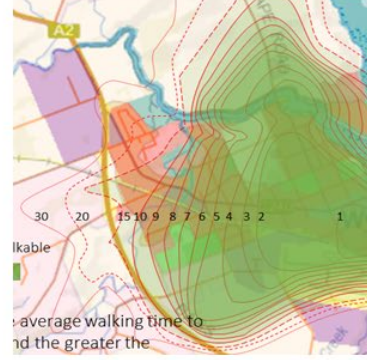
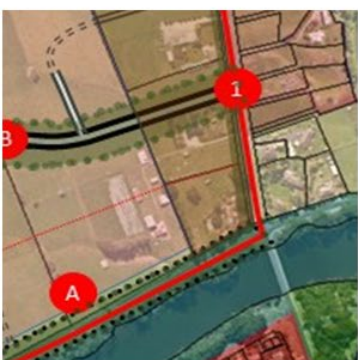
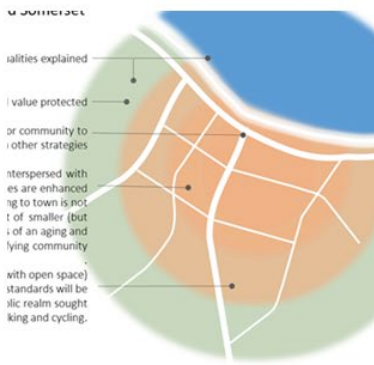
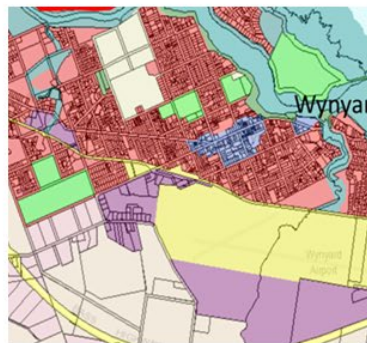


Liveable Waratah-Wynyard

Settlement Strategy SUMMARY



Draft 13 November 2020

Introduction

This is a summary of Council's draft "Liveable Waratah Wynyard Settlement Strategy". It provides an overview of what the strategy is, the challenges it seeks to address and the recommendations it makes to address those challenges. It concludes by inviting you to give your feedback. You will find the complete strategy and all the appendices here. It covers the six towns and villages below and pockets of land zoned Rural Living.



Figure 1 the towns and villages covered in the strategy

Why have Council prepared this strategy?

The Waratah Wynyard municipality enjoys exceptional environmental qualities and is the home of a resilient, resourceful and supportive community. The Liveable Waratah Wynyard settlement strategy sets out a number of interconnected recommendations that will enable Council to protect and enhance these qualities and leverage off them to make our towns and villages (even) more sustainable, inclusive, inspiring and nurturing places to live, work and visit. We call places with these qualities liveable and liveability is increasingly seen as the key to economic success and contributes to everyone's quality of life.

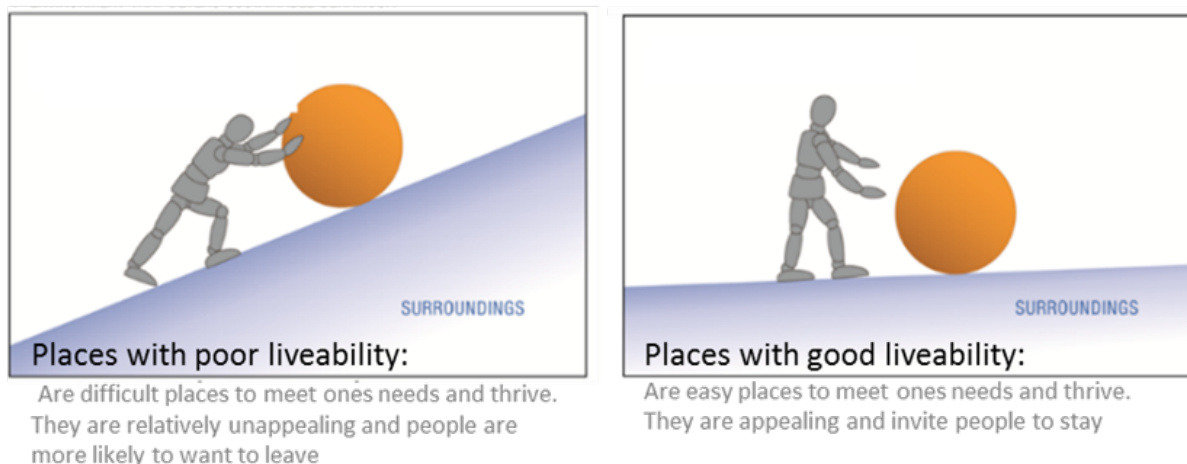


Figure 2 The importance of liveability

About the strategy

The strategy seeks to provide a direction for the future of the six largest towns and villages in the municipality and the isolated clusters of land zoned Rural Living throughout the municipality.

The niche that this strategy is required to fill is defined by state and regional plans and in particular the Cradle Coast Regional Land Use Strategy (CCRLUS) and Sustainable Murchison Community Plan. Both these documents stress the importance of liveability as the key goal that we must strive for in our planning decisions. Achieving this goal and meeting the targets set by regional policy requires this settlement strategy plans for compact towns and villages that provides attractive, welcoming, healthy and safe places and offers a diversity and choice in affordable, appropriate and accessible housing.

As well as meeting the priorities set by these regional plans 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 our town centres, and the Open Space and Recreation Strategy, which identifies the actions required to meet the open space needs of community.

To ensure these regional and local strategies could be implemented in a way that addressed local priorities, hopes and concerns we sought to understand how the communities see their towns and villages and what you see as contributing to liveability through an online survey. We received 107 responses to our first round of consultation that has allowed us to understand the issues that are important to you and the factors that contribute or detract from liveability.

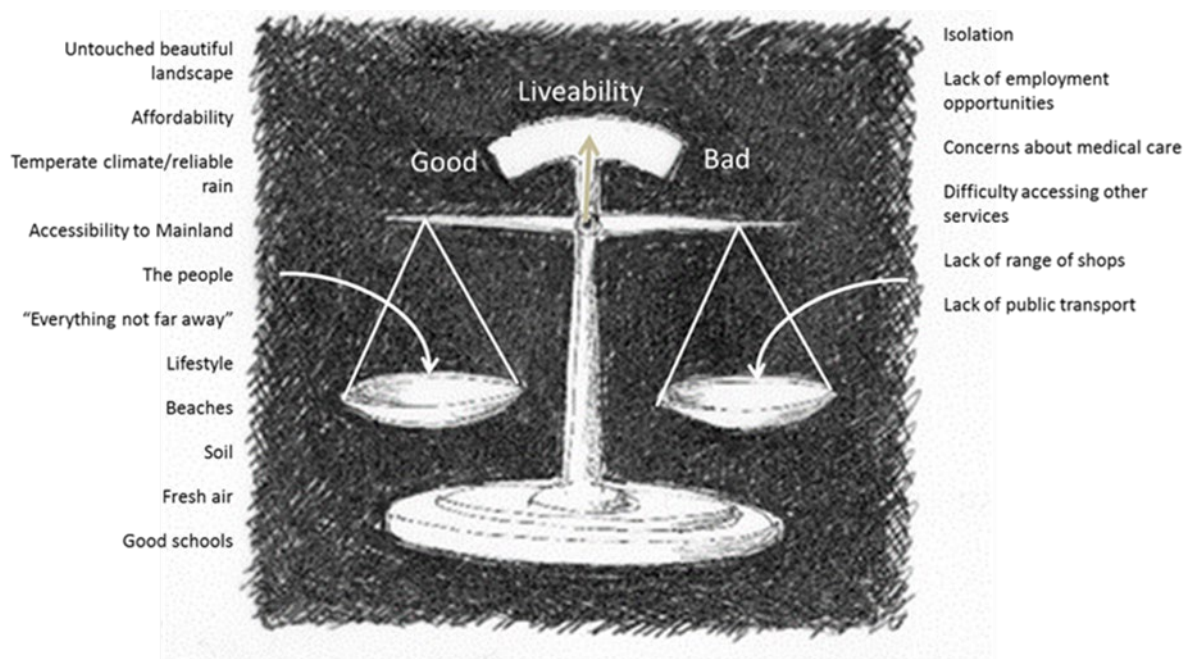


Figure3 A summary of community views about the factors that contribute to, and detract from the liveability of our region

After consideration of your responses we reported back to you our interpretation of your priorities and have used the insights we gained from that to help prepare this strategy.

The consultation revealed the strength of feeling and commitment people have for their community. Amongst the key messages was a strong attachment to characteristics that typically might be described as small scale, small town or village character. People stressed the importance of community, attachment to landscape, and concerns about overdevelopment. Landscape was the most commonly mentioned characteristic that most contributed to their settlements character (46 respondents) followed by streetscape (44 respondents). Building heights were next (38 respondents) and architecture/building design (36 respondents).

This strategy therefore seeks to meet its strategic obligations outlined by regional planning policy, reflect the community's values and priorities, serve their long term interests, balance the realities of the market whilst protecting and enhancing this character. We have weaved these priorities in with our own research of what others have found makes a good settlement strategy.

Challenges

Our research and consultation revealed the strategy should address the following key challenges:

- Low population growth and an ageing population that will increasingly require in migration to avoid problems of population decline or demographic imbalance;
- More people are exiting the workforce than entering it 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 such as diabetes, obesity, heart disease and many forms of cancers that are diminishing many people's quality of life;
- The regional economy is very sensitive to external forces. These are outside local control and create an imperative to be able to respond to them;
- Local enterprises that have little discretionary/investment capital and so little in the way of spare finance to kick start a wave of development;

- The high level of car dependency that may be contributing to vulnerability to resource depletion, the increasing incidence of non-communicable diseases such as obesity, heart disease, hypertension and several cancers 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 we are presently reliant; and,
- Some people feel disenfranchised from the planning process and are unable to use it or contribute to it as it is intended to allow.

Supply and demand

Our analysis of supply and demand and the historic rates of development suggests that on the whole we have a good supply of land in nearly all zones in most towns and settlements to meet projected development needs. This would normally suggest we should not zone any more. Indeed the rules that govern planning, set down in the Land Use Planning and Approvals Act suggests we should have no more than 20 years land supply in any particular zone, based on projected rates of development. However, much of the land that makes up the supply is constrained and fragmented into many relatively small lots. It is relatively difficult to develop these lots and development needs to be carefully designed to consider the amenity of so many adjoining neighbours.



Figure 4 A sample of the lots zoned GRZ in Wynyard that are large enough to be subdivided and accommodate further development subject to appropriate design.

We also observed that there is also likely to be a significant market demand for Rural Living Zone (RLZ) land, but this brings challenges in relation to servicing, and increases the risk of development eroding ecological and agricultural values.

Another important factor influencing supply and demand is that as people age and households shrink empty nesters, divorced or widowed grow as a proportion of the population. This trend to smaller, older households will spread the population amongst more households who will need more dwellings and will require those dwellings to be smaller and more centrally located. This means that we will need more dwellings even if the projections for low population growth or even decline come to pass.

In relation to commercial and industrial development the strategy adopted the findings of relevant recent strategies and plans about supply and demand. These found that the existing zoning was adequate for both uses although some development would be needed to realise that latent supply and demand and enhance the competitiveness of their respective centres.

Expanding towns and villages v consolidating them within existing boundaries

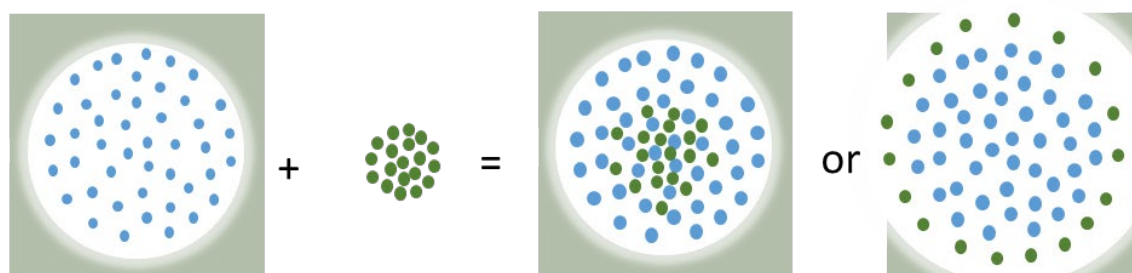


Figure 5 Expansion v consolidation

Regional and State policy, as well as the imperative to protect our best agricultural land and the highly valued ecological, cultural and aesthetic qualities of our landscapes requires us to prioritise consolidating our towns and villages rather than expanding them. However as we are hoping to attract more people into the area than projections based on the past have suggested and allow flexibility we have suggested a strategy that facilitates consolidation but also allows for the possibility of a degree of carefully located expansion. Consequently as well as a number of measures to assist appropriate development within settlements the strategy identifies two key growth fronts for development. These areas are subject to a range of design guidelines to ensure they can be developed in a way that best complements the towns they are a part of (see recommendations below).

The Strategy

This strategy presents a blueprint for a future where population growth can be facilitated primarily by improving the quality of the existing towns and villages and secondarily by extending their size in growth areas that will be carefully designed to ensure they don't 'kill the goose that laid the golden egg'. To this end, as well as supporting appropriate development it makes a number of other complementary recommendations that focus primarily on retaining and enhancing the quality of the towns and villages.

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. Thus the strategy includes recommendations that seek 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 locally. The strategy sets out a framework for action and explains how those actions will help address the issues identified above. It sets eight priorities that respond to these issues.

Priorities

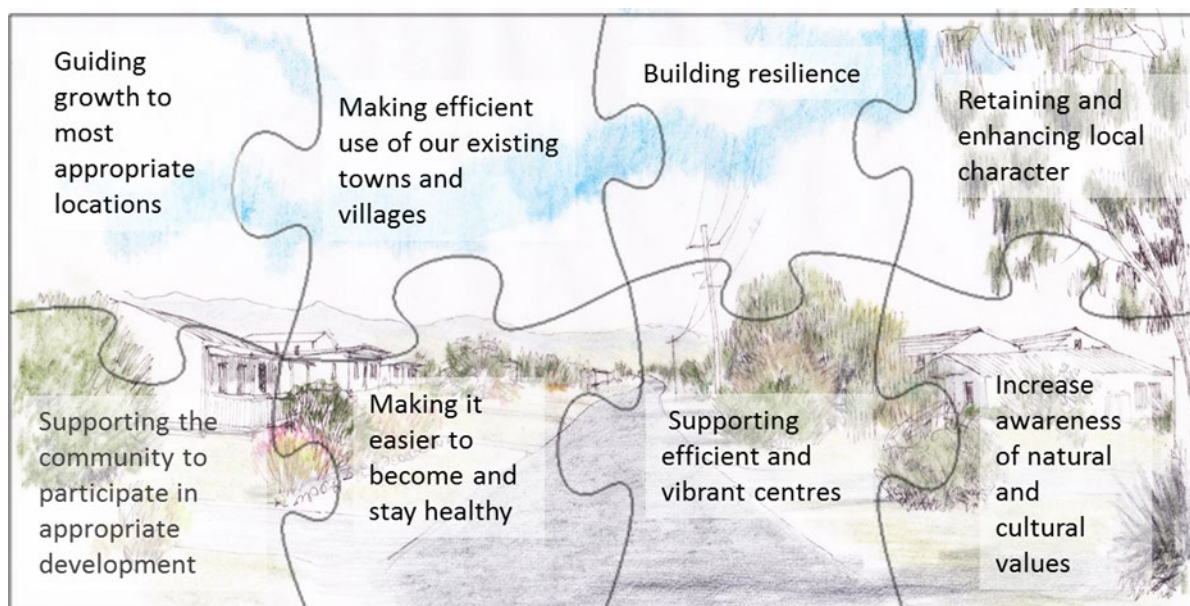


Figure 6 The strategy priorities

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 outlines a series of measures 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.

Part 1 Land Use and Development Recommendations

LU1 Identification of preferred development fronts and candidate sites for rezoning

These fronts are in Wynyard and Somerset as that is where development activity has been concentrated. Boat Harbour Beach and Sisters Beach also attracted much attention but are too constrained because of their settings to facilitate further expansion, although there is further scope for development within the zoned area. Yolla and Waratah have ample supply to meet further needs and so were not considered to require further expansion.

The location of these fronts was selected using a series of tests considering many factors such as accessibility, ability to service the land, land stability, walkability, the sensitivity of adjoining properties and the importance of safeguarding high value agricultural land. This recommendation also identifies land at Doctors Rocks that should be rezoned, not to facilitate further development, but to correct an anomalous zoning.

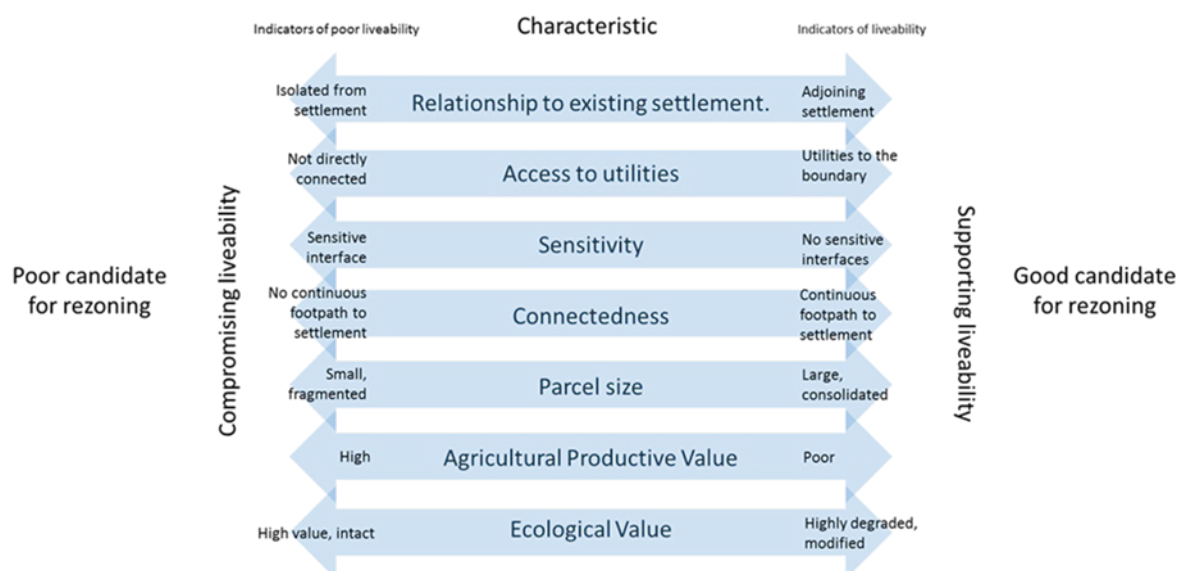
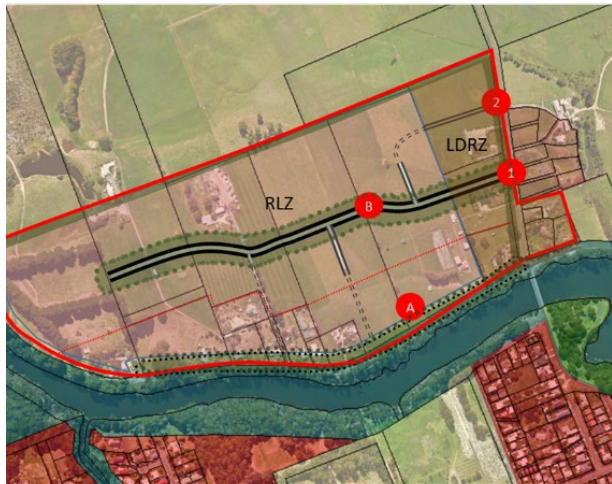


Figure 7 Criteria for selecting development fronts

LU 2 Outline Development Plans for residential expansion areas

These will help ensure the land identified in recommendation LU1 can be developed in a way that sets the bar higher for all development and makes the most of the sites assets. These Outline Development Plans are high level structure plans that will set design standards to ensure as sites get developed they incrementally move towards the realisation of coherent, attractive and sustainable new neighbourhoods for Wynyard and Somerset.

Road Draft Outline Development Plan



Development Area

Indicative Road layout

Primary access from central avenue road, parallel to River Road in order to facilitate orderly and efficient expansion and ensure River Road can be retained as a slow speed, highly landscaped environment. NS aligned minor roads frame views, provide for better solar access and facilitate WSUD.

Required characteristics

- Perimeter landscaping incorporating canopy trees
- Central boulevard incorporating avenue of large canopy trees
- River Road landscape retained and enhanced, local vehicle and pedestrian access only (Primary vehicular access from new access road)

Ramsden Street Draft Outline Development Plan



Development Area

Indicative Road layout

NS aligned roads frame views, provide for better solar access and facilitate WSUD.

Required characteristics

- Central boulevard incorporating avenue of large canopy trees close to ridgeline to reinforce green skyline
- Significant landscape retained
- A Paper road extinguished



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 8-9 Extracts of the Outline Development Plans

LU 3 Outline Development Plan for industrial areas

These will help ensure that the municipality's two industrial precincts in Wynyard and Somerset can be developed in a way that:

- Gets the balance right between different types of industry;
- Identifies opportunities to attract the high tech/ Research and Development here; and,
- Minimises potential conflicts with other uses.

LU 4 Advocate The Institute of Public Works Engineering Australasia (IPWEA) to adopt standard drawings for low traffic access ways

The fragmented nature of the lots that contribute to land supply in many of our towns and villages makes subdivision difficult. One of the issues is that to access all parts of the site often requires multiple parallel access ways or short lengths of adoptable road that consume a great deal of land and are intrusive upon the landscape. This recommendation seeks to advocate to the body that sets the design standards for adoptable roads (IPWEA) to prepare drawings for a road type that provides a high amenity shared accessway as another option for these development sites. The key features are that it would only provide vehicular access for a limited number of dwellings (no more than 20) but it might form part of a wider pedestrian network, they would vary in width and be narrower in places than conventional roads and would be extensively landscaped.



Figure 10 Conceptual perspective of a development built with a standard road or a low access shareway

LU 5 Independent advisory service for applicants for development

We heard that many people find the planning system difficult to navigate. Our analysis also revealed that much of the land that could be developed is fragmented and owned by people who live on or near the land. Enabling these prospective ‘mum and dad’ developers to achieve the high standards of planning and design necessary to respond to the sensitive nature of many of the sites is important to realise sustainable and responsive growth. Consequently the strategy proposes to provide advice for prospective clients from a pool of independent experts to demystify the process and help them to prepare applications and helps to meet the required design standards.

This service would be free at point of access but would only be able to provide general advice to ensure it does not disadvantage commercial services that take carriage of an application through the proposal process.

Part 2 Liveability recommendations

L1 Streetscape Strategy

Making the most of the public spaces within our towns and villages requires we co-ordinate landscape enhancements to ensure there are no 'weak links in the chain' in the network of key walking and cycling routes. The strategy will address the provision of active transport infrastructure and high quality landscapes along alignments that can be confidently predicted to be appealing and/or direct walking and cycling routes. Dangerous or unpleasant segments on these routes may deter people from walking or cycling for fun or to get to the places they need to go. This strategy advises council to undertake a streetscape strategy to tie together proposals from other strategies with the recommendations outlined here to maximise the appeal of these shared spaces

L2 Pause places

Our streets are often wide and rarely carry much traffic. They are not unpleasant places to pass through on foot but often lack places to rest or points of interest. This proposal seeks to facilitate community members to construct and maintain 'pause places' compositions of seats, landscaping and other features that enhance the journey for those walking, cycling or driving past, provide a place to rest or just look at the world go by.



Figure 11 Indicative pause place design

L3. Tree planting

This recommendation seeks to implement recommendations of other strategies by identifying priorities for tree planting to improve the aesthetic qualities, amenity and ecological values of our streets to create even more attractive and pleasant walking environment.

L4 Interpretive and wayfinding signage

Community engagement revealed the wealth of history, culture, heritage and beautiful walks or short cuts that exist in our communities. However it also revealed that many of these assets are not adequately known or celebrated. This strategy seeks to respectfully compile these stories and insights and share them through signage that is designed to provide an attractive feature in its own right.

L5. Demonstration/exemplar gardens

Despite being embedded within a bountiful landscape with a wealth of beautiful vegetation that is indigenous to the area many people endure poor diets and know little of the native flora. These gardens would showcase both food producing vegetation (native and exotic) and the landscape and ecological potential of indigenous plants. It would do this through careful landscaping and signage at each plant outlining how it can be used, how to grow it and how it helps us, either through its landscape potential, its contribution to the broader eco-system or its food and/or cultural value. These gardens would also provide a complementary space to gather and an additional landmark for the town or village and the municipality.

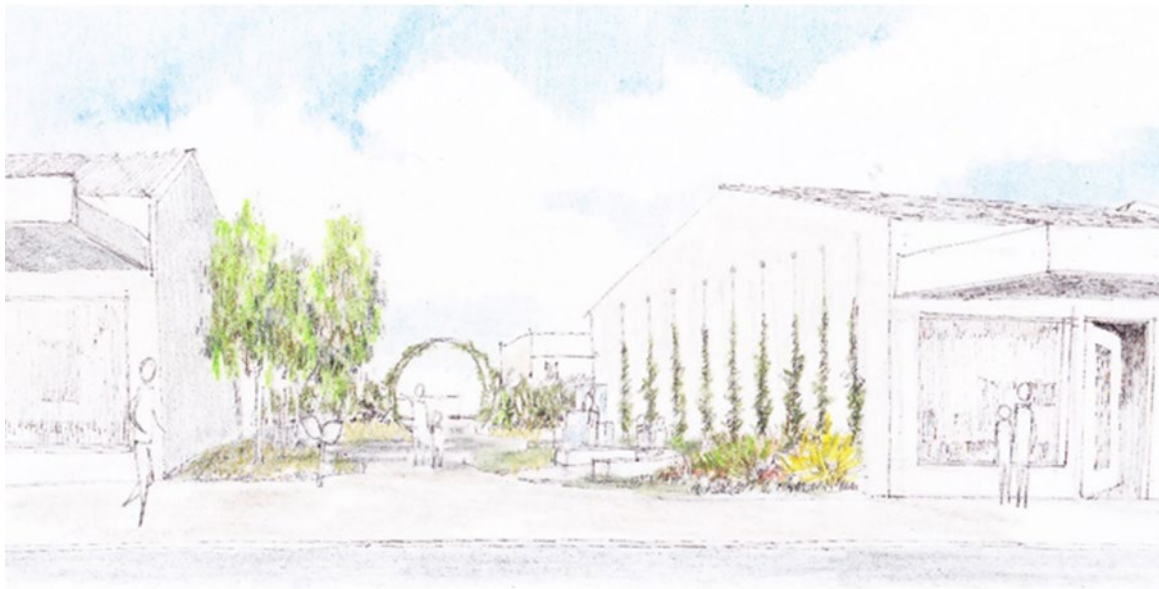


Figure 12 Indicative design of a demonstration/exemplar garden

L6. Greenways

These are high amenity routes that would facilitate walking and cycling to key destinations. This proposal seeks to concentrate streetscaping efforts in these places to make them even more attractive, safe places to walk or cycle.

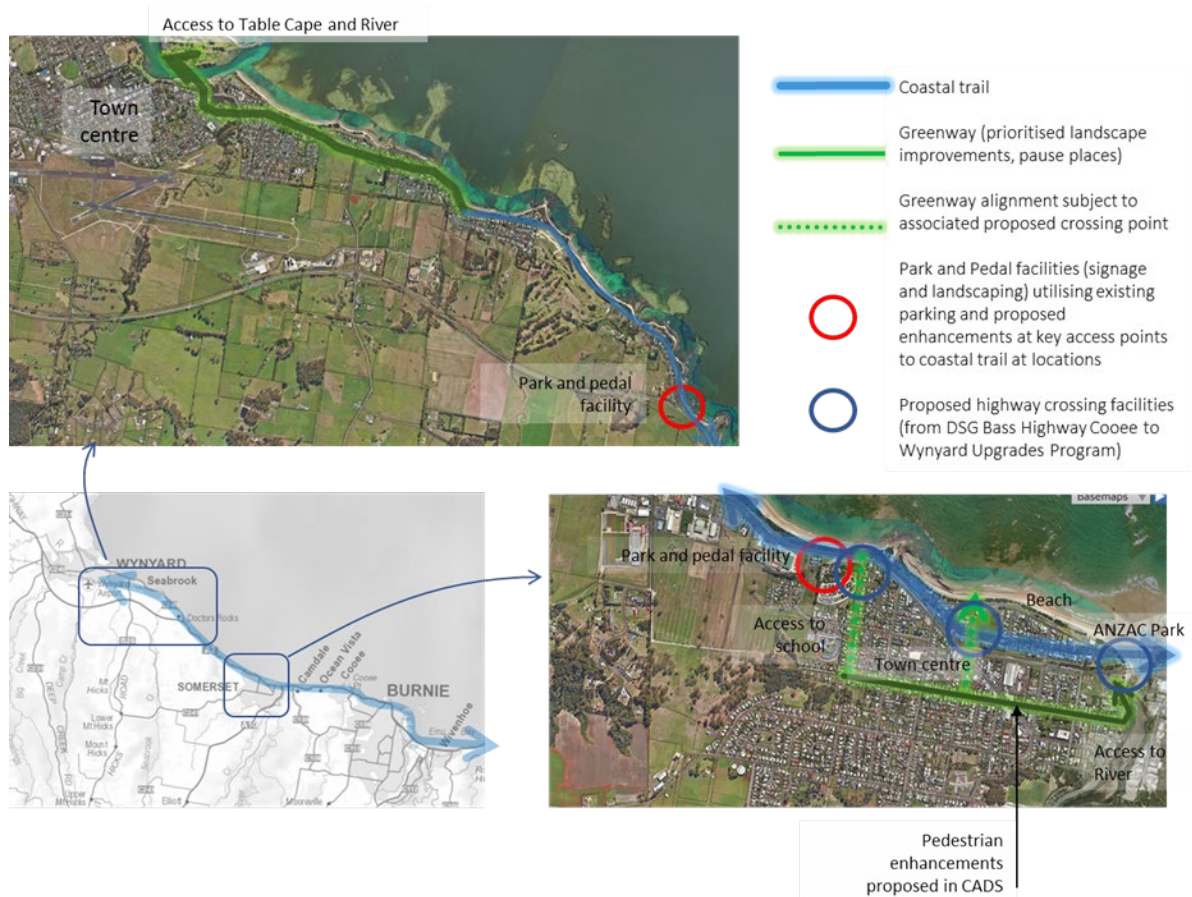


Figure 13 Greenways

L7 Park and pedal

The proposed coastal pathway will provide a safe and attractive walking and cycle trail between Burnie and Wynyard. However for many this may be too far to cycle on a regular basis, such as commuting. This proposal seeks to present the existing and already proposed facilities at Doctors Rocks and Somerset as places to 'park and pedal' and in doing so encourage people to park their car in these locations and complete their journey to Wynyard and Burnie respectively by bicycle.

L8. Bicycle storage structures

People are increasingly investing in new bicycles and electric bikes. By providing attractive structures to securely store and recharge electric bikes in Wynyard and Somerset town centres prospective cyclists may be reassured and encouraged to cycle. Furthermore by locating these in a high profile location an attractive minor landmark is created that says that cycling and cyclists are important for the community.

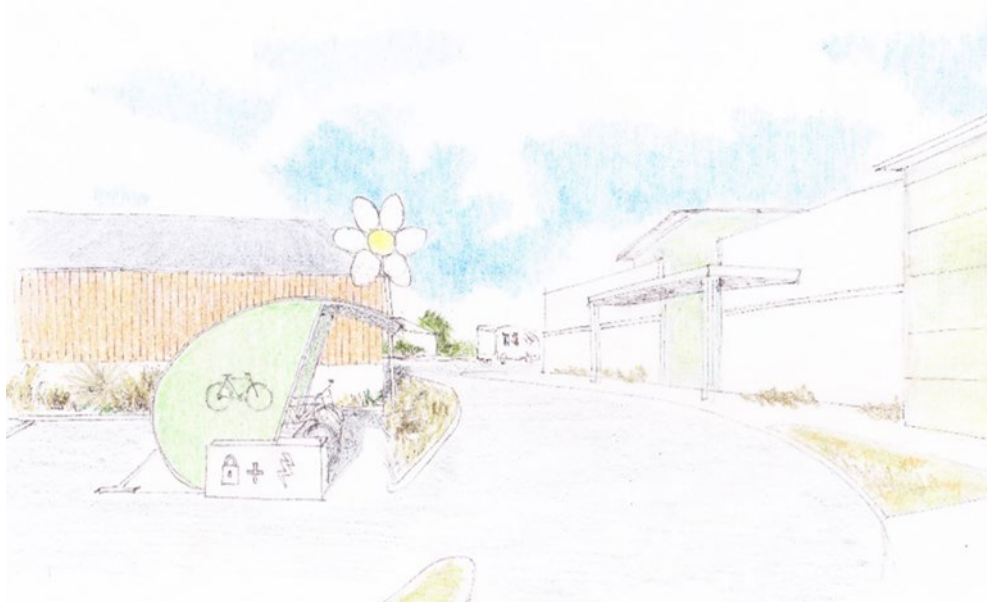


Figure 14 indicative design of bicycle storage/recharge structure as a minor landmark.

L9. Promotional and accessible explanation of planning and good design

We heard a number of people raise concern about planning and design outcomes in our towns and villages. This strategy provides a suite of accessible planning and design documents that will help people to understand the process and enable them to make design decisions or brief their advisors to create more attractive, liveable buildings and spaces. These resources are outlined at the end of the list of recommendations.

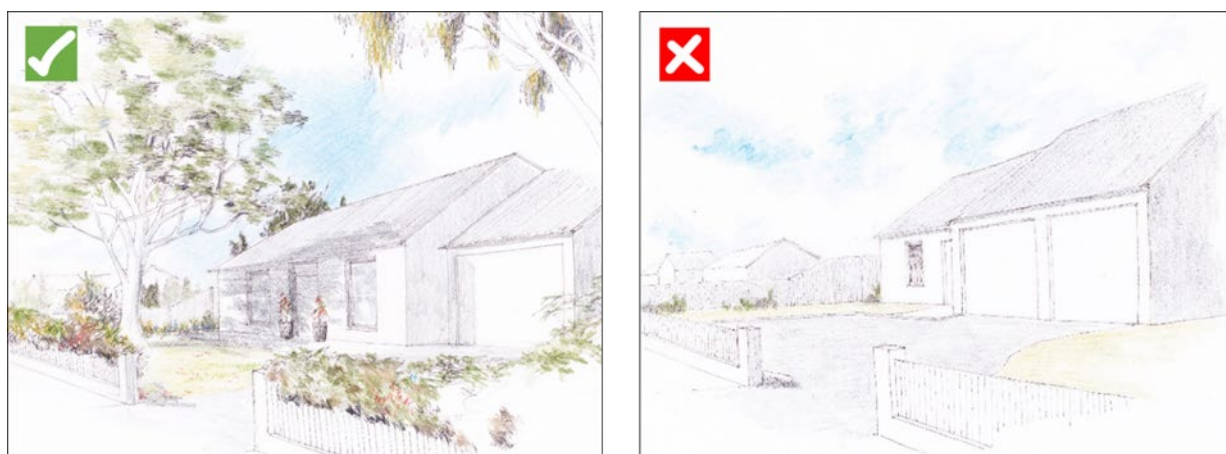


Figure 15 Detail from the 'Liveable Waratah Wynyard Design Guidelines'

L10. Physical activity/active transport promotion

Sometimes people are reluctant to take up existing or proposed opportunities to walk or cycle. This recommendation seeks to make a change in people's heads rather than on the ground so people become more aware of the benefits of walking and cycling and less concerned about the potential problems.

L11. App for themed walks

We heard about the wealth of natural habitats, European and indigenous heritage and landscape features in each of the towns or villages. This recommendation proposes the development of a GPS enabled app that will allow people to take themed walks around their community and hear recollections or insights about the places they pass through, to see their shared surroundings in a new light.

L12. Facilitation of community adoption and contracting of open space and landscaping projects

The community hold a great reservoir of skills, commitment and love of their community. This recommendation seeks to provide an outlet for this 'emotional capital' by promoting mechanisms by which people can gain contracts to build and maintain small open spaces.



Figure 16 Community designed and managed spaces Image courtesy of Greening the Rubble, New Zealand

L13. Advocate CCA for compilation of coastal management techniques and awareness raising

The consultation revealed that although many people and groups held insights about the best way to maintain their valued coastline from erosion these insights were not broadly available. This recommendation proposes to advocate to the CCA to gather these insights and share them through a promotional guideline document that will assist more people to landscape and or develop their land in a way that is appropriate and can protect the long term survival of this great asset.

L14. Advocate for prompt delivery of additional pedestrian crossings points across Bass Highway in Somerset

The consultation revealed how valued the beach was to the Somerset community. This recommendation seeks to encourage the Department of State Growth to prioritise existing plans to make it easier to cross the Bass Highway and access the beach.

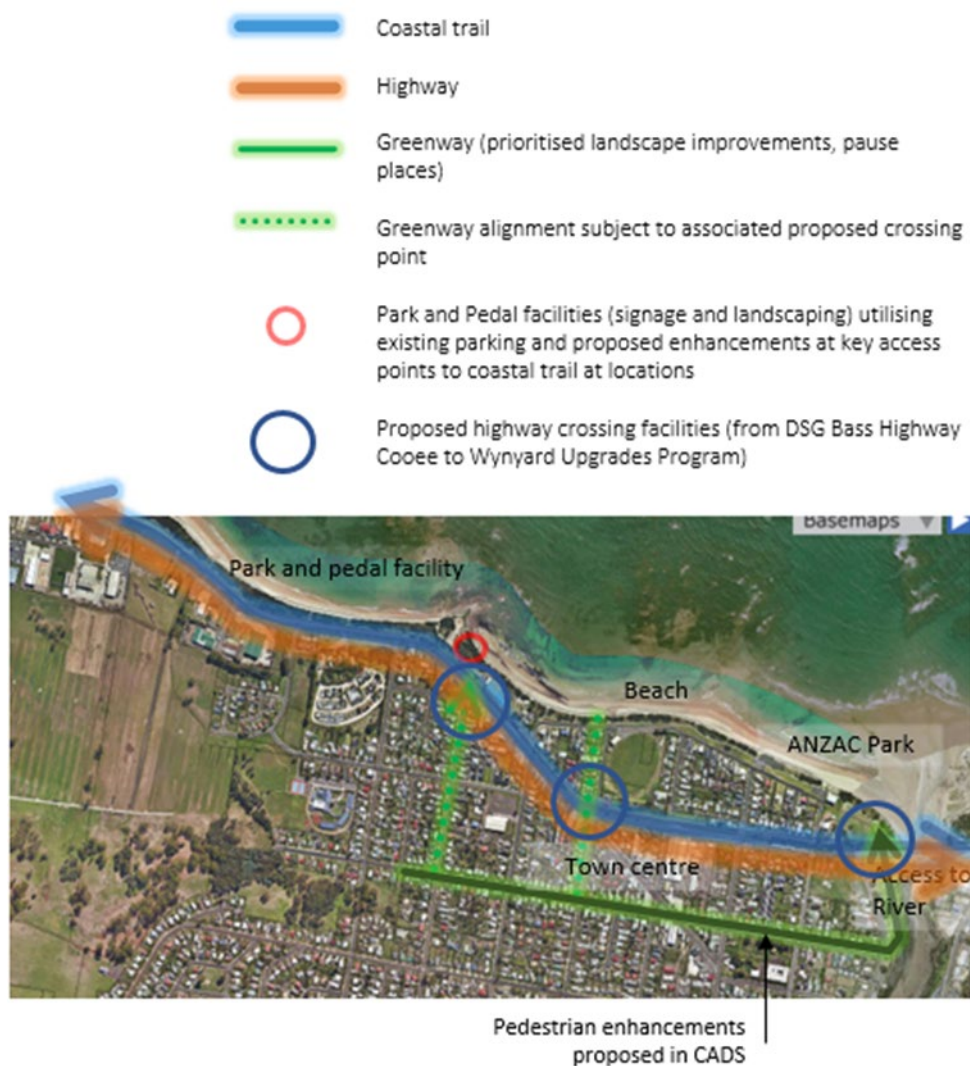


Figure 17 Proposed Highway crossing points in Somerset ('CADS' is a reference to the Central Area Development Strategy, adopted by Council 2019)

L15. Advocate for improved Wi-Fi Internet access

Research for this strategy revealed the critical role that good Wi-Fi access has in attracting people to an area, particularly those involved in the creative economy and entrepreneurs. Improving Wi-Fi in and around our towns and villages will lessen the isolation that has traditionally been seen as deterrent to moving to the region and increase access to a range of opportunities.

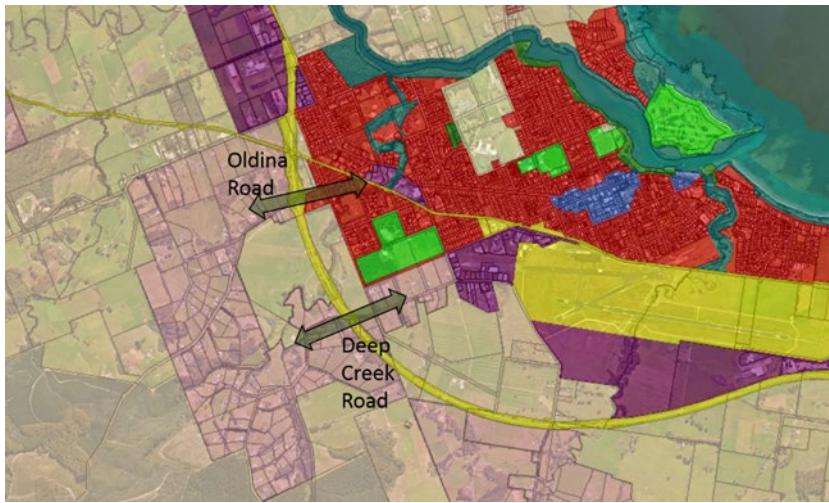
L16. Promotion of Food Sensitive Planning and Design

Research indicates that despite being embedded in a productive landscape many people living in our towns and villages have relatively poor diets. This recommendation proposes that a series of co-ordinated measures are undertaken to improve access to better food, enhance food security, minimise waste and diminish the resource implications of feeding us all.

L17. Advocate for safe pedestrian and cycle crossing of Bass Highway at Deep Creek Road and/or Oldina Road

The area to the south west of the Bass Highway near Deep Creek Road and Oldina Road is an area of relatively small rural lots and a number of houses that cluster near these access points to Wynyard. Despite the relatively

short distance to Wynyard the Bass Highway creates a barrier to walking or cycling that would deter all but the most determined walker or cyclist. This recommendation seeks to advocate to the DSG to undertake a planning



study as the first step to creating a safe and direct way of crossing the highway.

Figure 18 Proposed Highway crossing points in Wynyard

Resources

We heard that many people find the planning system confusing and inaccessible. This has diminished people's ability to participate in it, develop their land, understand its potential for development or make their contribution to the liveability of their community.

Consequently this strategy proposes a series of resources to help explain the planning process and how it can serve you as noted in recommendation L9. These are:

Introducing planning: This will provide an accessible 'entry level' introduction to planning, what it seeks to achieve and how it works

The planning system 101: This will provide an explanation of the planning system and assist people to participate in it. A draft of this is included in the strategy.

You, the planning system and liveability: Introducing the idea of liveability, its role in the planning system and how people can contribute to the liveability of their community, not just when they design their buildings but also in their choices when they garden or brief their builders. A draft of this is included in the strategy.

Liveable Waratah Wynyard design guidelines: Introducing the issues and some ideas that will help people to design their developments and manage their gardens in a way that is a good neighbour, is sustainable, supports local character and helps us all be resilient against emerging threats. A draft of this is included in the strategy.

Tell us what you think

These proposals were prepared to address your concerns, hopes and fears about the future of your town or village and meet our obligations to implement regional plans and strategies. In order to finalise the strategy we need to know have we got it right.

You will find the complete strategy and all the appendices [here](#). It is very important that we understand what you like and dislike about the strategy or its recommendations and also why you like them or dislike them. If we hear that you like an aspect of the strategy we can emphasise it. If many people dislike an element we can then either remove it or explain it better.

Please let us know by leaving a message [here](#). When we have finished reviewing your comments we will report back to you a summary of what we have heard and subject to general approval proceed towards completing the strategy.