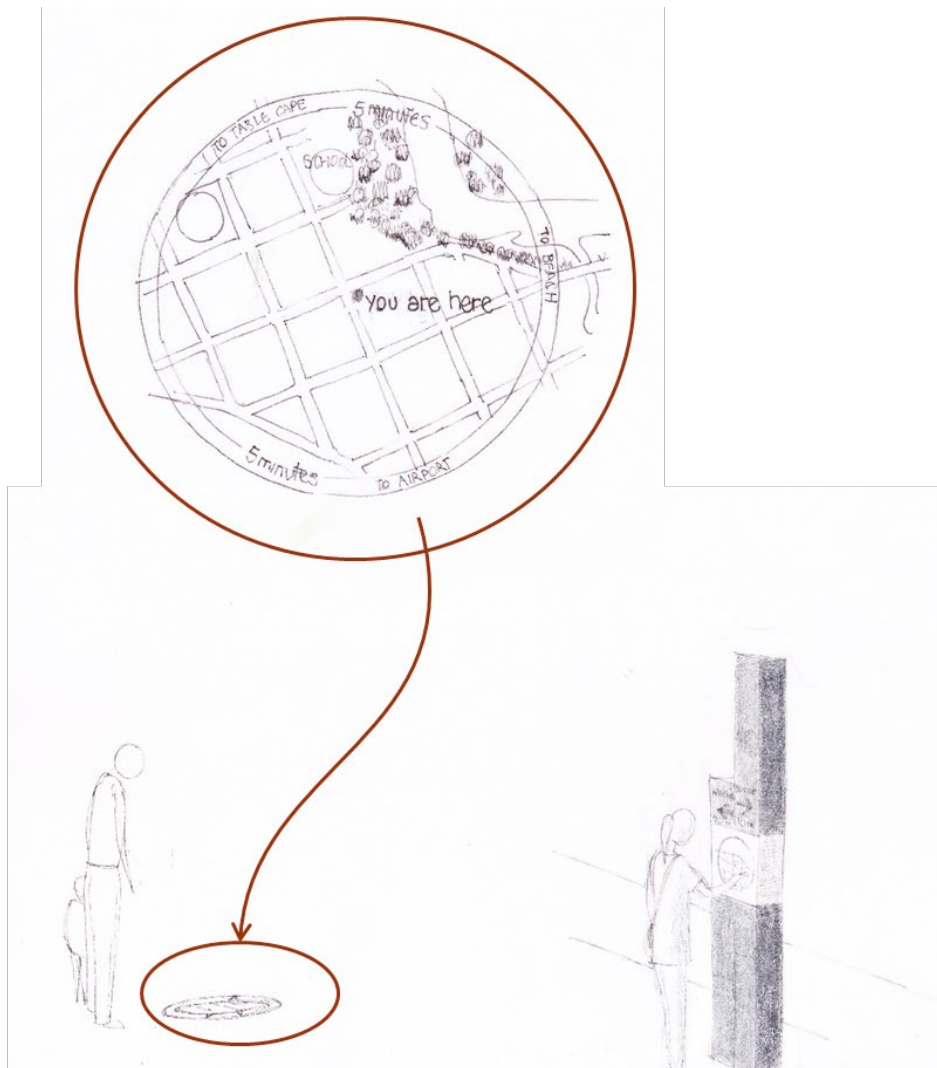
Complementary recommendations, plans and strategies

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 may reveal conflicting views that will require careful 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.



**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 retro-fitted 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 assists in achieving 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 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.

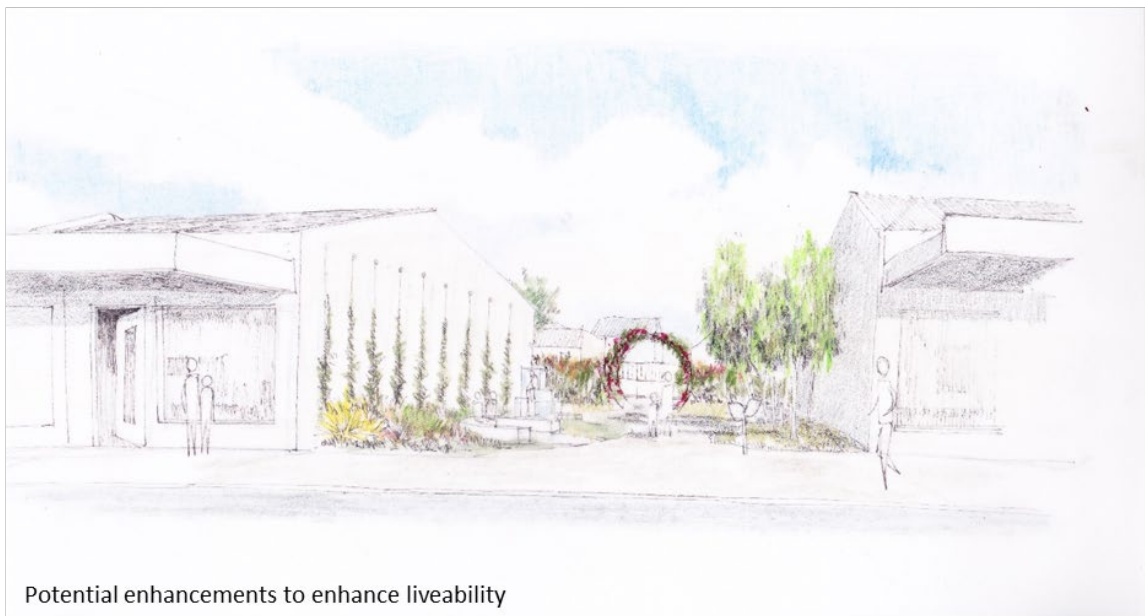


Figure 3.34 Demonstration/exemplar garden- Indicative Design

L6. Greenways

Recommendation

Designate 'greenways'; high amenity walking and cycling routes that are partly on dedicated walking/cyclin trail and partly on traffic-calmed roads. These facilitate safe and attractive pedestrian and cycle 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.

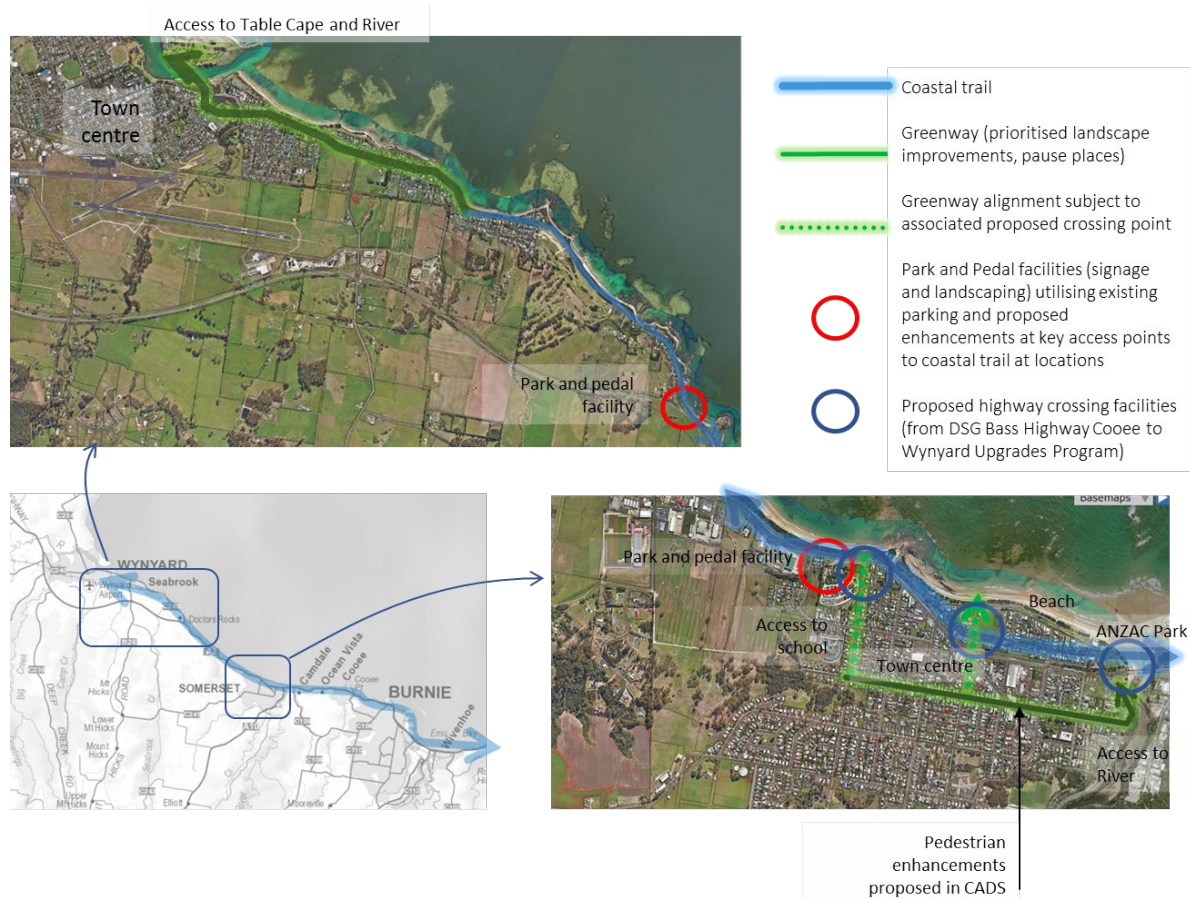


Figure 3.35 Greenway alignment

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.

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

Recommendation

Establish 'Park and (bicycle) ride facilities' at Doctors Rocks and Somerset as illustrated in figure 3.34

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.

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 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.

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 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. 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 work day.

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.

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 subsequent to 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.

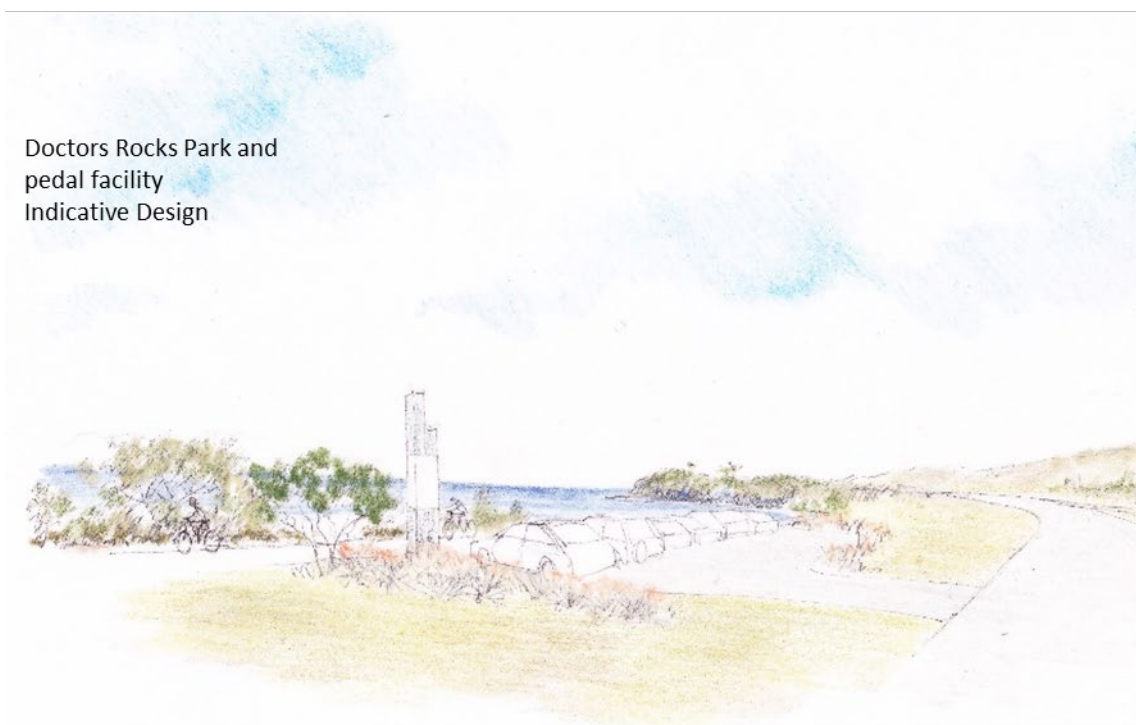
Experience from a similar project in Canberra suggests this will also require promotion to achieve the greatest impact on travel mode choices. The complementary nature of this strategy with the coastal path provides a natural synergy that suggests joint promotion.

This promotion should seek to address and seek to mitigate the potential deterrence of the changeable coastal climate.

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.

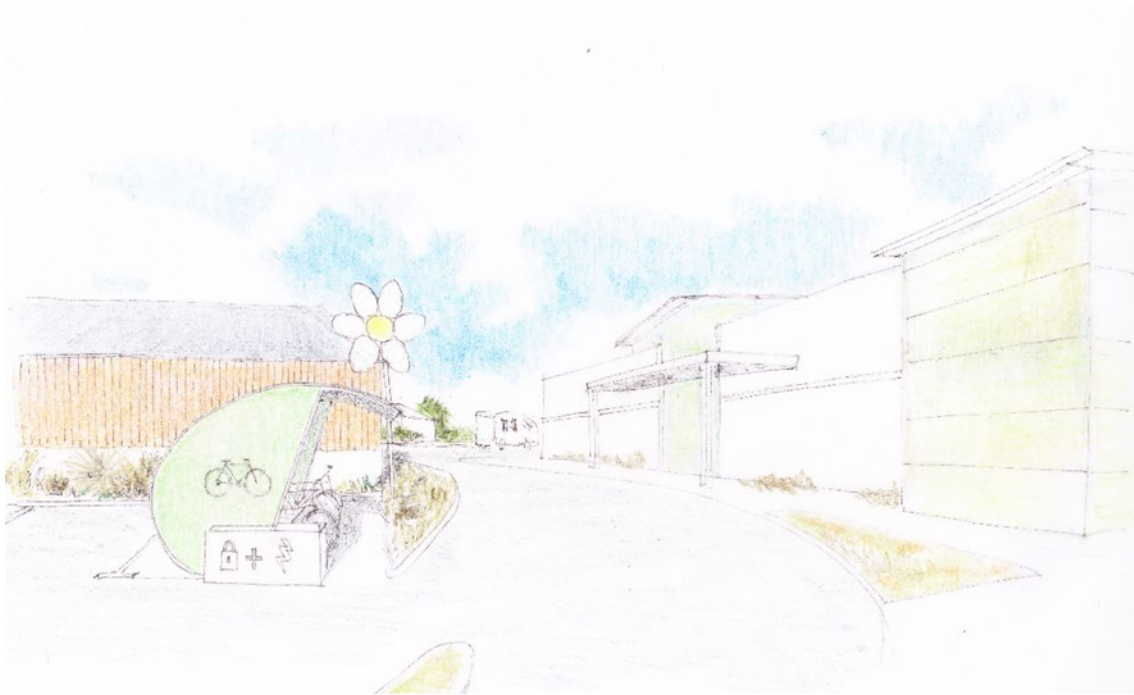


Figure 3.38 Indicative design for bicycle storage structure and iconic photo-voltaic solar panel collector to provide a symbolic manifestation of the values that underpin the structure.

L9. Promotional and accessible explanation of planning and good design

Recommendation

Prepare and produce the following design material for incorporation within the Council website and as hard copies to assist with discussions with potential applicants:

“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.

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.

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.

Indigenous plants 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.

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.

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'.

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

The implementation of rail trail in keeping with 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.

Create a virtual database 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 regions ecology.

Promote app and walks through Council media channels and facilitation of walking groups.

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

Complementary recommendations, plans and strategies

This aligns with iCEP priority 40, 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.

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.

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

These guidelines 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 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

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

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

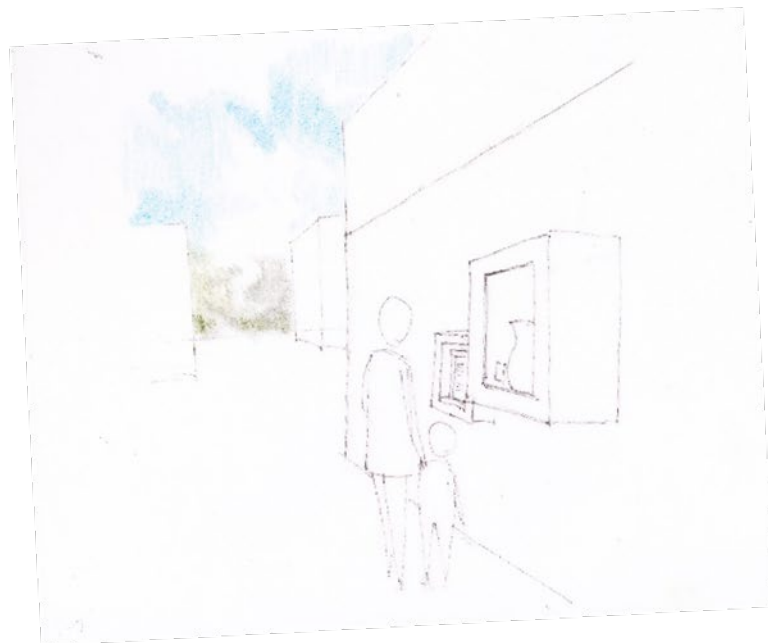


Figure 3.39 examples of community adoption opportunities

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 located 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 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 installation of additional pedestrian crossing points.

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 choose 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.

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.

⁷¹ <https://profile.id.com.au/tasmania/internet-connection?BMID=360>

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 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.

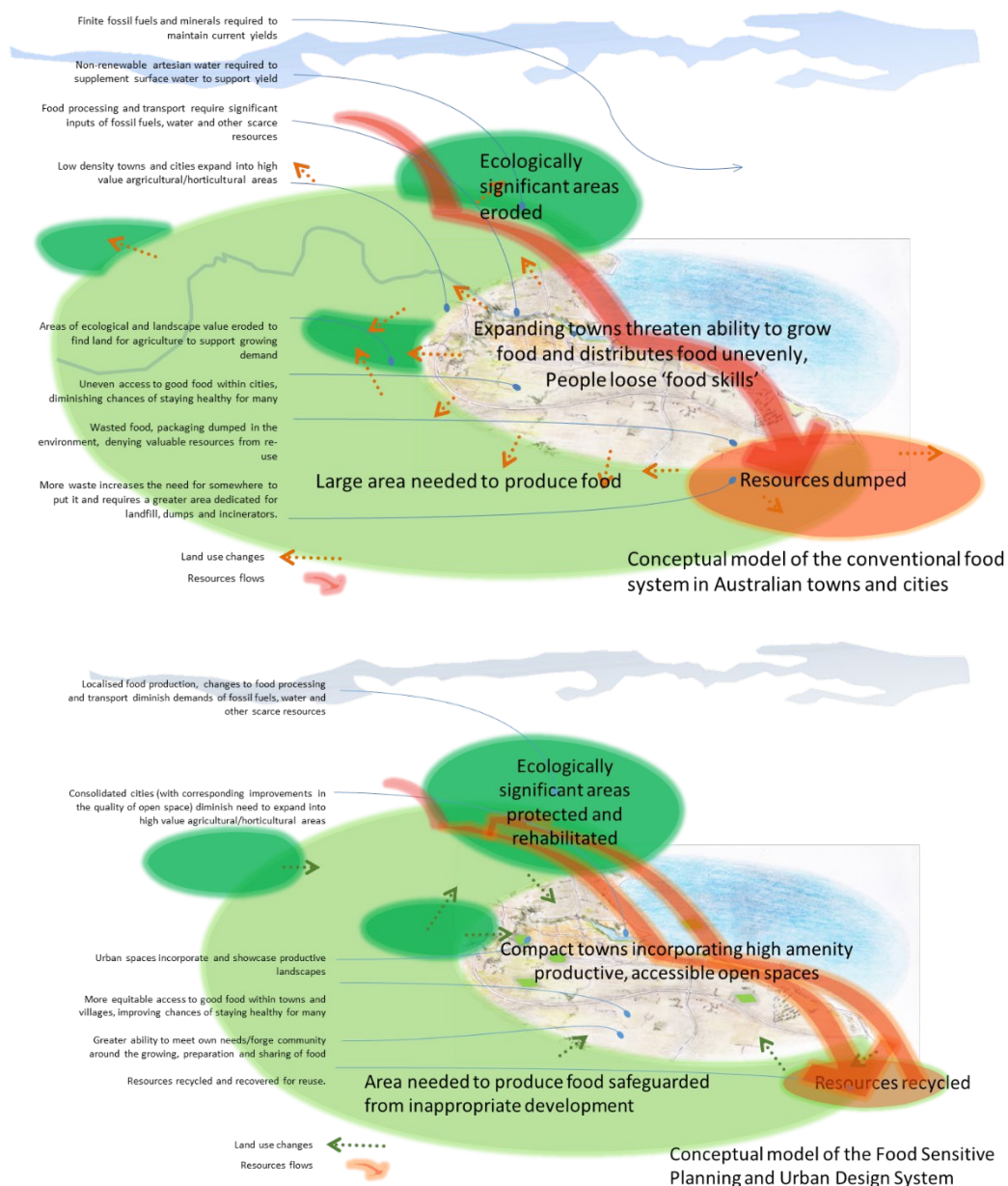


Figure 3.41 Conceptual model of food systems under conventional and Food Sensitive Planning and Urban Design

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 at 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.

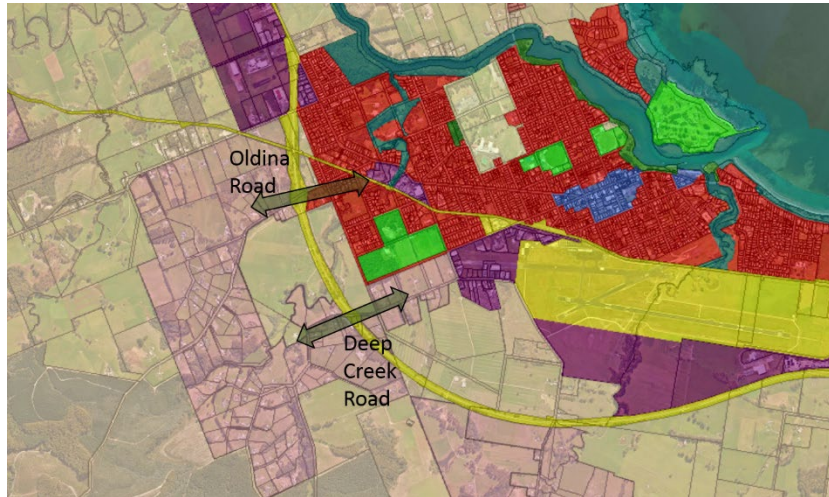


Figure 3.42 Proposed pedestrian/cycle crossing facilities

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

