River Road Outline Development Plan

for Waratah Wynyard Council

April 2025

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1 Introduction

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

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

Purpose of this study

The project has been undertaken to outline the key characteristics of development that fulfil the aspirations outlined in the WWC Settlement Strategy. This identified LDRZ and RLZ as the appropriate zones for this site based on demand, site conditions, relationship to the Inglis River and to Wynyard. The settlement strategy adds:

Care will need to be taken to protect the very high natural values of the banks of the Inglis River and careful consideration of building and landscape design in this high profile location will assist in protecting and enhancing the areas contribution to Wynyard's landscape setting. The means of achieving this are outlined in recommendation 2 requiring an Outline Development Plan to guide the development of this area.

Recommendation 2 of the WWC Settlement Strategy adds an ODP is required to ensure the potential of this land to provide high amenity, walkable, accessible, sustainable development can be realised. The ODP will achieve this by:

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

- Facilitating a pro-walking and cycling environment that makes best use of the area's close proximity to many important destinations.
- Ensuring that street, block and lot patterns promote connectivity and safety, whilst responding 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 the following priorities of the Liveable Waratah Wynyard Settlement Strategy:

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

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

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

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

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

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

- the land can be developed in a co-ordinated manner, achieving the optimum yield

- the areas amenity value and landscape character are more likely to be interpreted as evolving rather than being destroyed with development

- the development can support a higher standard of quality of life for its residents, being walkable, safe, attractive and conducive to the development of social capital

- values are increased and the resulting development is made more competitive as more efficient lot layouts can be achieved and a high standard of amenity can be offered

• greater certainty is provided for the developer and community, making it a more attractive investment

• a mechanism is provided to ensure nearby residents concerns are acknowledged and (where possible) can be addressed through design in a way that is impossible through other mechanisms

• the development is better integrated with its adjoining urban area, making it more walkable, supporting health outcomes and minimising demand for additional parking in town than would result with an conventional subdivision.

• Staging can be considered and planned to better align with Councils existing plans.

Philosophy

This study reflects the belief that the design and layout of development plays a small but important part in influencing the decisions people make and so the activities and experiences that make up their lives and so their chances of meeting their needs, thriving and fulfilling their potential. For example a pleasant, safe, connected environment that facilitates walking will result in more people walking (Westenhöfer et al). This reduces the burden of disease on a community and facilitates informal social interactions that support the development of social bonds that underpin the development of a sense of community (Carson 2023).

The concept gives weight to the valued character and intrinsic values that makes the site special. It does this by:

- Responding to the 'genus animi' the character of the site (rural feel, great views, green skyline) to maximise its contribution to the wellbeing of the incoming community and retain the qualities valued by the existing community.
- Creating a development that reflects well on its incoming residents (says good things about them/is prestigious)
- Being a 'good neighbour': protecting valued natural assets and amenity of existing residents
- Creating a sense of entering somewhere special for visitors and residents
- Privileging walking and cycling.
- Utilising a rustic/rural palette.
- Minimising unavoidable risks

2 Study process and methodology

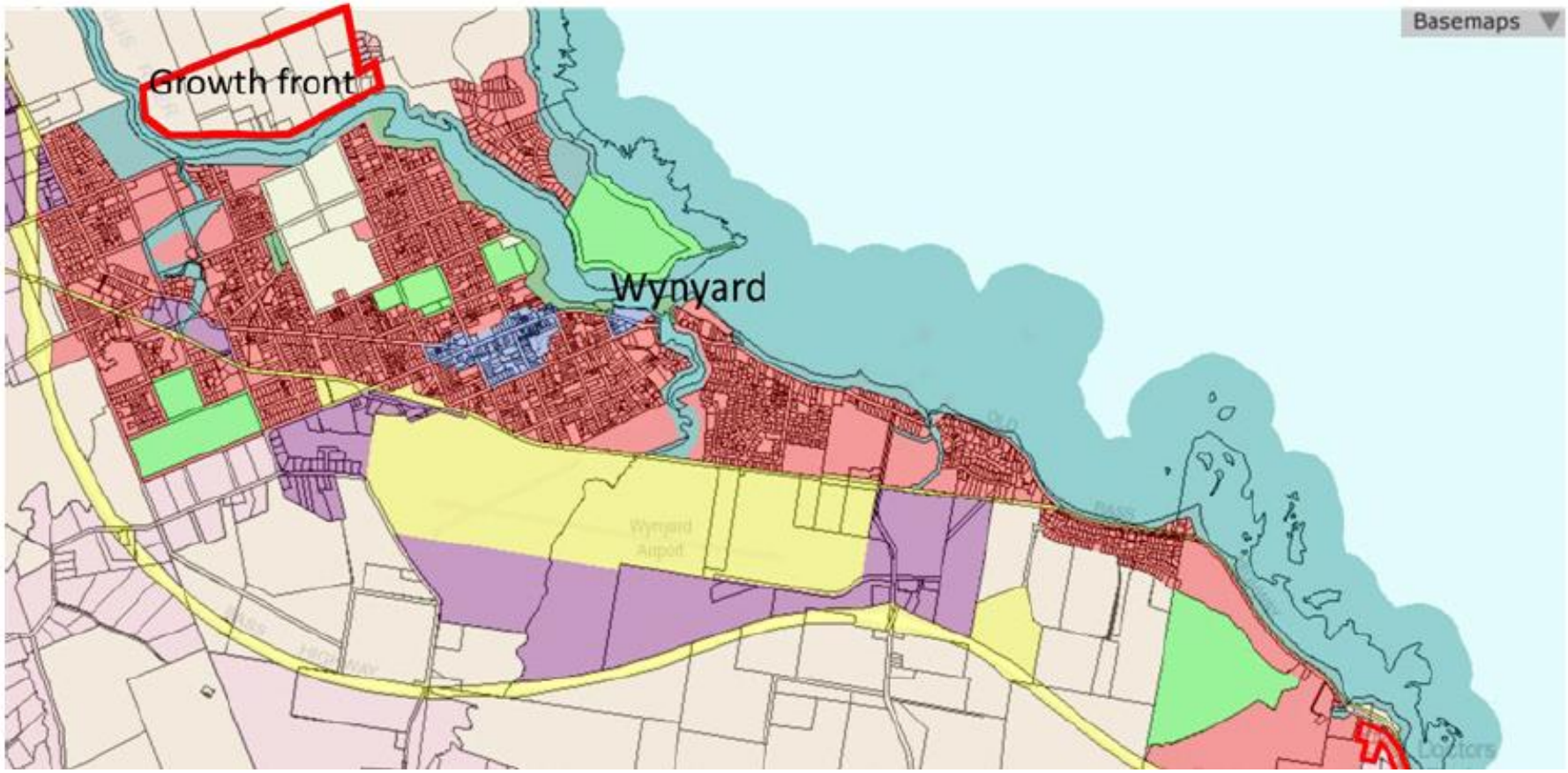
The project was developed based on a methodology that ensured it was based on firm foundations of good design elsewhere in our region and further afield. To test and refine the learnings so gathered and apply those that were both realistic and desirable to this site. The steps were:

1. Best practice review and review of planning context including Settlement strategy, Remplan Study, review of RLUS and alignment with draft TPPs
2. Site visits
3. Concept development with Council Officers to prepare first draft concepts
4. Consultation with utility providers to ensure servicing was possible
5. Refinement of draft
6. Preparation of draft for Council workshop (this draft)

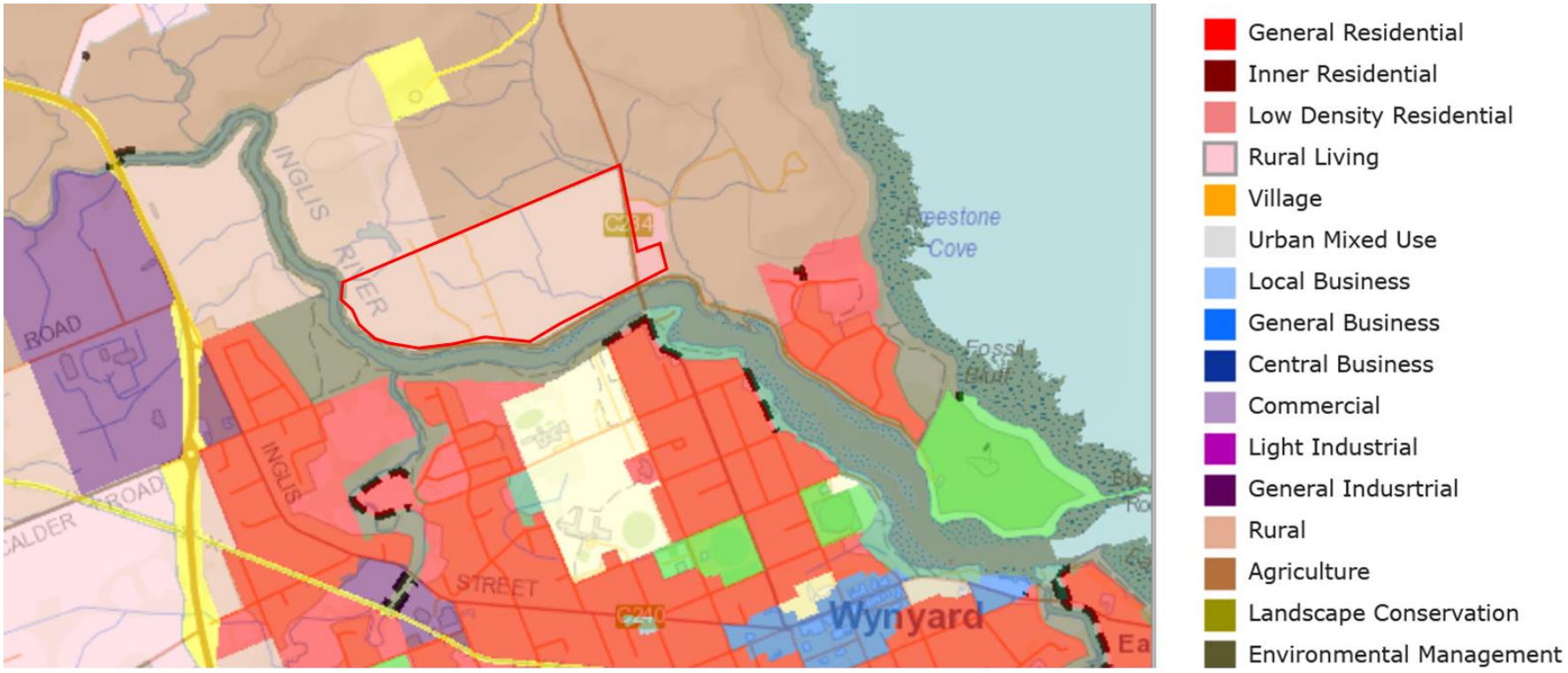
Future phases

7. Council Worshop
8. Community Consultation
9. Adoption
10. Refinement into a planning instrument to establish the characteristics that are required of a development.

3 Context Plan



4 Existing zoning



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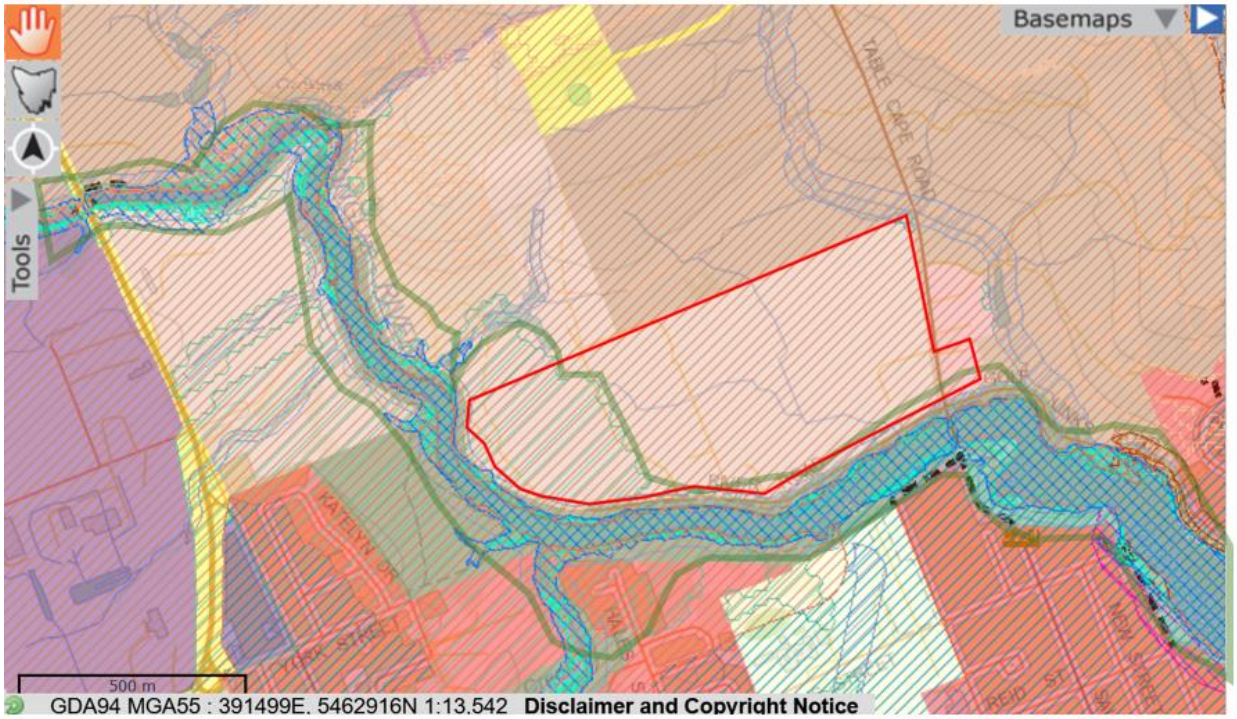
5 Existing overlays



- Airport obstacle limitation area
- Airport noise exposure area
- Landslip hazard
- Potentially contaminated land
- Bushfire-prone areas
- Flood-prone areas
- Coastal inundation hazard - investigation area
- Coastal inundation hazard
- Coastal erosion area - investigation area
- Coastal erosion area
- Attenuation area
- Scenic road corridor
- Scenic protection area
- Priority vegetation
- Future coastal refugia area
- Waterway and coastal protection area

Summary

The intent of the overlays can be summarized into two areas:
Area with overlays for priority vegetation, flood prone land, coastal refugia, Waterway and coastal protection area

Area covered by overlays for bushfire-prone areas and Airport obstruction limits

6 Responding to Overlays

Bushfire prone areas

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

To be determined at development

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

To be determined at DA stage

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

Access roads to meet the following standards.

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

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

(c) minimum carriageway width of 4 metres;

(d) minimum vertical clearance of 4 metres;

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

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

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

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

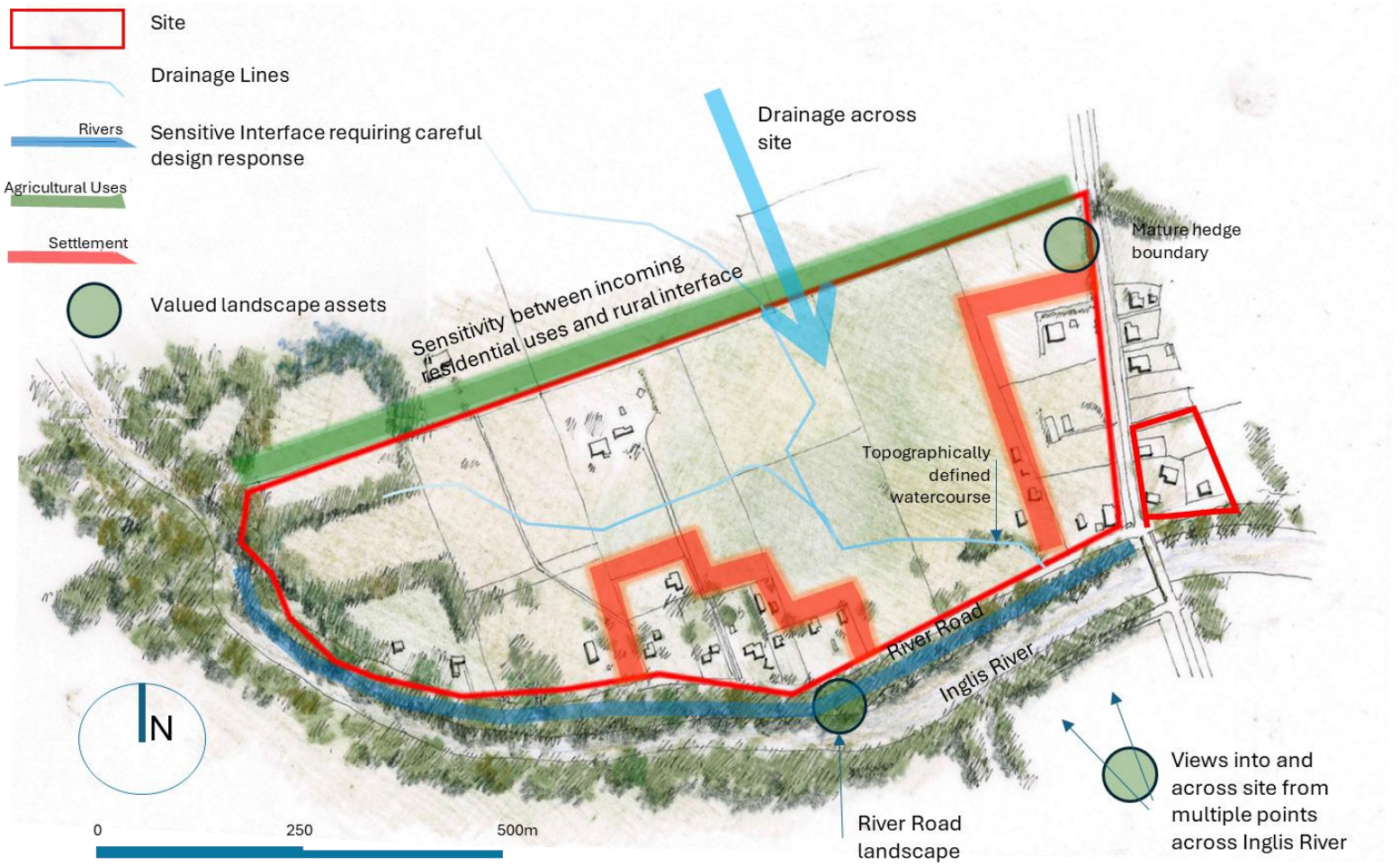
(j) terminate with a turning area for fire appliances provided by one of the following:

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

(ii) a property access encircling the building; or

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

7 Site appraisal



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8 Site specific objectives

- Retain and enhance character of River Road
- Minimise adverse impacts on host community
- Minimise offsite/downstream implications on Inglis River
- Mitigate potential conflicts with adjoining agricultural land uses.
- Ensure the character of the new area develops as a distinctive and attractive neighbourhood within which landscaping is dominant and facilitates people to meet their needs locally wherever possible

9 Summary of consultation with service providers

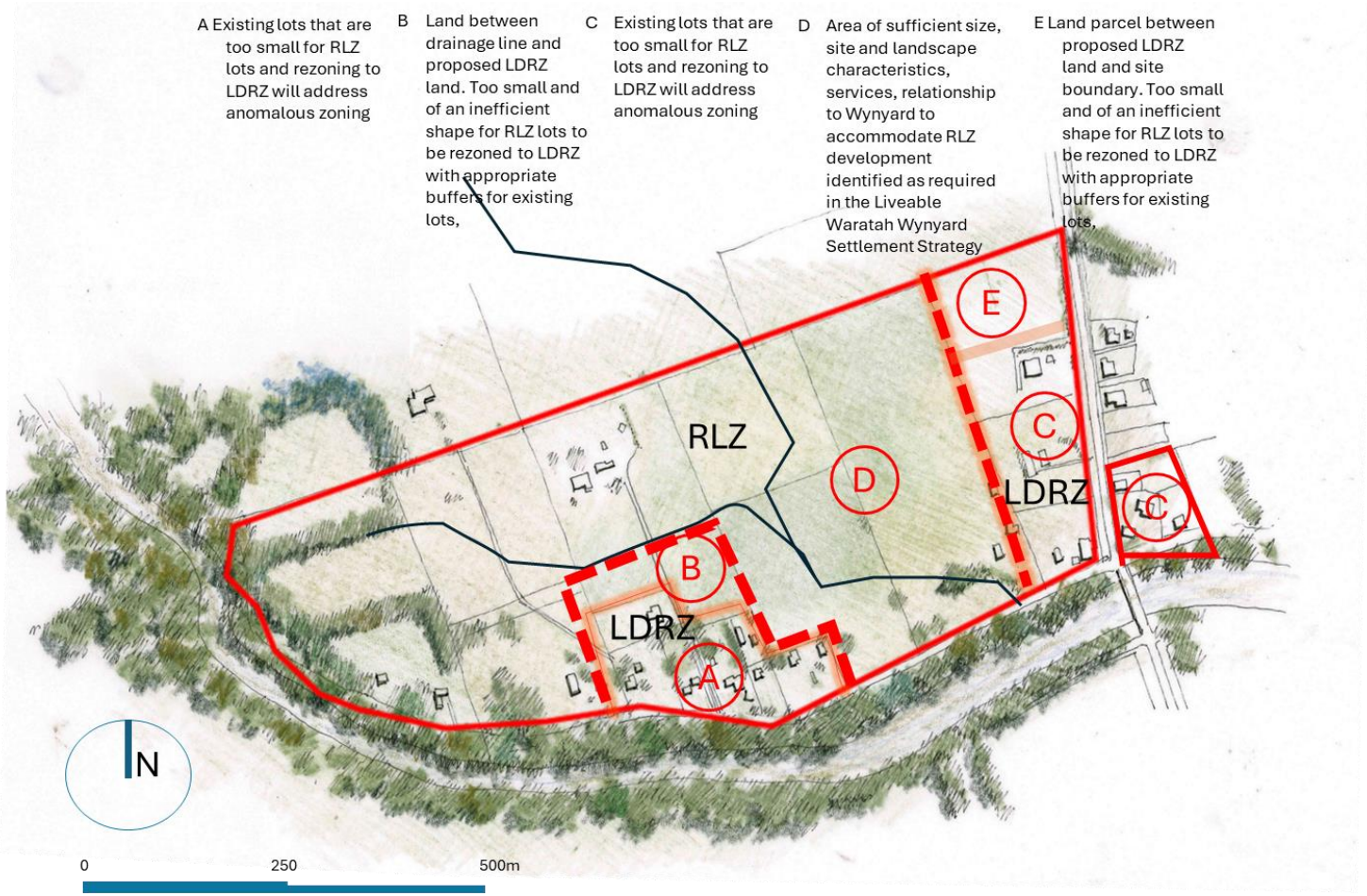
TasWater Advice TWSI 2025/00114-WWC, RE: Proposed rezoning- River Road Wynyard, received 25th February 2025 advised this rezoning will not really impact on TasWater and we would not object to it.

Tasnetworks advised 26th February 2025 that this site has HV reticulation in River Rd and Table Cape Rd. Potentially the LV reticulation can supplied from these roads or HV reticulation extended into the subdivision. Requirements for HV augmentation will be determined after the application for the Subdivision connection is received.

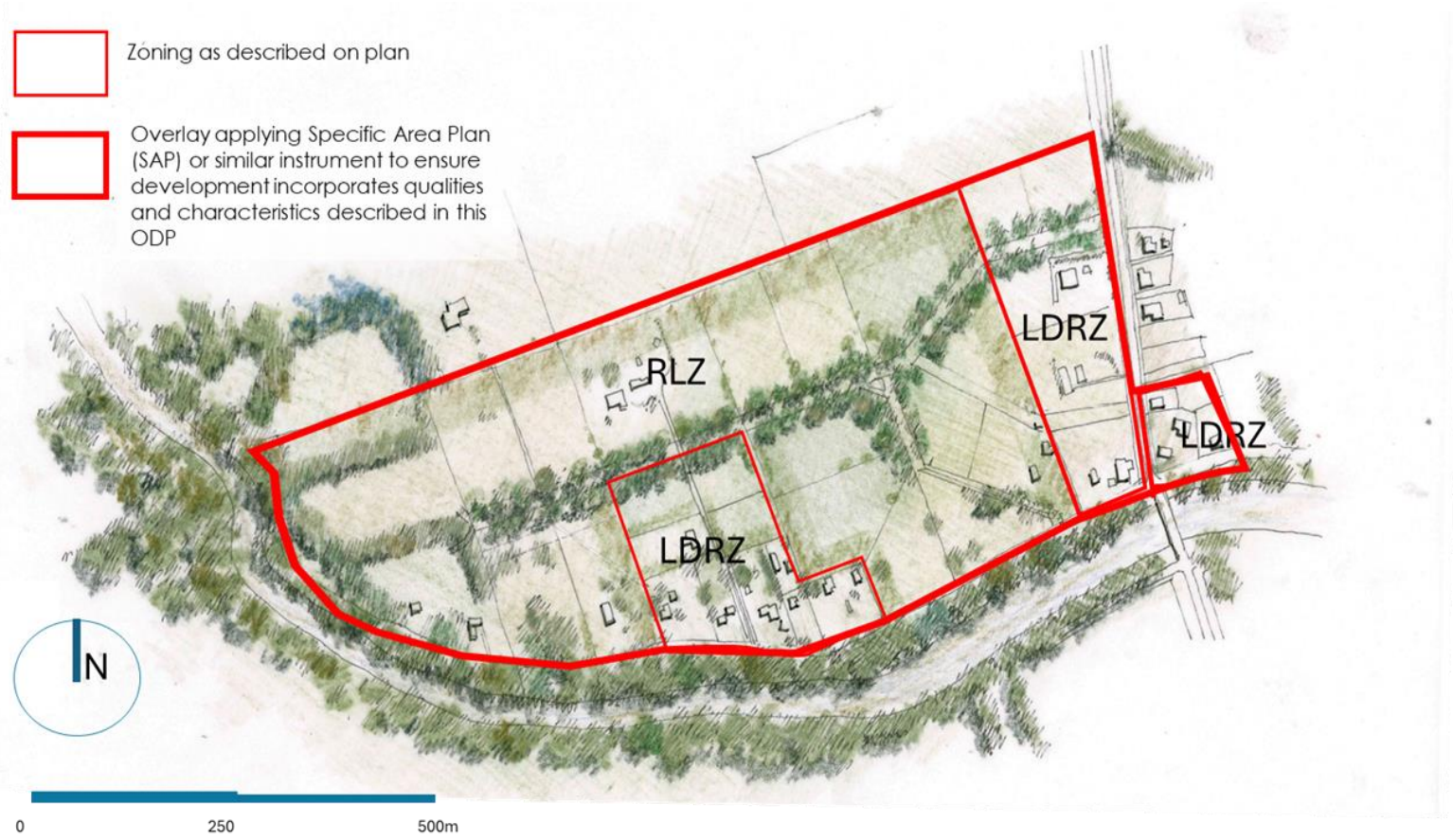
This area can be serviced and the developer will pay a customer contribution towards the installation of the infrastructure as per our Distribution Pricing Policy

10 Proposed Rezoning

10.1 Changes to zoning and rationale



10.2 Zoning and overlays



11 Key characteristics

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

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

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

A key feature of this plan are garden streets; high amenity shared spaces within which vehicles may only travel slowly but that create an attractive, well landscaped space suitable for walking and playing (see appendix 1 for precedents for this type of street)

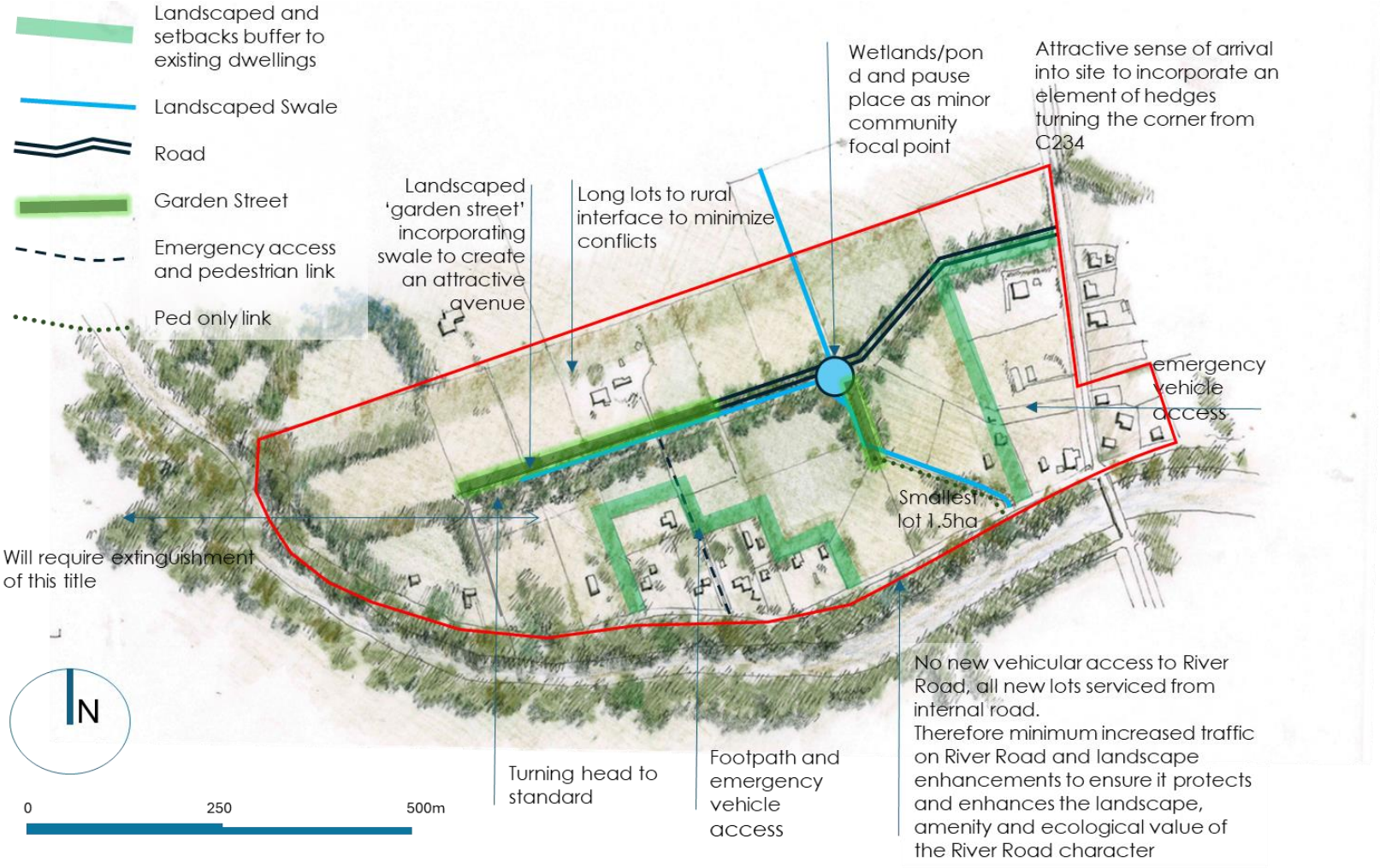
The emphasis on q high quality of design ensures the streets and open spaces are not just good for moving through but also providing attractive safe places for people to walk and interact. In short the ODP envisages streets are designed to be places to stay rather than just spaces to pass through.

Commentary on design components

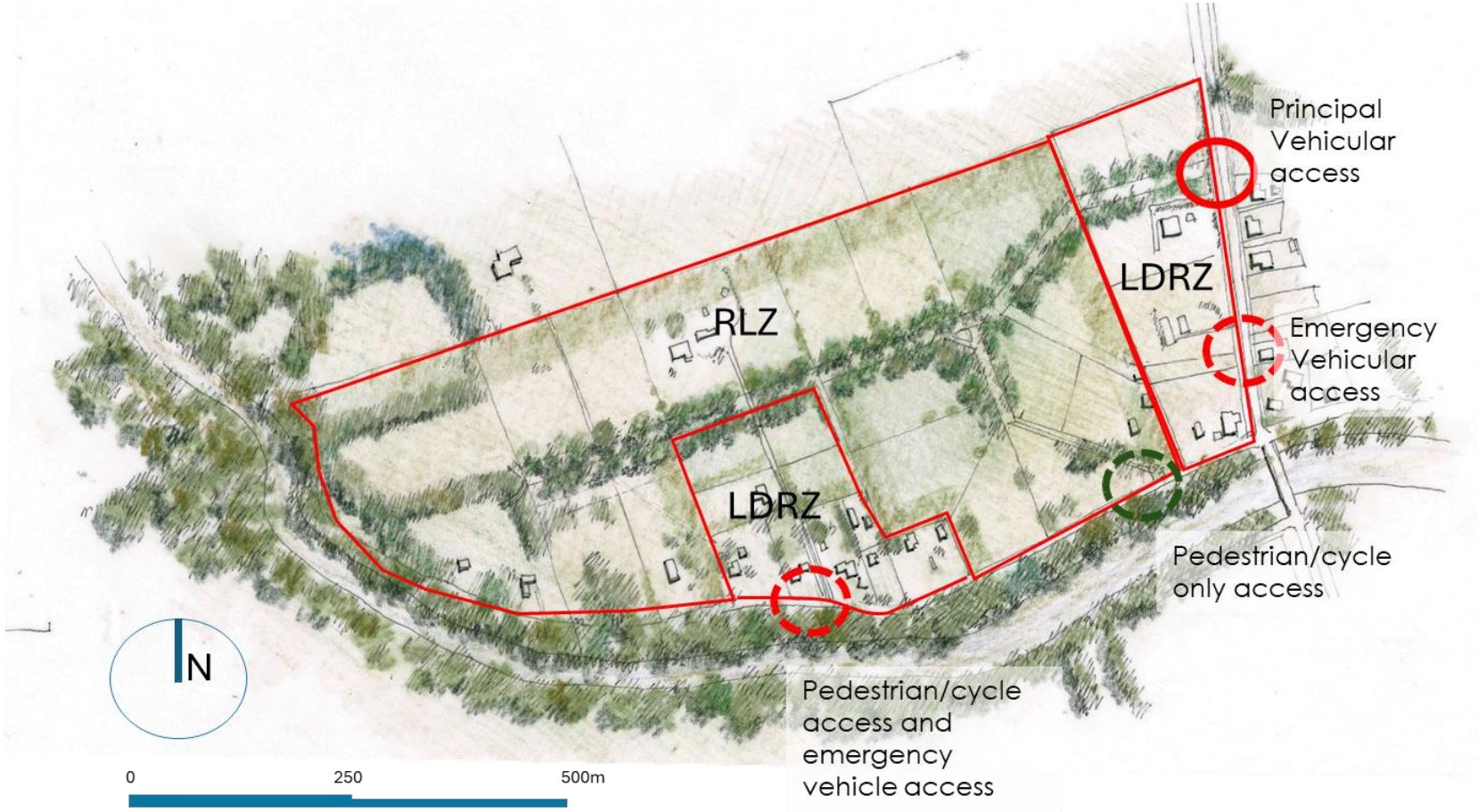
This section describes some of the key streets and open spaces that will help achieve this goal.

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

11.1 Key characteristics Plan

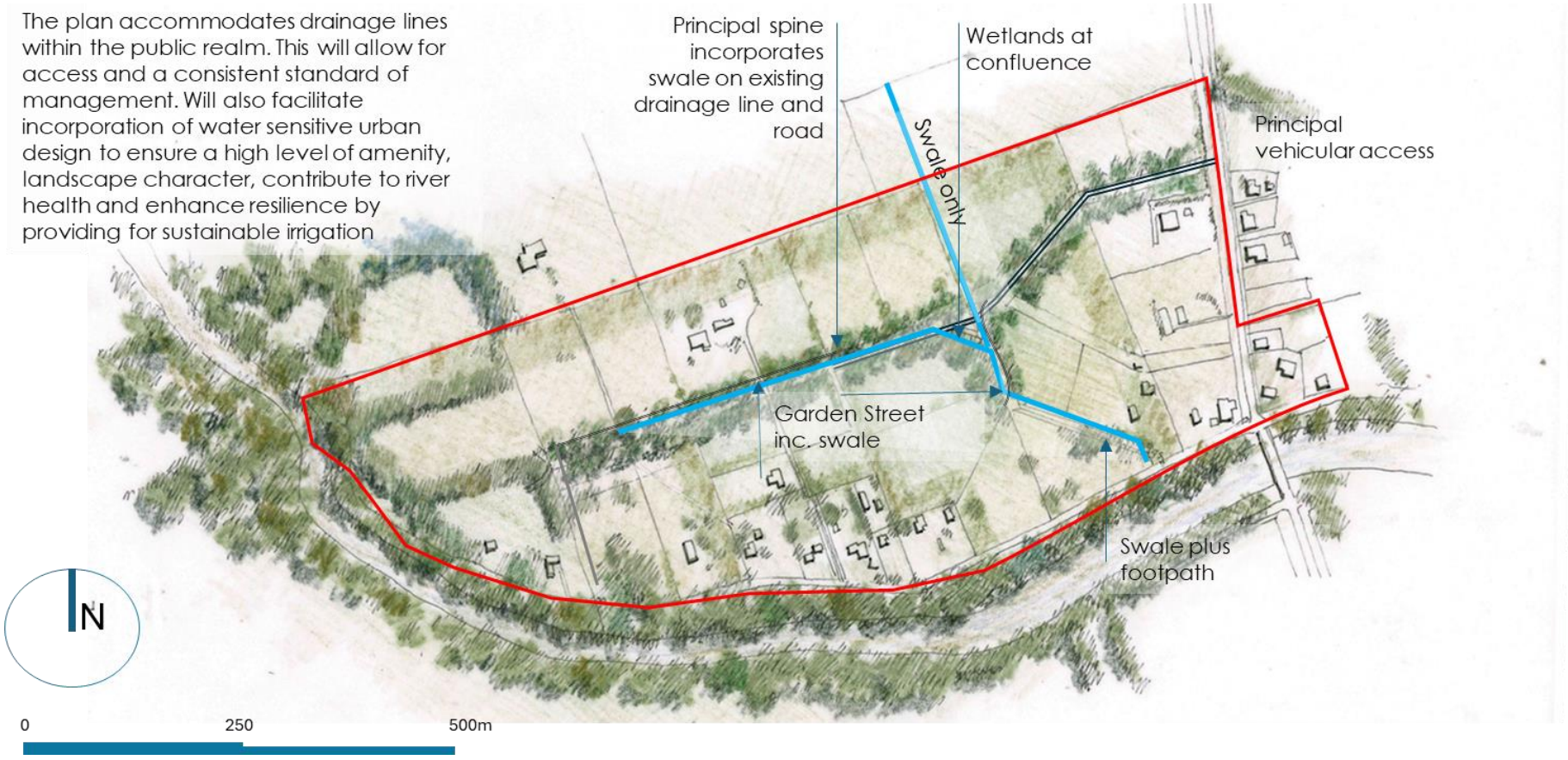


11.2.1 Access

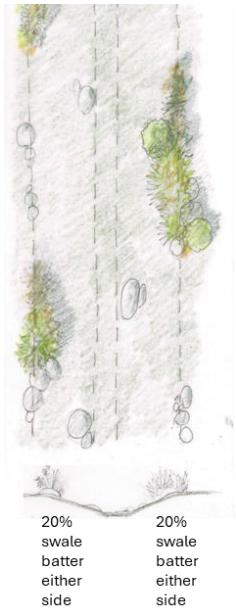

Principal Vehicular access
LDRZ
RLZ
Emergency Vehicular access
LDRZ
Pedestrian/cycle only access
N
Pedestrian/cycle access and emergency vehicle access
0
250
500m

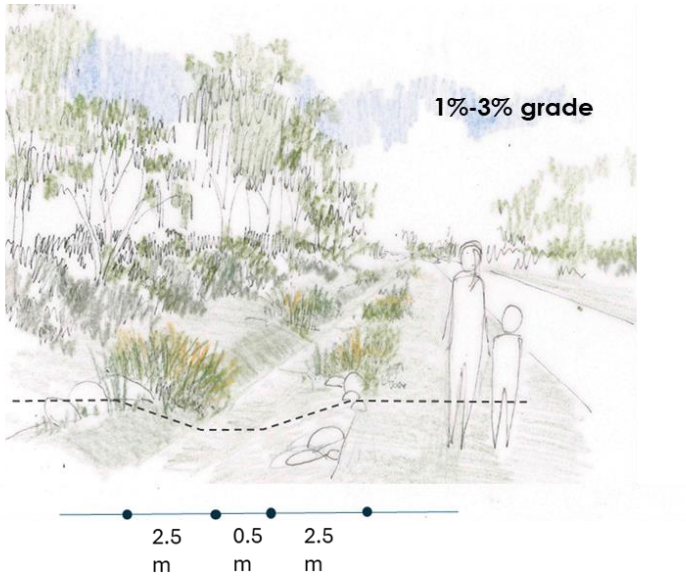
11.3 Accommodating drainage lines

11.3.1 Key plan

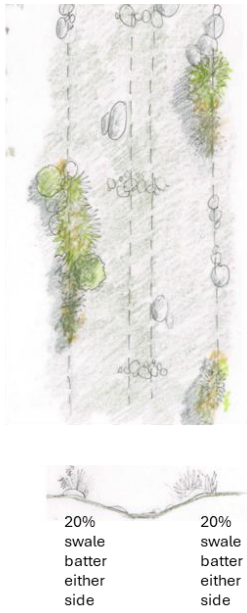


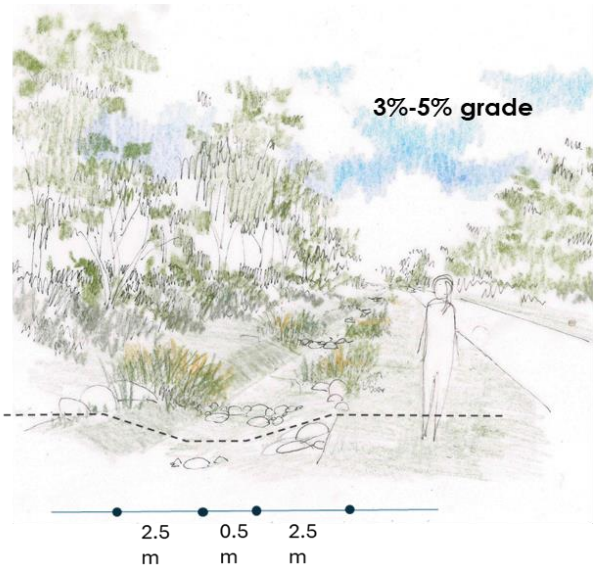
11.3.2 Swale character





Flow path along vegetated swale straight to maximise efficiency and effective drainage on gentle slopes, however swale given a more naturalistic character with beds of riparian planting and the occasional rock clusters alternating at varied distances apart to create the sense of a meandered flow path

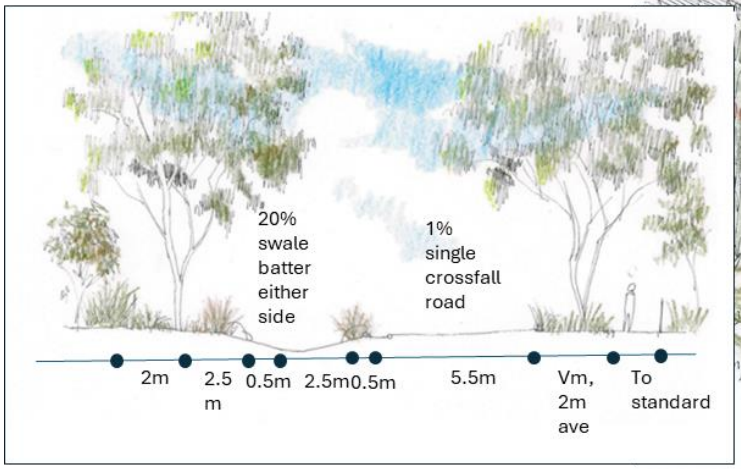




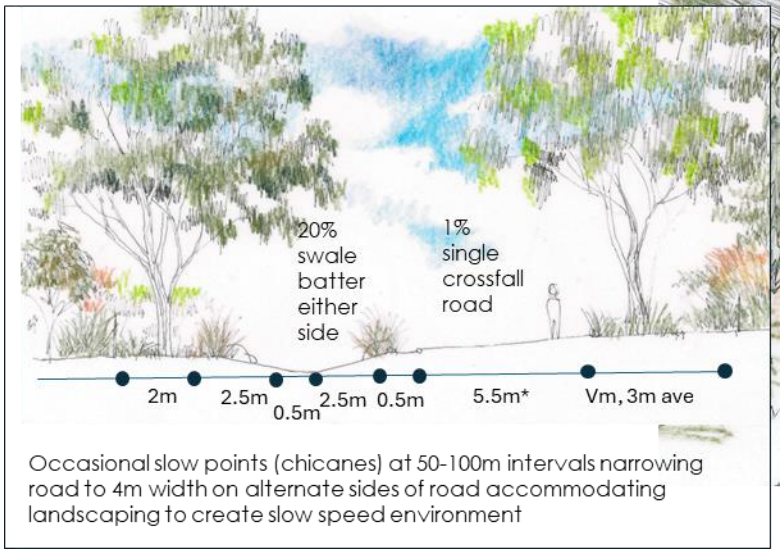
In areas where fall along swale is between 3-5% the course of the channel should incorporate riffles of locally sourced stone at varied intervals between 10-30m in order to increase roughness and minimize risk of scouring

11.4 Street Character

11.4.1 Typical Street and Swale Character

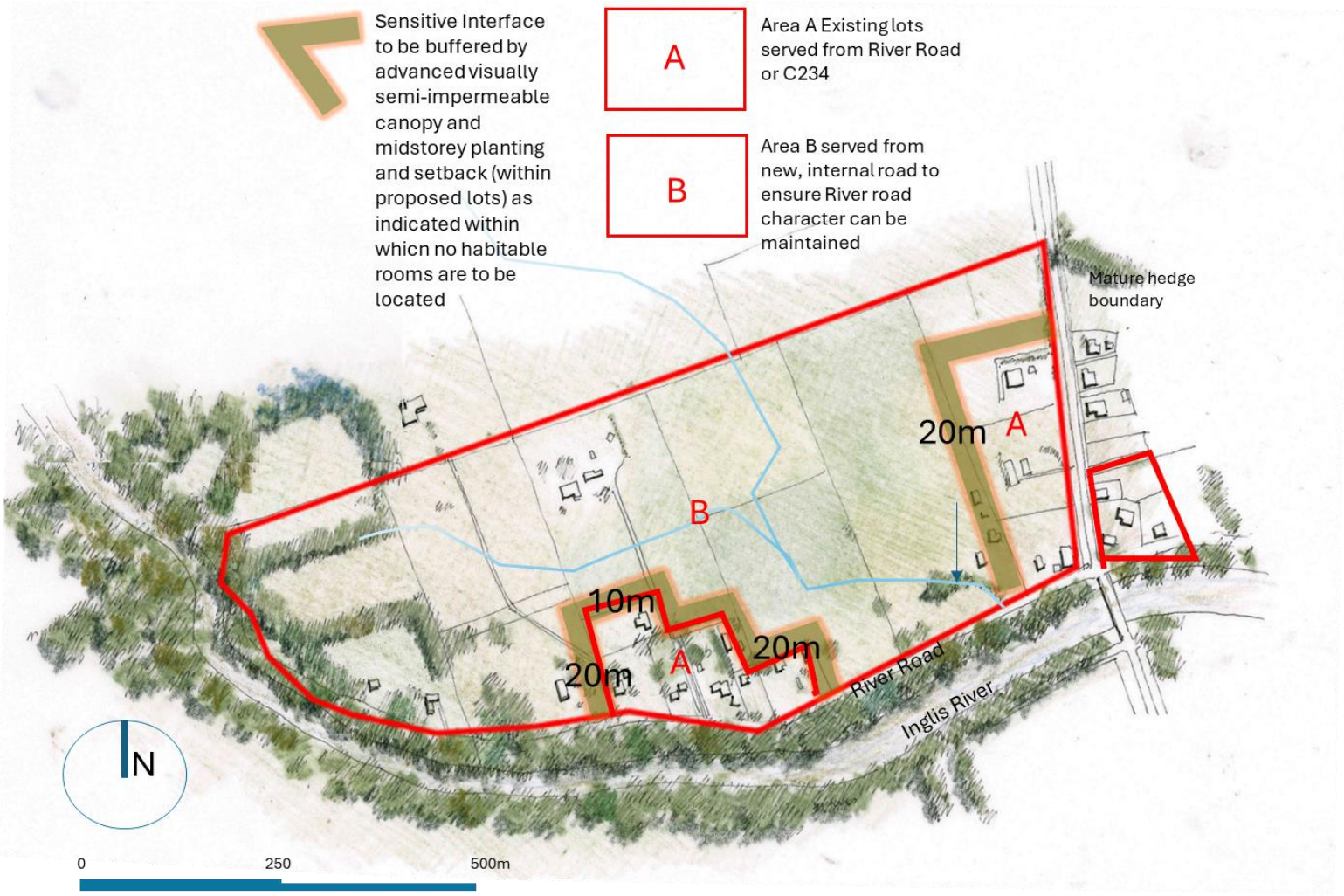


11.4.2 Garden Street and Swale Character



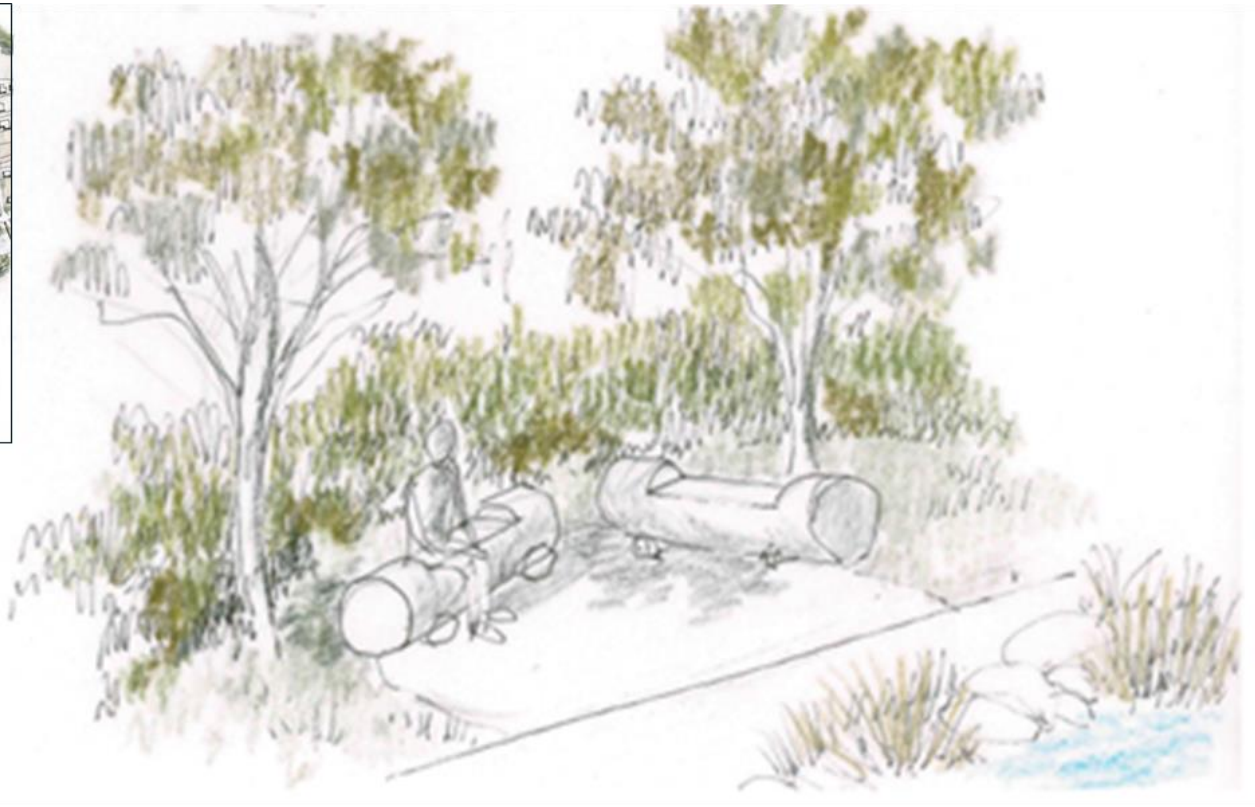
Occasional slow points (chicanes) at 50-100m intervals narrowing road to 4m width on alternate sides of road accommodating landscaping to create slow speed environment

11.5 Responding to Sensitive Surroundings



11.6 Pause place at wetlands-indicative character

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



Appendix 1 Garden Street Precedents

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

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

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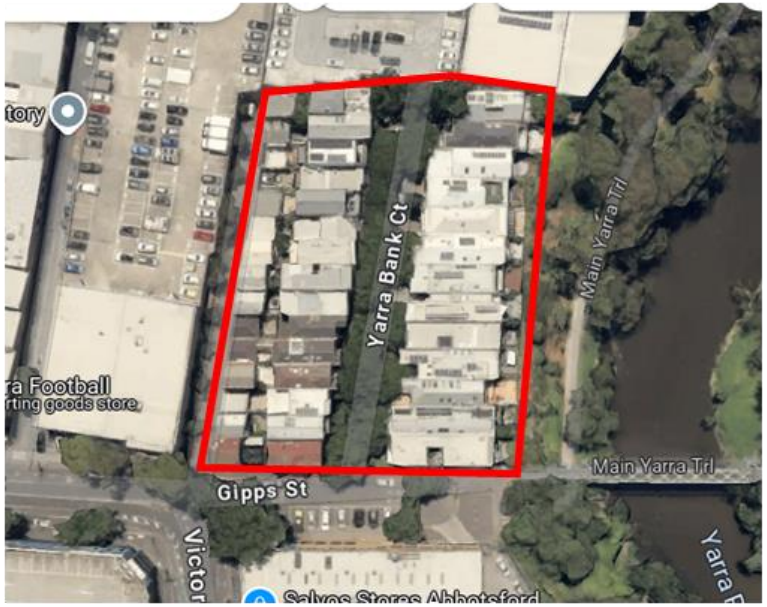
Abbotsford, Victoria



Development
approx. 5600m sq
28 houses

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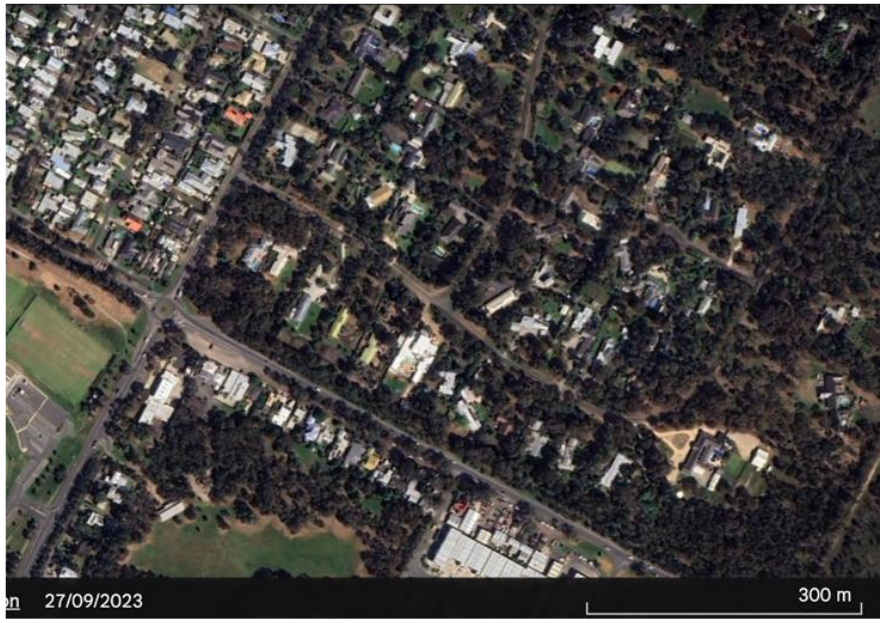
Hastings, Victoria



Ocean Grove, Victoria

References

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

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