

# Land Use Strategy

Brighton, Central Highlands, Derwent Valley and Southern Midlands



CENTRAL  
HIGHLANDS  
COUNCIL



DERWENT VALLEY COUNCIL



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## 1. Introduction

The municipalities of Brighton, Central Highlands, Derwent Valley and Southern Midlands have committed to the preparation of a Joint Land Use Strategy (the Strategy) for their combined municipal areas (the sub-region).

The outcome of this project is an integrated land use Strategy that promotes and supports sustainable growth and development for the municipalities and communities across the sub-region.

The Strategy seeks to facilitate planned and managed development that leads to greater prosperity, minimises land use conflicts, protects and celebrates natural and cultural values and ensure that future stresses on services and infrastructure are minimised.

### 1.1 A Strategy Based on Sustainability Principles

While the principal driver for consideration of sustainability in Local Government planning, decision making and operations is through the Resource Management & Planning System and its core legislation, the *Land Use Planning and Approvals Act 1993* and the *Environmental Management and Pollution Control Act 1994*, a strategy based on sustainability principles also makes good sense.

The objectives of the Resource Management and Planning System of Tasmania are:

- a) *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;*
- b) *to provide for the fair, orderly and sustainable use and development of air, land and water;*
- c) *to encourage public involvement in resource management and planning;*
- d) *to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*

- e) *to promote the sharing of responsibility for resource management between the different spheres of government, the community and industry in the State.*

Sustainable development is defined in the Act as “*managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while:*

- *sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations;*
- *safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- *avoiding, remedying or mitigating any adverse effects of activities on the environment”.*

The challenge in the planning context is translating sustainability principles and objectives, along with a significant amount of rhetoric, into tangible and measurable outcomes on the ground. Furthermore this translation needs to occur at every level, from the broader strategic level through to the day to day decision making Councils undertake in the implementation of planning schemes.

Critical to effectively applying sustainability principles is the incorporation of these principles within both land use strategies and the underpinning planning schemes, effectively hard wiring sustainability decision making into policy, process, implementation and outcomes.

While this Strategy in itself will not be the panacea that ensures that all land use planning in the sub-region is sustainable, it provides a major opportunity to shift thinking and take a very large and positive step towards a more sustainable future. Most importantly it establishes a shared responsibility regarding the individual decisions made by and within each municipal area within the sub-region, to

achieve improved land use decision making and more sustainable outcomes. It is becoming increasingly evident that many Local Government policy and operational issues and concerns need to be addressed at a wider scale than that of existing municipalities. Regional planning offers a community-wide perspective, managing the various social, economic and environmental dimensions across jurisdictional boundaries, and can offer a level of integration across a number of municipal areas and sectors that has been missing to date.

The Strategy will establish the new policy framework for managing and regulating land use and development within the sub Region. It will provide a statement of intent for future land use within a framework of sound principles that will allow flexibility in implementation.

## 1.2 Purpose and Process

This project is a landmark initiative for the four Councils and for strategic planning in the State. The Strategy integrates numerous needs and objectives, including:

- Achieving specific outcomes for each of the municipalities that respects and projects their particular local characteristics and needs;
- Supporting the shared goals between the four municipalities that will enable them to reinforce and strengthen their key roles in southern Tasmania.

Stakeholder engagement has been a key component of the study and is critical for ensuring a successful triple bottom line framework is produced. The key consultative mechanisms undertaken are summarised below.

### Elected Representatives and Senior Managers Workshop

A subregional workshop that brought together the elected representatives and senior managers from the four Councils was held in early September. The workshop presented the study aims and approach, discussed the outcomes of the preliminary analysis and identified the priority strategic land use issues for the sub region.

### Community Information Sessions

The preliminary findings of the background research were presented to the local community at a series of information sessions across the sub-region. This initial consultation was used to determine community aspirations and an overall vision for the Strategy.

### State Government Workshop

A workshop involving key State Government Representatives was held to capture the specific State Government policy initiatives and agency actions that are currently or likely to impact on the sub-region or the Strategy itself.

The project team analysed the outputs of the previous consultative forums and the key land use, demographic and background policy information. From this analysis a number of key strategic themes were identified and discussed in greater detail in the Issues and Options Report. This report was used to inform and stimulate further consultative activities listed below.

### Specific Focus Groups

In order to make the Strategy more robust four focus group sessions were held. These meetings involved bringing together 12-20 key stakeholders in an interactive workshop to discuss relevant issues, opportunities and to recommend key strategic directions. The four focus groups were:

- Tourism and Heritage;
- Rural Land Use;
- Demographics and Settlements; and
- Natural Resource Management.

The key outcomes from each of these sessions are included in Appendix A.

### Sub-Regional Reference Group

In order to produce a Strategy that is coherent and logical, the project team brought together a group of 20-25 people from key agencies and stakeholder organisations who examined the high level strategic implications of the many issues raised in the processes discussed above.

## 2. Context

### 2.1 State

The sub-region forms 21.5% of the State's land area and has 6.7% of the State's population. Significantly in the 2001-2006 period the sub-region's population grew at 7.17% (2,109) compared with the State's growth rate of 4.75%.

Despite an apparent expressed preference by an increasing number of people to live in the sub-region it is noted that overall the sub-region has a relatively low profile at the State level. The sub-regional image and role could be typecast at the State level as a relatively *unknown* area and not one that is widely perceived as a favoured place to live, invest and work and indeed even one to necessarily visit. The sub-region competes against other higher profile and better known areas in a regional and state context.

The agricultural, horticultural and tourism roles of the sub-region are generally little known and therefore often understated. The sub-region's potential is largely unknown and often overshadowed by other areas of the State.

Despite the relatively low profile of the sub-region the State government has recently nominated it for a number of very significant (\$250+m) public investments in infrastructure and employment generation.

This level of investment will result in a substantial change in the profile, role and function of significant parts of the sub-region and its relationship with the rest of the State.

### 2.2 Southern Tasmania

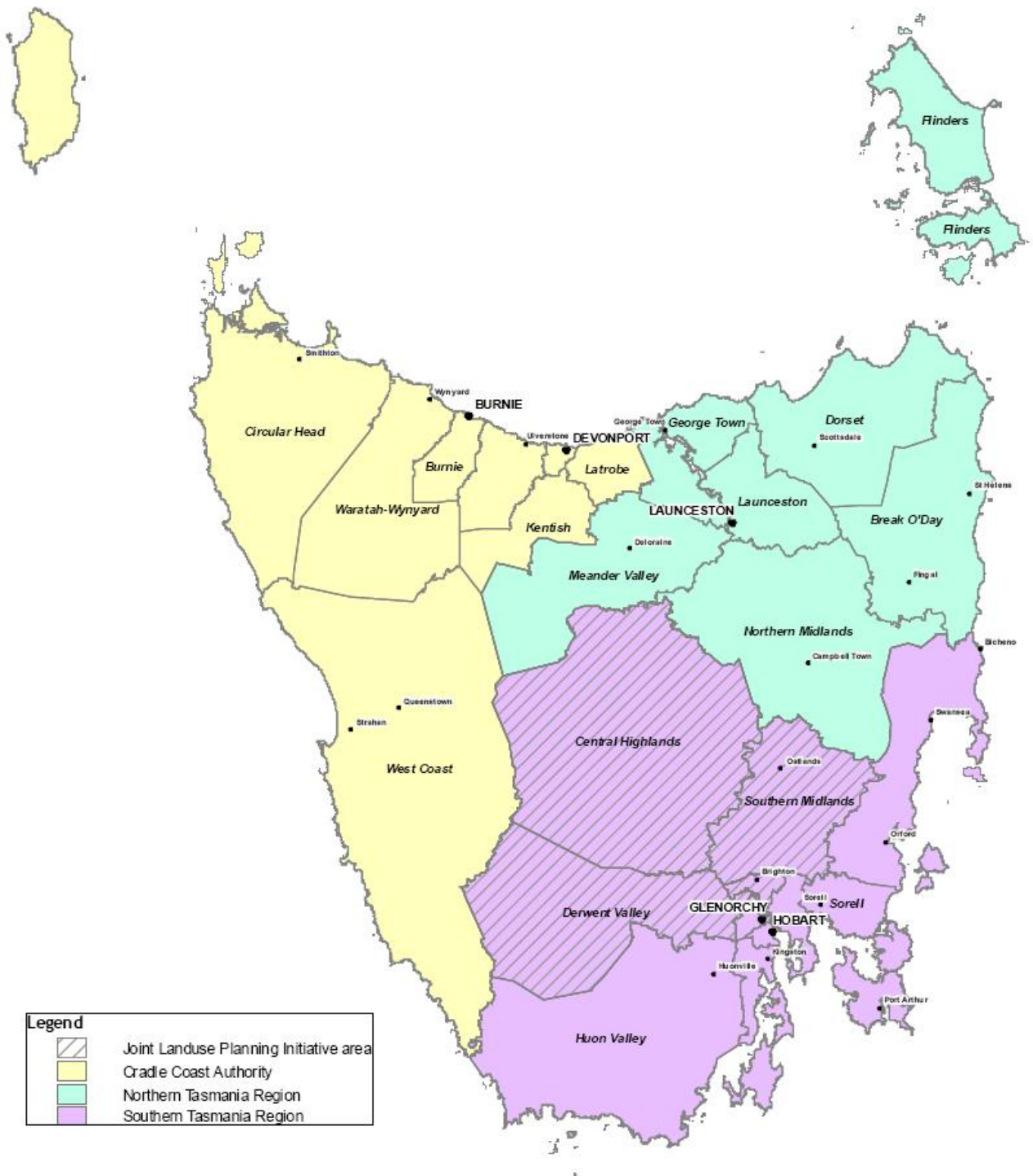
The sub-region has 57% of the Southern Region's land area and 13.5% of the total population. In the 2001-2006 period the subregion's population grew by 7.17% (2,109) compared with the Southern Tasmanian growth at 5.3% (11,862). The sub-region's share of the regional growth was 17.8%.

The Midland Highway is the major transport link for people travelling between the northern and southern regions of Tasmania.

Along with the parallel rail network, it is also the State's major north-south freight link. Tea Tree and Fingerpost Roads are major high productivity vehicle routes in the sub-region supporting the movement of forestry freight from the southern forests east to Triabunna, although future industry developments may precipitate a shift in forestry freight transport patterns towards inter-regional movement that allows for increased use of rail in the sub-region. The Lyell Highway provides the major transport link between Hobart and the West Coast.

The sub-regional image and role in Southern Tasmania could be described as '*low profile and largely seen by many as a rural backwater with some of the major population centres even characterised as undesirable living areas*'. Despite the recent population growth the sub-region is widely seen as a less favourable place to invest for residential living, for business and for tourism compared with many other areas in Southern Tasmania.

The success of the policies and strategies of the sub-region will play an important role in addressing this perceived position, and in unlocking further opportunities within Southern Tasmania.



## 2.3 The Sub-Region

The sub-region comprises 14,870 square kilometres and has total population of 31,511. 48% of the population live in the urban areas of Brighton, Bridgewater, New Norfolk and Gagebrook.

The sub-region as a whole has experienced strong population growth over the past 10 years, associated with a strong increase in the number of new residential building approvals. Large areas of residential land are in public ownership (notably Gagebrook and Bridgewater, with in excess of 40% public ownership).

The agricultural base is predominantly as large extensive grazing holdings with relatively small areas of intensive horticultural investment, forestry (land used for wood production) is a significant land use (some 23% of the study area) and tourism has a relatively low profile and is based on heritage, natural assets and wilderness lakes.

## 2.4 Greater Hobart

Part of the sub-region (Brighton) is located in the greater Hobart area (including Clarence, Glenorchy and Hobart) and while a relatively small part of the whole sub-region it has about 10% of the greater Hobart population.

In the 2001-2006 period the greater Hobart population grew by 4%, significantly those parts of the sub-region within the greater Hobart area accounted for 26% of that growth.

By comparison with the greater Hobart area where the median ages are: 37, 39 and 40 years for Hobart, Glenorchy and Clarence respectively, those parts of the sub-region within greater Hobart have a median age of 31 with localities such as Gagebrook having a median age of 22.

The Greater Hobart area has historically spatially focussed its urban development in three broad development fronts; westwards along the southern shores of the Derwent River valley serviced by the Brooker Highway, in the Clarence municipality reliant on access across the Tasman Bridge and southwards into the Kingston area reliant on the Southern outlet. In the wider peri-urban area development has extended further southwards towards the Huon Valley, beyond the airport to Sorell and further westwards along the Derwent towards New Norfolk and northward to include Brighton.

There are physical, transportation and accessibility to services and facilities issues in each of these urban growth patterns and directions. To support sustained growth in each of these corridors would require significant further infrastructure investment. While the residential market, driven by factors such as coastal access and views, relatively quicker access to central Hobart and higher property value returns, has supported growth to the south and to the north, the emerging land development agenda indicates that the sub-region under study will play a much more prominent part in the future of the development of greater Hobart.



**The Sub-Region and Greater Hobart**



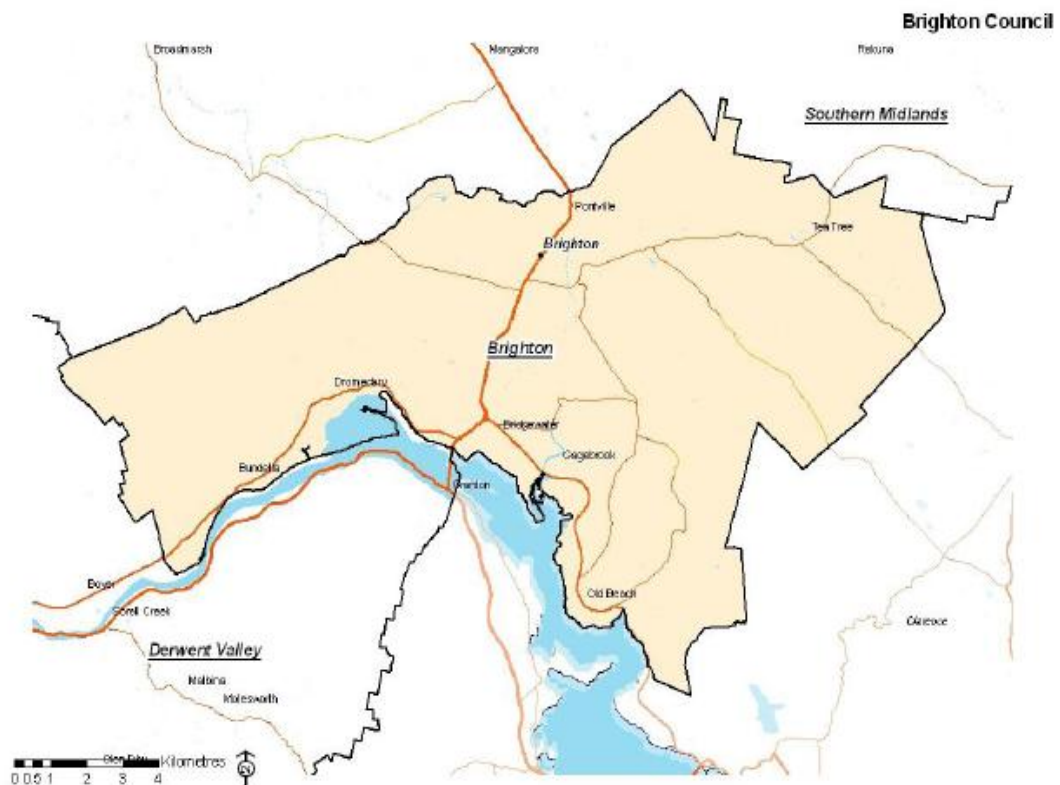
## 2.5 Municipalities

### 2.5.1 Brighton

Brighton, with a total area of approximately 180 square kilometres, is one of a number of municipalities forming the urban/rural interface of the Hobart metropolitan area. Prior to the early 1970's, Brighton was principally a rural municipality, however with the establishment of public housing estates in Bridgewater and Gagebrook together with private development and a building boom in the Old Beach and Brighton township areas in the late 1980's and early 1990's this changed. Located approximately 25 kilometres north-east of Hobart, the municipality is bordered by Derwent Valley, Southern Midlands and Clarence City and is traversed by the Midland Highway.

The major economic activities are agriculture, construction and manufacturing. The larger residential areas within the municipal boundaries are Brighton, Old Beach, Bridgewater, Gagebrook, the historic precinct of Pontville and Tea Tree as the only predominantly rural area.

14,122 people usually reside in Brighton. It has a relatively young population; the median age at Census time was 31 compared to the State average of 39.



## 2.5.2 Central Highlands

Central Highlands covers most of the mountainous centre of the State with a total area of 8,010 square kilometres (11.6% of the State). The land tenure is dominated by Forestry Tasmania, Hydro Tasmania and land managed by the Department of Environment, Parks, Heritage and the Arts. The municipality has national and world standard parks and conservation areas. This includes the Great Lake and the Lakes district. The major economic activities are farming, forestry and tourism.

Hydro Tasmania's two largest fresh water storage reserves are located in the sub-region, offering significant energy generation and irrigation benefits to the sub-region and Tasmania.

The municipality is bounded by Northern Midlands, Derwent Valley, West Coast, Meander Valley, and Southern Midlands. The settlement areas within the municipality are Bothwell, Ouse, Hamilton, Miena and Gretna.

2,242 people usually reside in Central Highlands. It has a relatively mature population; the median age at Census time was 43 compared to the State average of 39.



### 2.5.3 Derwent Valley

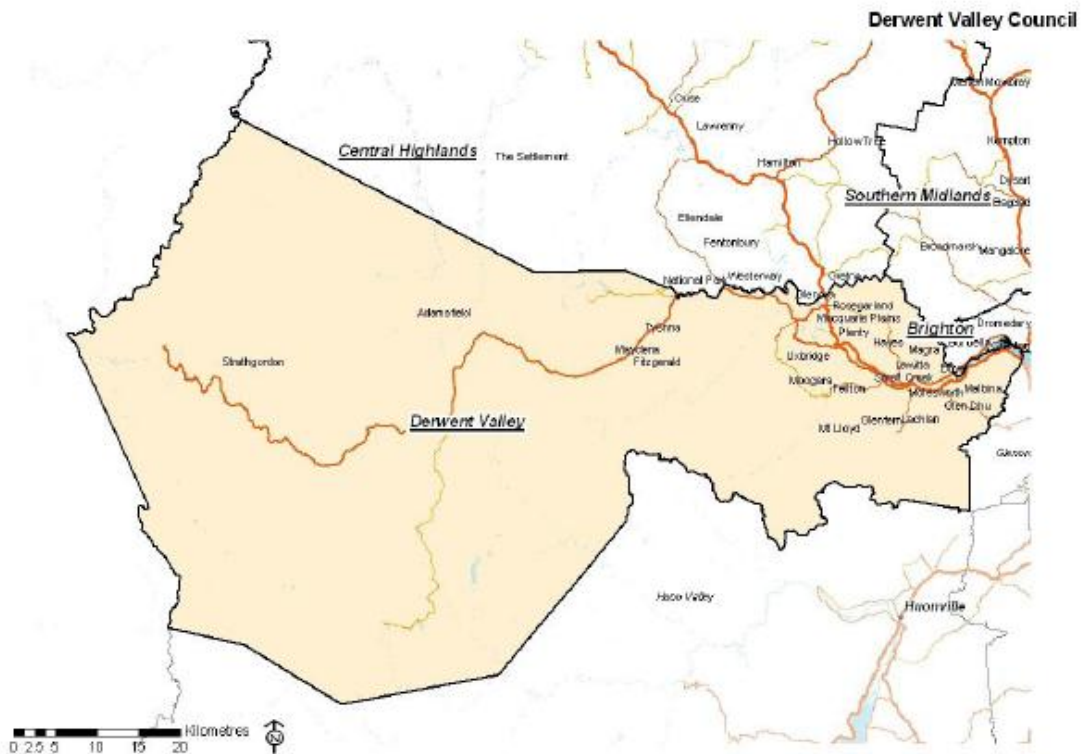
The Derwent Valley covers some 4,411 square kilometres and is characterised by its rural townships, green hills and river valley environment. The municipality has traditional farming of beef and sheep, an internationally competitive hop industry, significant water storages for hydro electricity generation as well as emerging specialty agriculture such as essential oils and cherries.

Derwent Valley's forest and timber industry has access to extensive, productive forests that support the Norske Skog paper mill at Boyer. The mill produced Australia's first newsprint in 1941 and remains one of the state's major employers with 450 workers. Annual production is around 290,000 tonnes of

newsprint, representing about 40% of Australian consumption. The larger residential areas include New Norfolk, Maydena and Granton.

The municipality has national and world standard parks and conservation areas including the Mt Field National Park and Western Tasmanian World Heritage Area. It's also a popular scenic area for tourism. Historic buildings are scattered throughout the Derwent Valley.

9,479 people usually reside in the Derwent Valley. It has a very slightly younger than average population; the median age at Census time was 38 compared to the State average of 39.



### 2.5.4 Southern Midlands

The area of the Southern Midlands is 2561 square kilometres. The Council is responsible for the second longest municipal road length in Tasmania at 803 kilometres.

It traditionally has a rural based economy growing some of the world's best superfine wool. Tourism is another significant economic activity, particularly for the settlements located on the Heritage Highway. Many examples of 19th century architecture, including grand old rural homesteads and convict built cottages can be seen within the Municipality. Oatlands boasts that it has the largest number of preserved Georgian buildings in one rural area.

The larger residential areas include Bagdad, Campania, Kempton and Oatlands.

Within Southern Midlands 5,668 people are resident, generally within the the larger settlements of Bagdad, Campania, Kempton and Oatlands. It recorded a median population age at 2006 Census time of 39 years, the same as the median age for the State as a whole.



## 2.6 Population Projections

To provide a greater understanding of potential growth scenarios and to enable greater resolution of the strategic land-use planning for the sub-region, population projections have been prepared for each of the four councils.

Projecting future populations within defined geographical boundaries is a notoriously difficult process. The future is characterised by uncertainty and it is not possible to predict how global, national and regional trends may affect municipal areas. Typically a range of assumptions are made about demographic characteristics, such as; future fertility, mortality, overseas migration and internal migration in order to project possible futures.

Importantly population projections merely illustrate the trajectory of a population under the conditions assumed - they provide a guide

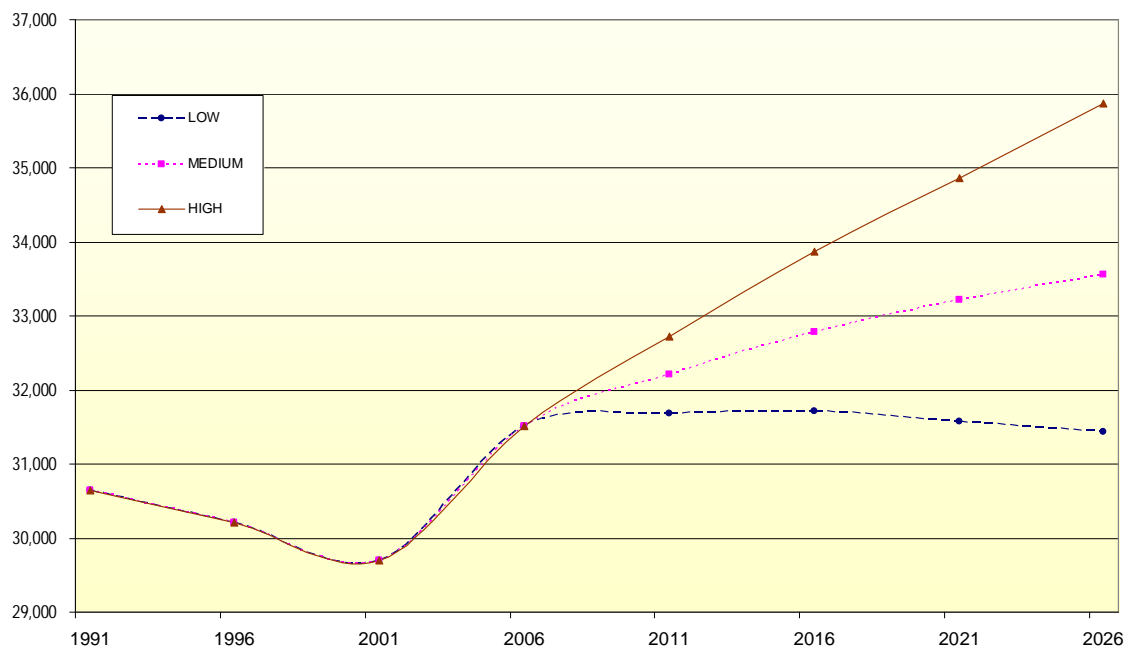
for planning and possible intervention, rather than an actual prediction of future population.

The projections in this document are not estimates or predictions, but rather forecasts of future populations if assumed population changes continue. The projects are based on data up to and including the 2006 Census, however they do not take account of the more recent anecdotal population growth in the sub-region and Brighton particularly.

### 2.6.1 Results

The figure below shows the projected population change for the sub-region under low, medium and high growth scenarios.

The results are presented separately for each council area with high, medium and low growth scenarios in Appendix B.



### 3. Why this Sub-Region?

The sub-region has a number of assets and features, which together with current State investment commitments and likely future private investments will transform the profile, role and perception of much of the sub-region. These factors include:

- The current and likely future demographic change
- The geographic context with the area substantially strengthening its role as a major transport gateway to and from Hobart and Southern Tasmania
- The comparative lack of physical and community constraints to urban growth compared with other development fronts in the greater Hobart area
- The capacity for the sub-region to substantially increase its level of self sustainability. As population grows and facilities and services are increasingly provided in the sub-region, there will be less reliance on accessing facilities and services external to the sub-region
- The capacity to strengthen the sub regional economic and employment base
- The overall capability and capacity for the sub-region to sustain population and economic growth.

#### Demographics

The region is projected to accommodate an additional 2,089 (under a medium growth scenario) people over the next 20 years which will translate to approximately 870 households. While there will be an ageing population across the region, areas such as Brighton are expected to still have a very young population.

Known investments: The intermodal freight hub and associated industrial centre and the Brighton / Bagdad bypass will all act as catalyst for further population growth.

The sub-region and specifically the gateway areas have the capacity to reposition the region in the wider Southern Tasmania area and the greater Hobart area as a long term residential development, business investment and employment area.

#### Geographic Context

While the sub-region will remain physically separate from the Hobart area it will be increasingly linked economically to Hobart and be interdependent with the wider metropolitan role. For instance, other than the Cambridge site near the Hobart airport which is being rapidly taken up, the gateway area represents one of the few large easily serviced long term industrial development areas in Southern Tasmania.

The sub region is strategically located in relation to the AusLink National Network, with the Midland Highway and parallel rail link running through the Southern Midlands and Brighton/ Bridgewater area into Hobart.

Importantly the sub-region, because of future freight distribution and industrial development, will assume a much more significant role in the economy of Hobart, the Southern Tasmanian region and the whole state.

#### Lack of Physical Constraints

The existing settlement areas have a distinct lack of constraints to further growth:

- Accessibility of the major population areas
- Relatively large areas of open flat land
- Readiness by the community to accept and accommodate new growth
- Social and community services are readily available within the nominated growth areas.

The sub-region offers significant opportunities for affordable housing, with major urban centres providing reasonable transport access. The nominated growth centres have sufficient vacant residential land to accommodate modest growth within the existing pattern of settlement; Appendix C outlines the location and extent of vacant land within the sub-region.

## Regional Sustainability

A modest growth in population will increase the level of regional self sustainability. The freight and industrial hub will reduce the reliance that the region currently has on the wider Hobart region for employment, goods and services. The development of the gateway area will increase access levels to a range of services and facilities to towns and communities in the wider region.

## Economic Base

The *current economic base* of the region is relatively narrow with an emphasis on agriculture, forestry, hydro power generation, a limited local service base and as a dormitory residential area.

The *future economic base* will be significantly strengthened and the sub-region will take on a new and expanding dual economic role as a freight and industrial hub (with the airport) for Tasmania and as a major new planned residential growth area for the greater Hobart area.

The economic base will further strengthen and diversify and will include growth in agriculture, specialised horticulture, aquaculture, forestry, industrial and transport industries, and a higher profile role in tourism and recreation based development.

## Capability for growth

The region has a strong capability for growth based on:

- Historical and existing State government investment, including social housing, transport infrastructure (road and rail)
- Existing private sector investment - primarily forestry (including processing), agriculture and local service needs
- Future State (and Federal) government investment - a major intermodal freight hub and new industrial areas, transport infrastructure (rail) and road (Brighton bypass), educational facilities (new Bridgewater School), the Callington Mill Restoration project at Oatlands, and likely future water investment to secure further supplies and extend the irrigation infrastructure.
- Future private sector investment; industrial development, commercial and continuing planned residential development, tourism attractions and facilities, agriculture, horticulture and forestry.

## 4. Setting the Scene

The Strategy tackles a range of issues that are considered to inhibit the planned, integrated growth and development of the sub-region, and limit its capacity to capitalise on built and natural assets, strengths and resources. Those issues are identified as:

- The sub-region generally has a low profile and identity - its assets, strengths and potential are not widely known and recognised
- There is no clear strategy to systematically attract new residents, new planned residential development, new jobs and new investment
- The significant role of all the key service towns in each of the four municipalities in supporting the region is not well understood, articulated or developed.
- There is a lack of identity and definition in the major urban centres
- Much of the existing development can be characterized as incremental, ad hoc and dispersed resulting in poor utilization of existing publicly funded infrastructure investment and low levels of accessibility and a heavy reliance on personal transport for access
- Loss of young persons from rural areas and farming communities and the need to attract families back into those areas
- The need for the sub-region's natural resources qualities, the environmental assets, together with highly valued landscape and amenity aspects of the sub-region to be recognized, protected, expressed and integrated in the future development of townships and communities.

Across the sub-region there is a lack of clear mechanisms and processes to deliver integrated and coordinated planning at the sub-regional and local level.

## 4.1 Desired Outcomes

To ensure the sub-region grows in a sustainable way, there needs to be a much stronger focus on building strong, liveable and well-serviced communities. These communities need to build on their distinct local character and identity and to contribute in a positive way to the future growth of the southern region and Tasmania.

To pursue this direction the following desired outcomes will be progressed:

**Sustainability** - The Strategy aims to protect the natural environment and the resource base, manage residential development to minimise its impact, foster stronger communities, make land use more efficient and link it to better transport and access systems and facilities, and support a more prosperous local economy that provides more local jobs. To be more sustainable, the sub-region must provide the structures and services to support its residents' wellbeing and productivity.

**Land use efficiency** - Future residential growth will be accommodated within existing planned and serviced settlements, consolidated around commercial centres and social infrastructure. The existing patterns of settlement and the "rural" landscape breaks between towns will be maintained.

The continuing appeal of the sub-region for rural residential living is evidenced by the level of this form of development. However the continued expansion of unplanned rural residential development directly conflicts with the protection of environmental qualities, productive agricultural land and the maintenance of the rural landscapes. Further, there is a growing need to deliver all residential development so that it makes good use of existing public infrastructure investment, minimizes environmental impacts and provides enhanced levels of accessibility. Meeting a future demand for rural living will be delivered through a focus on linking it to existing population and service centres so that it will optimise the utilisation of existing infrastructure and reduce the need to extend infrastructure to expanding rural-residential areas.



The Strategy requires that rural residential and rural living development is seen as part of the sub-region's overall and detailed residential and settlement strategy and as part of an efficient use of land. Opportunities should be taken to support and promote the use of under-utilised areas which are suitable and would benefit from this form of renewal. The future development of rural residential areas must be based on; adequate servicing with constructed and sealed roads, reticulated water supplies and environmental rehabilitation of areas. Rural living should contribute positively to the overall performance of an area and should not be undertaken in such a way that the supply of services and facilities are subsidised by other ratepayers.

**Protecting rural land use** - The sub-region's privately-owned farmland contributes significantly to the regional economy and character. The Strategy supports the preservation of the rural/farming land uses for its economic, environmental, and community benefits. Rural areas should be able to accommodate a range of associated uses when appropriate.

**Protecting Landscapes** - Settlements will be planned so as to be contained within and constrained by the sub-region's important landscapes that define the extent and character of local communities. The urban and settlement structure will be redirected so as to consolidate growth within and immediately adjacent to existing urban areas, townships and peri-urban areas.

**Accessibility** - The relationship between future land use and transport investment shall be improved by focusing future urban growth around commercial and social infrastructure and employment opportunities. The potential for employment generating activities in concentrated nodes (such as the intermodal facility) will provide major transport benefits including higher use of public transport, focused traffic movements, lower levels of infrastructure requirements and shorter journeys to work. Improving the structure and density of development around key transport nodes will assist in improving the efficiency of

transport infrastructure. Consolidation of key service centres will reduce the overall distances travelled by people to access goods and services.

**Acknowledgement and protection of the Region's natural resources** - The land and natural resource assets underpin all activities across the region. The farm gate value of agricultural production across the sub-region is estimated to be worth \$80 m. This level of production is important underpinning substantial employment, the purchase of goods and services and the role of many service centres. Acknowledgement and appropriate management of these assets is critical to the future prosperity of the region.

## 5. The Development and Implementation of a strong new *Sub-Regional Vision*

The future Vision embraces the concepts of enhanced *Liveability* for the sub-region's communities, increased *Local Work Opportunities* to reduce the reliance on outside employment and stronger levels of *New Investment* in the area as a place to live, work and visit. The pursuit and realisation of this vision will produce a more *Sustainable Future* for the sub-region.

This overall vision is expressed through the following four goals.

1. Live - Enhance, strengthen and facilitate those elements that have resulted in the sub-region becoming a more desirable place to live based on its environmental, landscape and amenity assets.
2. Work - Focus on those initiatives, facilities, infrastructure and services that will enhance the liveability of communities, strengthen the economy and generate local jobs.
3. Invest - Raise the State, regional and local awareness of the sub-region's identity, attributes and potential opportunities as a place to invest.
4. Sustain - Embrace a sustainable future for the sub-region balancing environmental, economic and social outcomes.

### 5.1 The Basis of the Strategy

The Strategy is built on four pillars that form an integrated package;

1. Build the profile and identity of the sub-region, and demonstrate its assets and potential to government and the community.
2. Comprehensively manage new growth so as to maximise the benefits for the sub-region, its communities and residents.
3. Target specific elements including; locations, land uses, developments, attributes and emerging strengths, with new measures in the respective planning schemes so as to realise the sub-region's full potential.
4. Address identified shortfalls and emerging issues that are not adequately dealt with in the respective planning schemes that limit the sub-region's capacity to grow and prosper.

## 6. LIVE

*Enhance, strengthen and facilitate those elements that have resulted in the sub-region becoming a more desirable place to live based on its environmental, landscape and amenity assets.*



## 6.1 Policies

Plan and develop nominated urban areas and towns, build an integrated network of centres and cater for an increased level of demand to live in the sub-region.

Improve the delivery of residential living and improve its environmental value, infrastructure delivery, sustainability and community and social support.

Cater for and facilitate rural living and lifestyle in planned locations that maximises benefits to the region and protects rural and environmental assets.

Plan new serviced rural living and rural lifestyle areas that are integrated with and related to existing towns and urban areas.

Develop and strengthen educational and health facilities commensurate with population growth.

Ensure designing healthier living environments are considered at all stages of the planning process -both at a strategic planning stage and at the stages of more site specific planning.

Adapt and redevelop the existing built environment to encourage and facilitate more physical activity.

Provide housing choices, facilities and services to support aged residents remaining in the sub-region.

Consolidate new urban development to improve the delivery of public transport services. Ensure that new development is effectively provided with appropriate standards of public transport delivery (dwellings are located within 400 metres of such routes).

Foster more efficient use of urban land by promoting under-utilised areas which are suitable and would benefit from renewal.

Develop the identity of a network of towns that can serve the sub-region's needs with a focus on Bridgewater/Gagebrook, Brighton, New Norfolk, Oatlands, Kempton, Bothwell, Hamilton, Campania and Ouse.

Ensure residential use within rural zones is subservient to agriculture and other rural-industrial uses.

## 6.2 Initiatives

Prepare a rural living and lifestyle study as part of the sub-region's settlement and housing strategy with outline development plans for those areas identified as suitable for planned development.

Collaboratively work with relevant agencies to identify and plan key social and community infrastructure in particular educational and health facilities.

Adopt the forthcoming Heart Foundation Healthy by Design Guidelines as a reference document to assist with better planning of future residential development across the sub-region.

Develop open space strategies for the key growth nodes to ensure open space linkages for recreation and walking and cycling access.

Prepare a structure plan to guide the future development and urban form of Brighton and the surrounding rural living and rural areas.

Prepare a Main Street enhancement plan for the Brighton, New Norfolk, Ouse and Hamilton communities. Use this mechanism to refocus attention on potential redevelopment of sites within the existing town framework, and to improve the overall sustainability of infrastructure services within the centres.

Prepare a structure plan for Kempton in the lead up to the completion of the Bagdad bypass.

Prepare an initial structure plan for the Bagdad-Mangalore area prior to the development of the new planning scheme, with a final structure plan for the area to be prepared in the lead up to the completion of the Bagdad Bypass.

Prepare a Highland Lakes Settlement Strategy as part of the sub-region's settlement and housing strategy.

## 6.3 Target Areas

### 6.3.1 Urban Development Areas and Service Centres and Villages

The sub-region is remarkably diverse in its pattern of settlement – consisting of the urban and periurban centres of Brighton, New Norfolk, Old Beach, Bridgewater and Gagebrook, the historic towns of Oatlands, Hamilton and Bothwell and the isolated settlements of Ouse and Miena. The historical development and the variety of roles performed by these settlements all contribute to the diversity of the Region. In the sub-region, the majority of residential growth has been in Brighton, but growth has also occurred in the Bagdad-Mangalore area, New Norfolk and the Great Lakes area (generally shack development).

The natural setting of many of the settlements is dramatic and picturesque, qualities that are important to retain both for the community's own sense of 'place' and for the experience of visitors.

The strategy seeks to promote and provide for the infill of existing urban areas in locations such as Bridgewater / Gagebrook, Brighton and New Norfolk.

This will foster a liveable community. The strategy supports and encourages the majority of residents living within walking distance (1km) of basic services, such as health, education and commercial services.

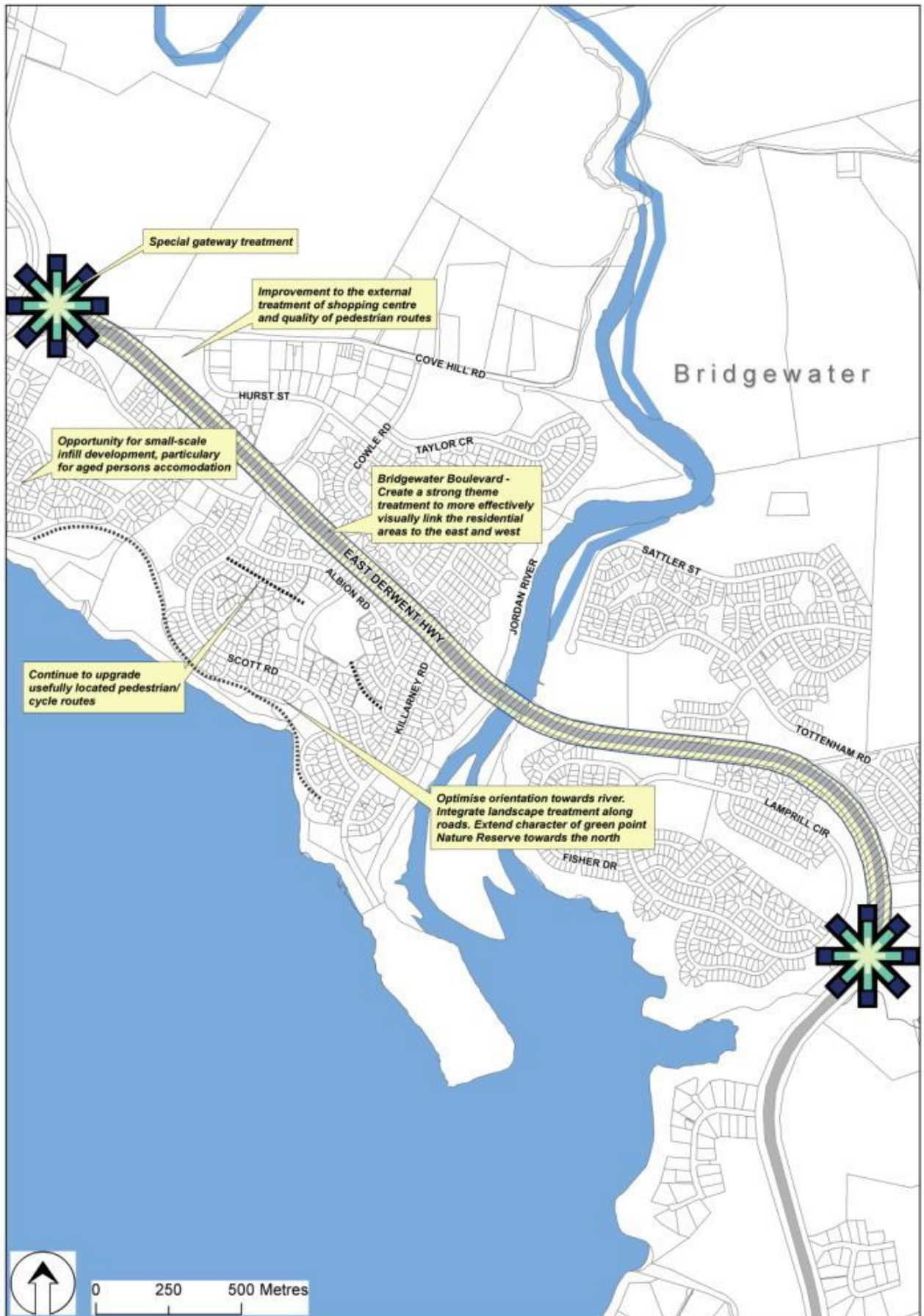
#### ***Bridgewater-Gagebrook***

This area will be the major focus for infill residential development, utilising the existing zoned vacant residential lots to increase the diversity of housing options and target age groups underrepresented in the area.

Undertake progressive renewal projects for the public housing areas with redesigned streetscapes and improved traffic safety. Improve public open space corridors by allowing for the release of redundant public open space areas for public - private sector partnerships for new affordable housing in accordance with the State Governments Affordable Housing Strategy (Objective 2). All renewal projects should be based on detailed community consultation and participation in the process to foster greater ownership and empowerment of the community.

Reinforce the Greenpoint location for a retail and community centre development focus.





### **New Norfolk and the Derwent Valley**

Consolidate and strengthen New Norfolk's role as a key regional service and commercial centre for the areas to the west and north west.

Continued infill of the vacant residential land within the town boundary is to be promoted, with further residential consolidation of the area to the south west of the existing town extent.

New rural living development (lots up to 5 ha in size) will be required to provide sealed roads and reticulated water so as to provide for consolidated accessible development at a standard that does not impose future liabilities on the community.

Preference for future rural living development is to be given to the consolidation and better utilization of the existing pattern of rural residential lot development at the Molesworth and Glen Dhu areas to the south west of New Norfolk township, avoiding the major areas of productive agricultural land and to reinforce the concept that rural living development will be located so as to build the role and function of the New Norfolk Town Centre.

Strip development of the major westerly transport routes (Lyell Highway and Glenora Road) outside of the existing settlement pattern shall be avoided.

The Granton area of the Derwent Valley is not physically connected to the New Norfolk urban centre and further growth of this area will not strengthen the role of New Norfolk as a sub-regional centre, conflicting with the strategic direction mentioned above. However it must be acknowledged that this area has experienced substantial rural residential growth pressure in the past and it is expected this will continue into the future. The expansion of residential land use in this area is not support, rather opportunities for better utilisation of the existing land and consolidation should be explored.

### **Brighton central business district and residential areas**

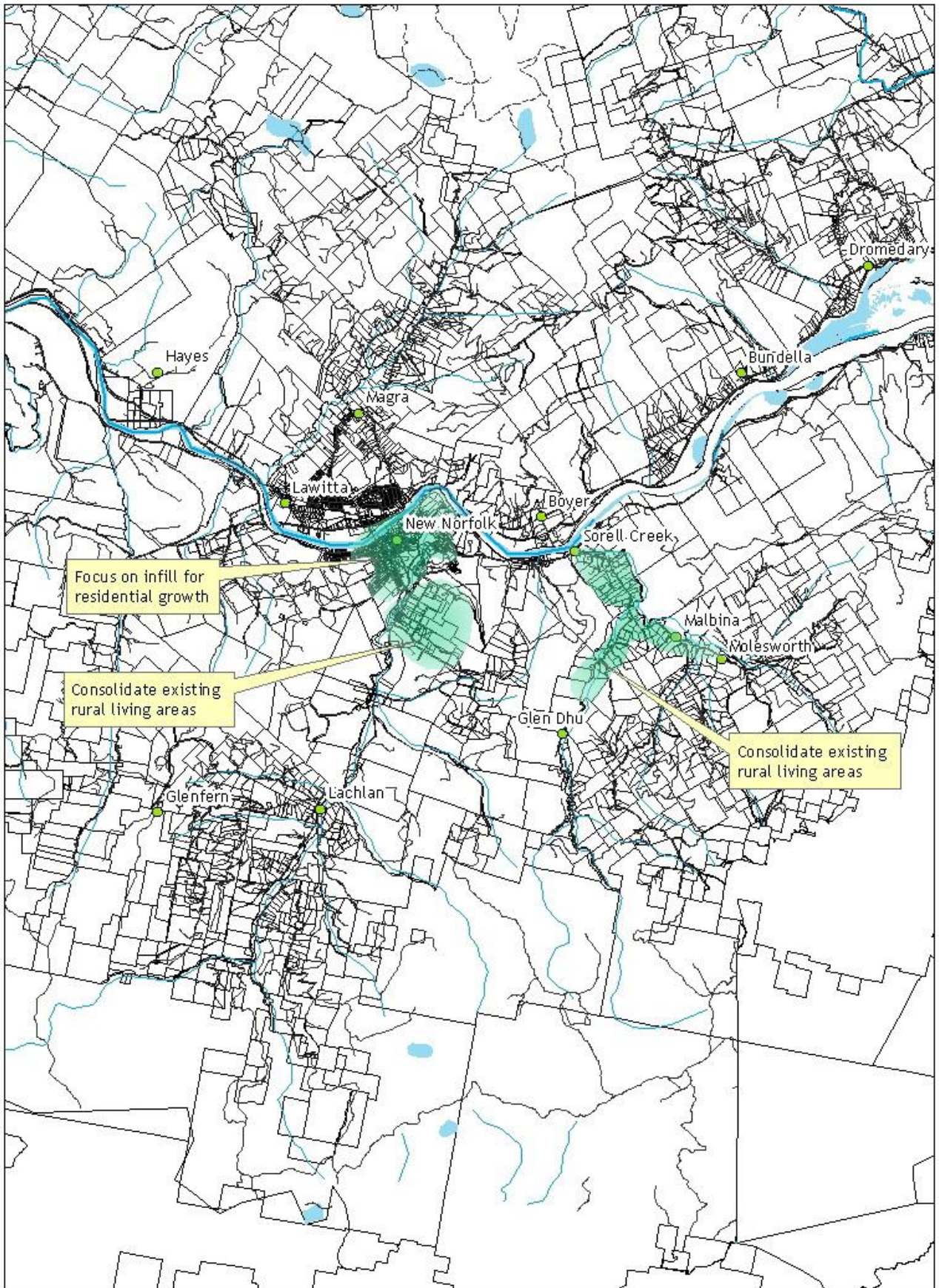
Greenpoint is developing as a major retail and community hub for Brighton Council. With the construction of the Brighton bypass the role and function of the Midland Highway through the Brighton commercial area will substantially change. There will be new opportunities for major retail and commercial development to complement the enhanced amenity and town centre role of Brighton.

The Midland Highway in the existing commercial area of Brighton will become a traditional main street with the completion of the Brighton bypass. This will require an urban design 'makeover' of the town centre and boulevard to emphasize pedestrian movement and access, public transport and streetscape improvements.

Future retail expansion shall be focused within 200 metres of the intersection of Andrew Street and the Midland Highway, with retention of large sites (1-3 ha) for a new large scale comprehensive retail development.

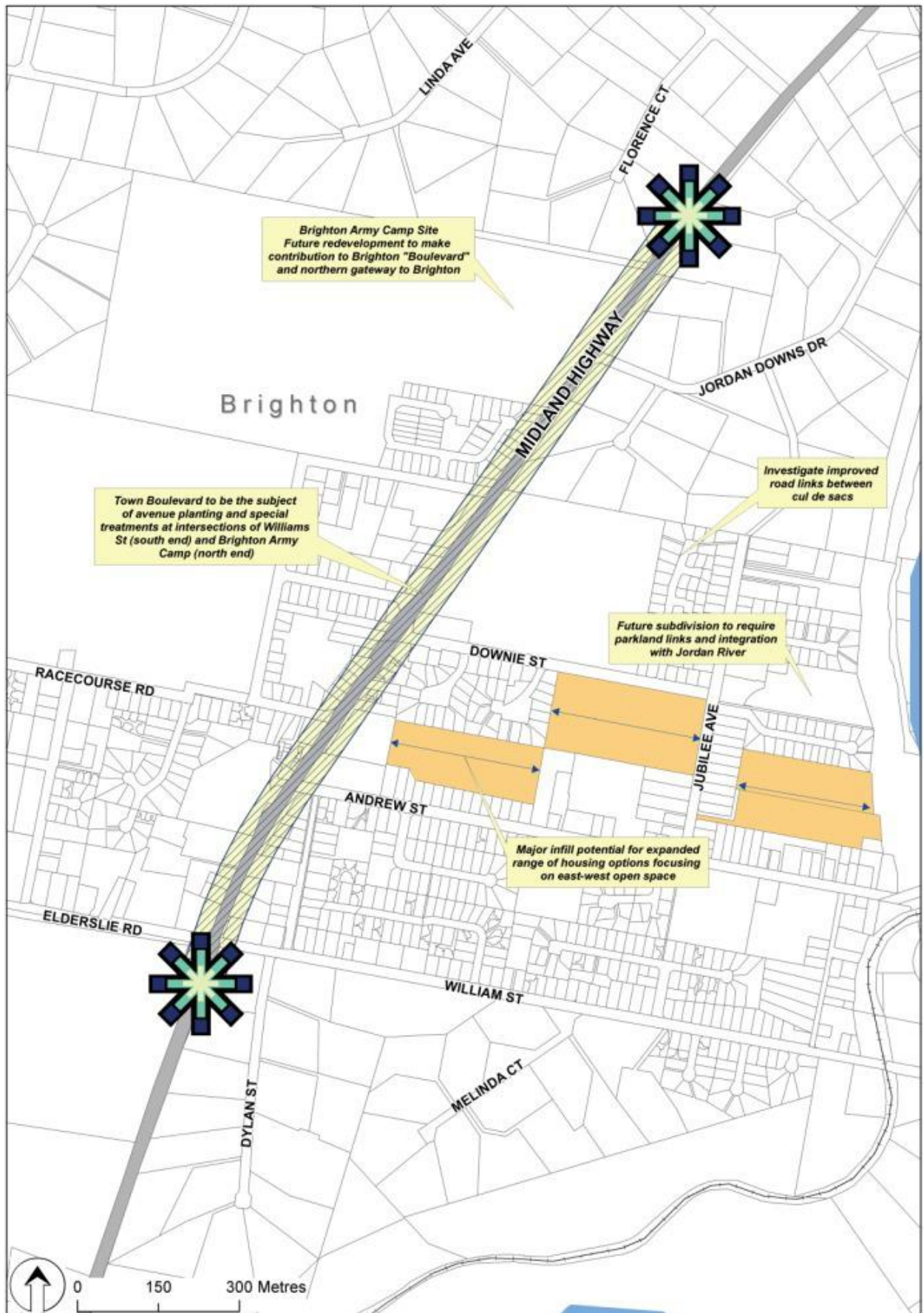
The retail and highway business expansion along the Midland Highway shall be limited to Downie Road as the northern edge and Elderslie Road at the southern edge.

Future residential development will focus on infill opportunities and consolidation of the existing large lots within Brighton Township (particularly to the west). The Brighton bypass, Cartwright / George Street, the Jordon River and the existing extent of the Environmental Buffer Overlay (521 Midland Highway) shall provide the boundaries for the future residential expansion of the Brighton Township. Opportunities for residential expansion within this area should be progressed with an emphasis on pedestrian movement and access to the burgeoning Brighton main street.



**New Norfolk and the Derwent Valley**





### 6.3.2 Service Centres and Villages

Residential growth in the “outlying” rural service centres and villages should be focussed around existing nodes of development and key community support infrastructure, with an emphasis on:

- Oatlands
- Campania
- Ouse
- Bothwell
- Hamilton
- Kempton.

The sub-region will encourage residential opportunities that promotes consolidation of these existing settlements. These nodes will follow a definite hierarchy based on the existing commercial and service centres.

In smaller villages future development is to be concentrated in and adjacent to existing settlement areas, where it can be demonstrated that existing infrastructure and environmental values will not be compromised.

Future growth is to respect and enhance the existing pattern of development, important landscapes and rural town character / structure of these settlements.

Many of these villages demonstrate a rich and varied heritage - future development of these areas must continue to display a rich mix of uses and allow flexibility in the adaptive reuse of heritage structures.

Main street makeover plans for Ouse, Hamilton and Campania to follow in the footsteps of the Bothwell and Oatlands to improve the amenity and integration of the key service and commercial facilities with the residential areas.

Kempton will experience increased pressure in the lead up and following the completion of the Brighton to Bagdad bypass from Pontville to Dysart. Future growth shall be limited to the existing extent of development. The town has important historic and landscape values that must be protected in the face of potential growth pressure. A precinct plan will be prepared to ensure future residential growth occurs in a coordinated fashion.

These compact centres have important assets and community infrastructure. Increasing the density and population in these areas will create a better urban fabric, resulting from increased vitality and economic efficiency.

### 6.3.3 Managed Rural Living Areas and Landscapes

It is recognised that a key attraction for many people to live in the sub-region is to realise the rural living opportunities (typically lots ranging from 0.5 - 5 ha). If not sited or controlled appropriately this type of development can consume large areas of land, lead to large infrastructure backlogs particularly relating to roads, place considerable pressure on the environment and result in disjointed settlement patterns that contribute little to building liveable communities.

There are social, economic and environmental costs associated with dispersed and uncoordinated settlement patterns. Dispersed settlement patterns without clear specified environmental outcomes have led to widespread and mixed environmental impacts on air and water quality, on biodiversity and landscape values. Continuing residential development and dispersed settlement patterns can lead to a loss of biodiversity and visual amenity, create conflict with rural land uses and present challenges in managing fire risk in bushland areas.

There are potentially some positive benefits associated with planned and well sited rural residential settlement patterns that can be achieved, they include:

- Attracting investment and new residents and employment opportunities to the sub-region;
- Providing a greater diversity in housing and lifestyle choice;
- Support for small rural communities improving their viability and sustainability; and
- Protection and enhancement of the environment through rehabilitation and management of environmental features.

Preference for future rural living development is to be given to the consolidation and better utilization of the existing pattern of rural residential lot development.



Residential Growth in the "outlying" rural service centres and villages should be focused around existing nodes of development and support infrastructure.

Encourage residential opportunities that promotes consolidation of these existing settlements.



## Service Centres and Villages

### **Pontville – Bagdad - Kempton Corridor**

Leading up to the construction and ultimate operation of the Brighton to Bagdad bypass corridor from Pontville to Dysart will be subject to growing pressure for rural living development. To ensure this occurs in a planned manner the area should undertake a more detailed structure plan prior to the development of the bypass.

The pending provision of irrigation water to the area from the Clarence/Greater Hobart effluent water reuse scheme will significantly increase the viability of the better agricultural land in the area and measures will need to be taken to identify and protect this land from land uses that may fetter intensive agricultural development.

The structure plan for the Mangalore - Bagdad area should be undertaken in two phases, with the first phase occurring prior to the development of the planning scheme (and prior to the construction of the Bagdad-Mangalore bypass), and the second phase to be completed in the lead-up to the opening of the bypass.

The structure plan for the Mangalore - Bagdad area should be undertaken in two phases, with the first phase occurring prior to the development of the planning scheme (and prior to the construction of the Bagdad-Mangalore bypass), and the second phase to be completed in the lead-up to the opening of the

It will be necessary to provide for a planned development to ensure that the Bagdad Valley will not be transformed into an uncoordinated rural residential development area. This will be achieved by building on and consolidating future rural living development on existing development clusters.

Future rural living development is to be planned as a series of small scale clusters, built around the existing developed areas that already have access to the Midland Highway and avoiding the better agricultural soils. The retention of the dominant rural landscape values of the valley with progressive revegetation of creek and drainage lines, wildlife corridors, laneways and ridgelines should be progressed.

### **Brighton rural living area**

There has been a substantial demand for rural living development in and around the Brighton area.

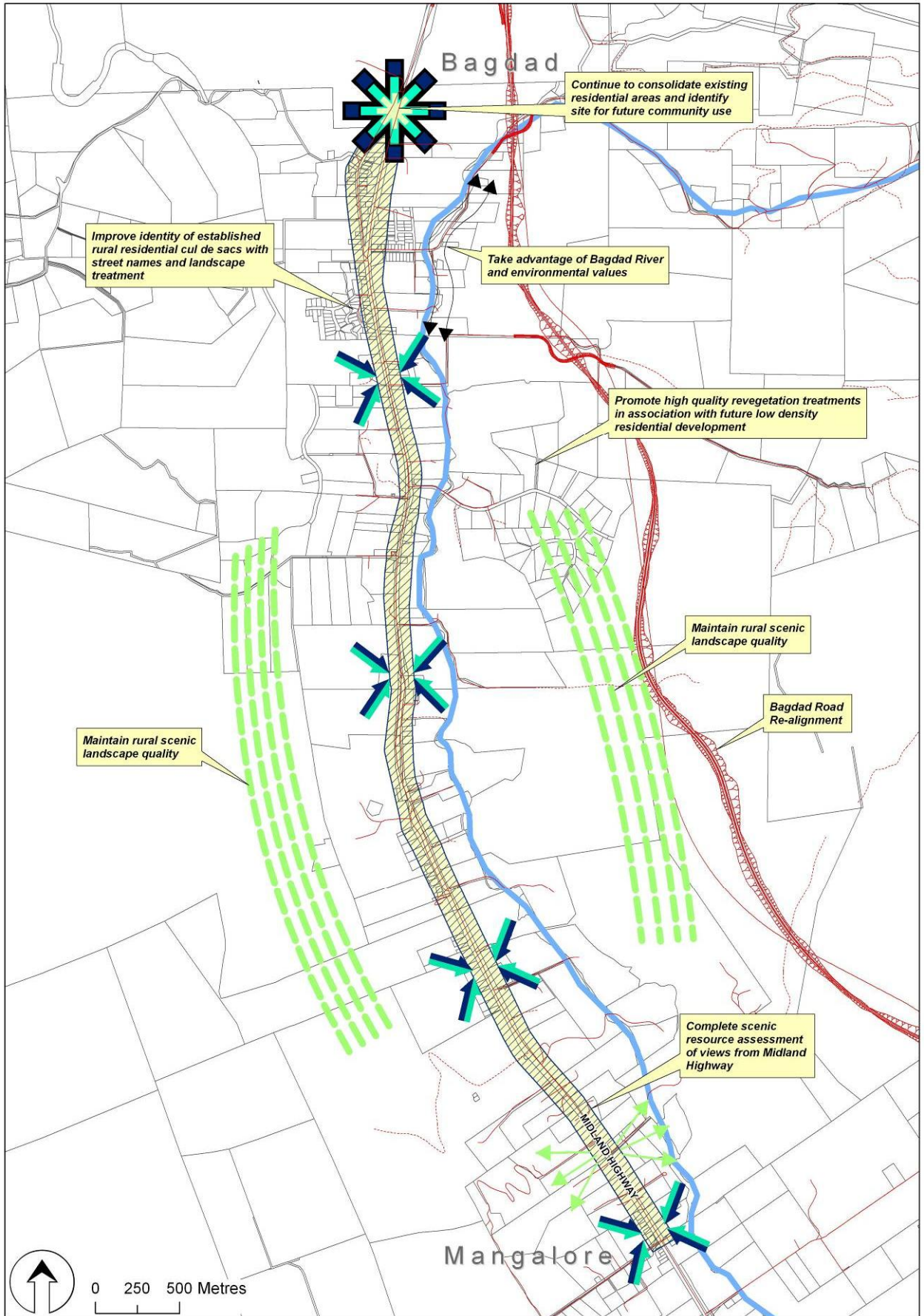
Residential development in this rural living area is to be planned as an integrated part of the overall settlement strategy for the Brighton Municipality.

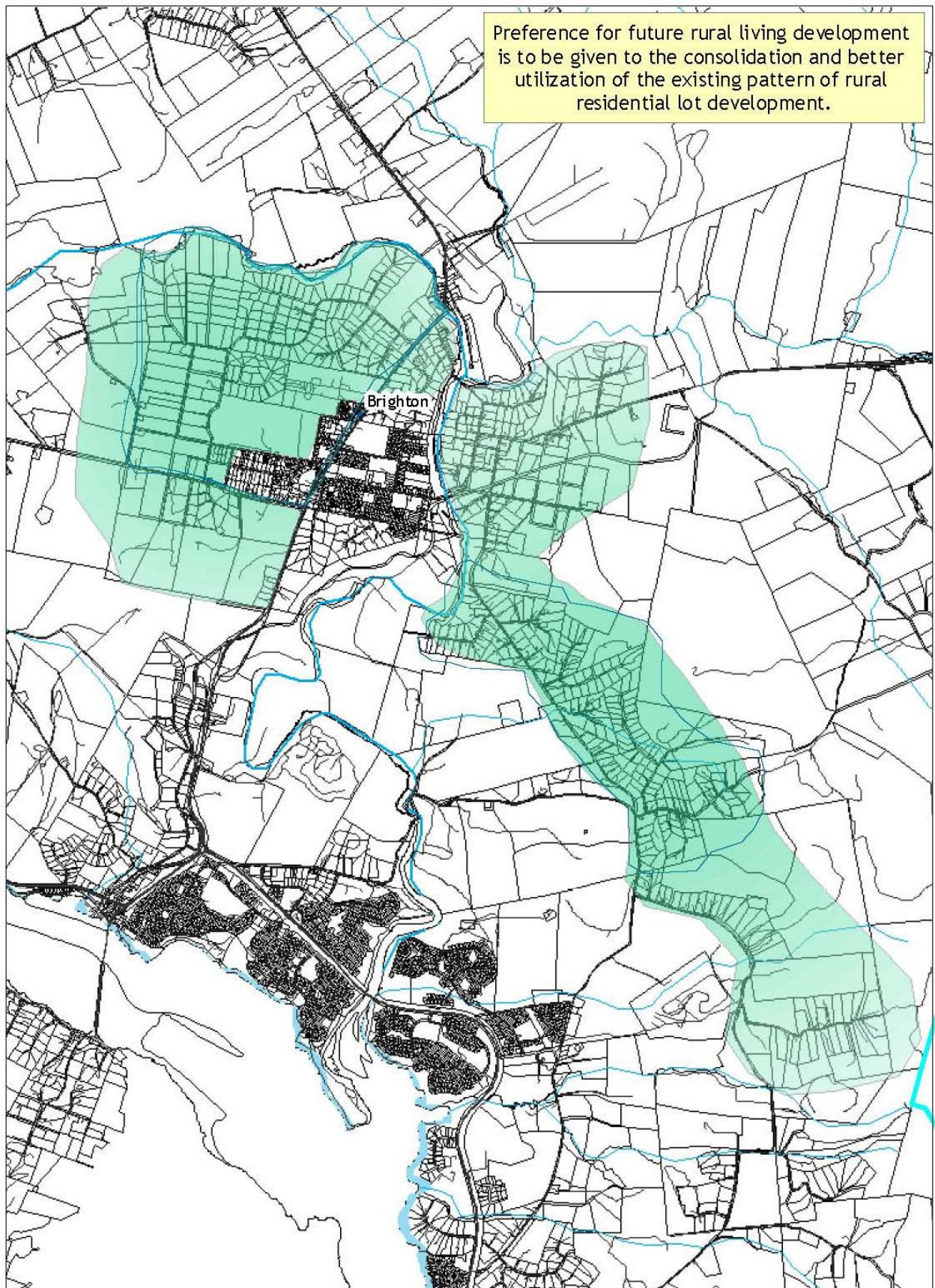
Rural living development is to relate to the existing road network where it does not compromise regional freight movement and where it will reinforce the growth and development of existing and planned retail and community facilities in Brighton.

New rural living development (lots up to 5 ha in size) will be required to provide sealed roads and reticulated water so as to provide for consolidated accessible development at a standard that does not impose future liabilities on the community.

Preference for future rural living development is to be given to the consolidation and better utilization of the existing pattern of rural residential lot development in those areas to the west and north west and to the south east of Brighton township serviced by Briggs Road so as to:

- Avoid the major areas of productive agricultural land,
- Avoid the use of Tea Tree Road which is a designated regional freight route
- Reinforce the Brighton bypass as the north eastern edge of residential development associated with the Brighton township, and
- Reinforce the concept that rural living development will be located so as to build the role and function of the Brighton Town Centre.



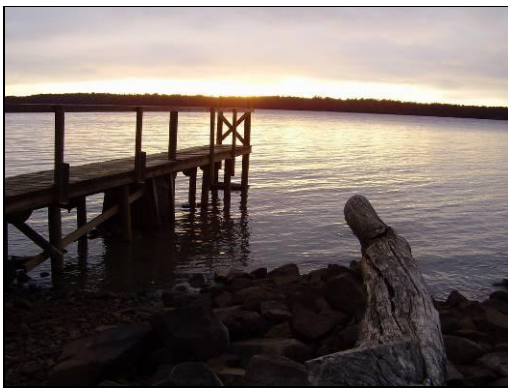


**Brighton Rural Living Area**

## The Highlands Lakes

The Highland Lakes area has experienced a level of uncoordinated development over a number of years. These “shack settlements” are experiencing increased development pressure from both temporary and permanent dwelling establishment.

The location and nature of the settlements in the Highland Lakes means the area experiences large influxes of visitors concentrated at certain times throughout the year, with a general lack of appropriate support infrastructure.



Ribbon development around the lakes is causing a number of concerns including: water quality and public access issues.

The Lakes are a valuable asset to a number of key stakeholders and the wider community, this value must be recognised and protected. The recreational and fishing opportunities within the Highland Lakes provide significant economic benefit for both the Lakes area and Central Highlands.

All new development is to maintain public access to the lakes, limit further ribbon development and ensure environmental and water quality objectives are met.

No new settlements are to be established, future development is to be concentrated in and adjacent to existing settlement areas, where it can be demonstrated that existing infrastructure and environmental values will not be compromised.

The Highland Lakes Strategy should incorporate the following elements:

- Determine and finalise all settlement areas.
- Assess supply / demand for fishing and recreational accommodation.
- Carry out detailed examination of potential rural zonings, rural subdivision policies and potential alternative controls.
- Identify and incorporate relevant NRM measures, as appropriate.
- Identify the need for scenic protection measures around rivers and highland lakes where considered.

### 6.3.4 Infrastructure

The Tasmanian State Government recently completed a review of the State’s water and sewerage assets in order to develop policies and strategies that will improve the quality of water and sewerage services to the community, provide greater efficiency, ensure access to water and sewerage services is not a constraint on economic development and to secure the long-term sustainability of water resources.

Land use planning should not be considered in isolation from these water and sewerage services - Appendix D contains relevant data on water and sewerage systems for each municipality. This information has been used to guide key development objectives and policies directions contained in this Strategy, however given the current uncertainty regarding the management and regulatory framework that will result from the State Government’s recent review. A detailed infrastructure review has not been undertaken as part of this planning process.



### 6.3.5 Planning for the Elderly and an Ageing Community

In practical terms, the settlements of the sub-region need to adapt their structures and services to be accessible to and inclusive of older people with varying needs and capacities.

Communities that can capitalize on the diverse assets of older adults will create new opportunities for economic growth, provide a better quality of life for their residents of all ages and potentially offset the rising costs of providing services.

While most people want to age in place, they confront many obstacles to remaining active in their communities, these include:

- A lack of affordable and appropriate housing options
- Limited opportunities for walking, bicycling, or other forms of physical activity
- Mobility and access issues
- Limited information about health and supportive services available
- Safety and security concerns
- Lack of opportunities for civic engagement.

Enabling residents to age in their homes and communities is critical to the sub-region's continuing to grow and prosper and to reinforce and build preserve the sense of community.

To adapt to the reality of demographic change, land use planning needs to occur with the needs of an ageing population as a major criteria. Ensuring the key residential settlement nodes have flexibility in development controls is a critical step toward increasing the supply of affordable and age-appropriate housing. Examples include making accessory dwelling units and shared housing more readily available, providing people with the option of living in more compact homes that are easier to maintain and within walking distance of shops and services. Such services should be concentrated, supported and reinforced at Oatlands, Kempton, Ouse, Bothwell, New Norfolk and Brighton.

Continued promotion of "lifestyle residential communities" which specifically cater for mature aged residents, is to occur close to town centres, support facilities, and in locations which are effectively serviced by public transport.

## 7. Work

*Focus on those initiatives, facilities, infrastructure and services that will enhance the liveability, strengthen the economy, generate local jobs and facilitate investment.*



## 7.1 Policies

Develop the sub-region and particularly the Bridgewater area as Hobart's new industrial development area based on its transport and storage capacity, intermodal facilities and distribution hub potential.

Build employment in the sub-region so as to reduce the level of commuting from the sub-region by facilitating new retail, educational, health and community services, tourism and recreation and the further development of the local construction industry.

Develop those assets of the sub-region that enhance its role as a gateway to Hobart and as a gateway from Hobart to the region.

Develop those assets that strengthen the role of the sub-region in the greater Hobart area.

Plan and develop new industrial, transport and storage areas that can serve State, regional and local needs.

Identify a clear sub-regional identity as a focus for business activity.

Recognise the importance of local commercial and appropriate light industry located within service centres and villages in supporting rural industries.

Recognise the appropriateness of some rural-service industries (including rural transport services) to be located within rural zoned areas.

Ensure that, within rural zones, agricultural and other rural-industrial uses are not fettered or impeded by residential uses.

## 7.2 Initiatives

Prepare a structure plan for the "Gateway areas" of Bridgewater and the Derwent Valley.

Prepare a structure plan for the industrial - transport hub area at Bridgewater.

Complete a more detailed socio-economic assessment of the anticipated effects of the intermodal freight centre and industrial hub precinct to identify how transport related businesses, service industries and support facilities can be promoted within this area, and what the impact of the facilities and growth in employment will be on the surrounding region.

Investigate how industries which add value to agriculture and forest sectors can be established in the industrial hub precinct.

Provide planning direction on the delivery of world's best practice in the design and development of this international standard freight centre and industrial hub.

Complete a strategic transport and land use development plan that provides for the integration of all key transport modes with the surrounding region.

Complete a gap analysis of the required supporting community development requirements to accompany the expanded transport and industrial sector.

Provide planning direction for the support of existing, and appropriate locational requirements for future local commercial and appropriate light industry within service centres and villages, and in rural areas.

## 7.3 Target Areas

### 7.3.1 Industrial, Employment and Enterprise Area

The sub-region is experiencing significant growth in industrial and commercial development and this is generating increased local employment opportunities. Much of this growth is focused around Bridgewater and Brighton, however there are wider benefits to the sub-region through the provision of local employment opportunities close to residential housing.

The continued development of the Brighton / Bridgewater area as a sub-regional service centre, and New Norfolk in the Derwent Valley, will support improved local access to commercial and basic services. Further commercial and retail growth shall follow the defined hierarchy of Urban Development Areas and Service Centres / Villages outlined elsewhere in this Strategy to foster improved accessibility to local residents.

The Bridgewater / Brighton industrial area is a large industrial precinct that has the capacity and capability to grow sustainably. The area provides a significant source of serviced industrial land in Southern Tasmania. Future land use planning should ensure the strengthening of this areas role and function within the sub- region and wider southern region.



### **Intermodal freight centre/industrial hub precinct**

The State investment in a major new Intermodal freight centre/industrial hub precinct '*gateway to growth*' will require a planned development of this area that integrates transport infrastructure, land use and the presentation of the area.

The demand for industrial land for transport and storage activities is and will continue to expand. Brighton is ideally situated to perform in this role of transport and storage hub. There are significant areas adjacent to the existing Brighton Industrial Precinct that are required in the immediate and medium term horizon to cater for this industrial growth.

The State investment will stimulate and facilitate further private sector development, demand for land for transport related businesses, service industries and support facilities that require further zoned and serviced industrial land, particularly to the west of Midland Highway.

Land fronting the Midland Highway and land to the west of the Highway is to be comprehensively planned so as to:

- Retain the service role of the Midland Highway
- Provide for planned industrial enterprise areas
- Ensure high quality presentation of new industrial development
- Optimize the provision of services, land and resource management and drainage.

## Rural Development Areas

Agriculture offers significant ongoing benefits to the urban and rural communities of the sub-region. Agriculture is the main employment sector within the sub-region with over 15% of the total workforce. The main commodities produced are live animals, wool and vegetables.

Central Highlands and the Southern Midlands are dominated by large land holdings with pastoral activities such as beef, sheep and superfine wool. The Derwent Valley is a significant hop producer for interstate and overseas markets.



The farm gate contribution of agricultural production to the sub-regional economy is estimated to exceed \$80 million per annum.

Rural land comprises a significant and expansive land use within the sub-region and has played a historically significant role in the development of the sub-region. These rural areas have significant social, cultural, scenic and recreational value, and can offer future tourism and rural living opportunities into the future.

There are a number of significant irrigation schemes (including some by private individuals or consortiums) currently being investigated (such as the Ouse-Shannon and Poatina Tailrace and Arthur's Lake Pipeline projects) that if developed will redefine future agricultural development in a number of areas across the sub-region.

These rural areas have significant social, cultural, scenic and recreational value, and can offer future tourism and rural living opportunities into the future.

Five distinct rural land categories are recognised within the subregion, reflecting distinct commonalities of interest, land form and land use:

- Intensive agriculture regions serviced by established and pending collective irrigation schemes.
- Broad-acre agriculture regions characterised by generally dry-land farming with occasional discrete irrigation schemes and intermittent forested areas.
- Predominantly forested areas, which may include some intermittent agricultural lands, wherein forestry is the major land use.
- The highland lakes area characterised by fishing and nature - based tourism, large seasonal population fluctuations, hydro-electric power schemes and limited agriculture.
- Conserved areas including National Parks, the World Heritage Area and other declared Conservation Areas wherein nature conservation is the dedicated land use.

## Forestry

Forestry is a major land use in the sub-region, Private Forests Tasmania report that 17,720 ha of private plantations exist within the sub-region (of this only 31 ha is in Brighton). Forestry is a growing land use in the Region, with a number of farming areas considering forestry because of the diversification advantages it offers. Private Forest Tasmania has undertaken indicative mapping of potential areas for future expansion of the forestry industry.

This mapping indicates there is scope for Forestry operations to expand as a land use activity in the sub-region. This expansion has important economic, social and environmental implications at the individual farm level, municipal level and the wider Region.

The establishment of large scale plantation forestry needs to take account of all the potential benefits, risks and impacts, and should be restricted in areas where Land Systems Mapping indicates more intensive forms of agriculture can be sustained, there are high conservation items and in areas where land uses conflict may arise.

There needs to be a consistent and coordinated approach to forestry activities across the sub-region to ensure all potential impacts and benefits are appropriately assessed. The yardstick for operational forestry matters is the Forest Practices Code, and Councils should align the relevant sections of their plans to it's specifications. On a broader scale, and without unduly limiting the rights of forest growers in the rural resource zone(s), Councils need to work with stakeholders and the State Government to ensure there is adequate and consistent access to infrastructure adequate for the freight task. The requirements of Forest Practices Code, and advice from the Department of Primary Industries and Water on catchment characteristics needs to be sought when reviewing hydrological issues related to forestry.

The forest industry has considerable potential to provide carbon sinks through changes to land management practices, and while the development of appropriate framework is yet to occur, the future potential must be recognized and areas with the potential for forestry expansion highlighted.

### **Mineral Resources**

The sub-region is not an established metallic mineral zone; however there is exploration for minerals west of Maydena, coal in the midlands and near Hamilton, hydrocarbon potential beneath the dolerite areas and geothermal energy exploration impinging on the eastern extent of the region.

The mining activities currently occurring consist of coal extraction at Kimbolton and Basalt extraction for civil construction materials at the Boral site in Brighton, both of which are of regional importance beyond the extent of the sub-region. The subregion has potential for dolerite extraction for road gravel and the like and also for limestone extraction which has not been fully evaluated. The importance of gravel resources in the sub-region can be judged by the existence of 70 mining leases for construction materials, 33 of which are directly associated with forestry roads.

It is important the four Councils are aware of the potential for mineral resource extraction that exists throughout the sub-region to ensure future land uses decisions do not sterilize the potential for resource extraction.

### **Hydro Electric Generation**

Substantial land areas in the sub-region are critical to Hydro Tasmania's operations and are also important to Tasmania's natural values and economy. The Central Highlands and Derwent Valley water bodies contribute 35% of the generation of power in the state and provide drinking water to a large proportion of townships and residents in the region and the Greater Hobart area.

The value of these water storages cannot be underestimated as they provide irrigation, drinking water and industrial use, cutting across all major economies that underpin the development of the region.

Hydro Tasmania is the largest freshwater resource manager in Australia, the implementation of a number of the policies and initiatives contained within this Strategy will benefit from Hydro Tasmania's expertise in planning and management.

## 8. Invest

*Raise the State, regional and local awareness of the sub-region's identity, attributes and potential opportunities as a place to invest.*





## 8.1 Policies

Build on the sub-region's lifestyle assets, built heritage settings, environment, lakes and wilderness values.

Facilitate further investment in the agricultural sector particularly in the Derwent and Coal River valleys and in the sub-region's forestry industry.

Adopt a proactive approach to economic development across the sub-region.

Focus economic development on building on existing local strengths and capabilities.

Maintain and strengthen the sub-regional collaboration beyond the establishment of four planning schemes, with particular emphasis on resource sharing and lobbying other spheres of government on matters of regional significance.

Recognise the importance of place and liveability in promoting economic growth.

Capitalise on the sub-regions smaller settlements size and scale for the establishment of demonstration projects.

Raise the profile of the social elements of the triple bottom line framework in Council activities and programs.

## 8.2 Initiatives

Individually and collectively the Councils will target specific sites and localities for high quality development outcomes and be prepared to work in partnership with developers, investors and the local community.

Continue to expand on the existing resource sharing model across more diverse disciplines such as Recreation and Community Development Officers.

Prepare a heritage management plan for the sub-region that reflects the need for effective management of the Heritage assets. This plan should align and integrate with the review of the Historic Cultural Heritage Act.

The Councils of Brighton, Central Highlands and Derwent Valley should undertake a heritage inventory (similar to that recently undertaken by Southern Midlands Council) that includes an update of heritage schedules, definition of heritage hubs/precincts, and recognition of cultural landscapes.

Prepare a tourism development plan for the sub-region which highlights the most unique facilities and experiences within the sub-region.

Establish a "sub-regional repository", a central (web based) database listing all the studies and reports that relate to the sub-region and the location of these reports.

Prepare a community plan for the sub-region to determine the key socioeconomic issues and to establish appropriate mechanisms to raise the general wellbeing of residents. This plan must link to spatial plans.

Require a Social Impact Assessment as part of specified planning applications, and Councils broader activities. For example in:

- Large Infrastructure Projects
- Significant Planning Scheme Amendments
- Large Residential Development
- Any applications inconsistent with policy framework or unexpected.

### 8.3 Target Areas

A range of sites across the sub-region are to be the subject of demonstration projects involving teams resourced from all of the Councils within the sub-region.

Preparation of the Tourism Development Plan is to be used to identify required improvements to key infrastructure services within each of the municipalities that are requisite for the effective delivery of tourist facilities and services.

As part of the overall marketing of the sub-region, a more comprehensive “branding” of the assets and values of the combined municipalities is to be completed. This will emphasise the “gateway to opportunity” created by the new intermodal freight centre and the strategic repositioning of the sub-region as a new target for investment.

To capitalise on the benefits of the investment in the main regional townships, project initiatives that involve the smaller settlements of Bothwell and Hamilton will be required to encourage development of niche tourism projects, and local development.

Preparation of a suite of planning assessment projects and generic models that can be used by all Councils within the sub-region, which can be used to identify potential investment targets within the towns and rural areas.

Identify opportunities for new forms of agriculture and horticulture in light of future irrigation proposals in the sub-region.

Recognise and promote the structure plans and gateway treatments as a key economic driver.

Establish a “whole of town” Water Sensitive Urban Design program for Oatlands as the first of the sub-regional demonstration projects.

## 9. Sustain

*Future changes shall occur in the most sustainable way possible balancing environmental, economic and social outcomes.*



## 9.1 Policies

Require the majority of new development and Council actions and activities to demonstrate how they will result in a reduction in the rate of energy use and greenhouse gas emission.

Future development within the sub-region is to more effectively utilize the available land areas, infrastructure services, community and recreational assets.

Manage land uses so as to protect and facilitate further agricultural and horticultural investments.

New industrial development is to incorporate a range of technologies for the use of recycling, management of waste streams, and the achievement of efficiencies in the movement of materials, energy consumption and emissions.

Protect and enhance the sub-region's heritage, landscape and recreational lakes assets for their intrinsic value as well as to build tourism and recreation.

Collectively and individually the four Councils will provide greater support for NRM capacity building across the sub-region.

Land use planning and decisions will be based on the most recent and reliable data and information.

Future land use planning and decision making will protect the natural assets (including soils, productive landscapes, water resources, native vegetation, Aboriginal cultural values and geoheritage).

The historic and rural landscapes will be protected from residential and rural residential encroachment.

## 9.2 Initiatives

Apply sustainable development practices to all new residential, commercial and industrial development.

Promote all new projects which demonstrate worlds best practice in sustainable design and complete demonstration projects to support this.

Establish targets for the delivery of new housing within established areas, new jobs per hectare, and carbon reduction strategies.

Promote the concept of mixed use development, "Live, work, play" environments, and the maximisation of public transport orientated development.

Residential development is to incorporate a range of initiatives that achieve more sustainable outcomes, in the use of transportation, water and power supply.

Emphasis is to be given to the use of infill and redevelopment of land within the established townships, which provide improved efficiency for the delivery of public transport services, and encourages increased walking and cycling by residents.

Progress greater coordination and collaboration between key public land managers across the sub-region - with a particular emphasis on the Lakes district and the Great Lakes.

Future new development projects are to meet agreed standards for the sustainable delivery of residential areas, including improved transport, utility delivery and energy emission outcomes.

Develop a set of sustainable development principles / criteria to be applied to Councils decision making. These decision principles should be "hard wired" into the planning schemes when drafted, but importantly should also apply to all of Councils decisions making processes.

## 9.3 Target Areas

### 9.3.1 Natural Resource Areas

The importance of the environment in determining quality of life and regional identity must be recognised. These assets must be protected for the value they contribute to lifestyle and the regional economy as well as for their intrinsic value. The natural environment provides the basis for the sub region's important agricultural industries and their viability depends on maintaining the quality of the natural resource base. The scenic environment is a major factor in the liveability of the area for the sub-region's residents and in attracting tourists to the area and its management is important to the continued growth of the tourism industry.

Land use and the condition of our natural resources are inextricably linked. The sub-region is renowned for the quality and diversity of its natural environment, including the distinctive features and significant environmental issues illustrated in the maps following.

Most of the important features and environmental issues are not confined to a particular municipality, but cross one or more council boundary, with this in mind there is a need for all four councils to work together through the issues of NRM and planning to achieve a common benefit.

### *Aboriginal cultural values and cultural heritage*

The sub region as a whole has a rich and diverse heritage. A number of the villages, cultural resources and landscapes have distinctive features which contribute to their sense of place and community, for example Oatlands has the highest number of intact Colonial Georgian buildings of any town in Australia. Significant Aboriginal cultural heritage places generally aggregated around water ways/bodies, although stone tools and other artefact sites occur throughout all catchments.

Growth of the Region will raise challenges for the conservation of the sub-regions heritage. The growth of settlements will raise challenges to ensure protection of places of historic and cultural significance, where this growth occurs on the fringe of existing towns the protection of landscapes and locations of significance to Aboriginal people will be an important consideration.

Protection of items of national and state heritage significance, as well as Aboriginal heritage, is provided to varying degrees by existing legislation. However, the location of known and potential heritage items will need to be addressed when considering the location of future development.

The importance of the historic cultural places, precincts and landscapes should be identified and protected throughout the planning processes, both at a strategic and statutory level.

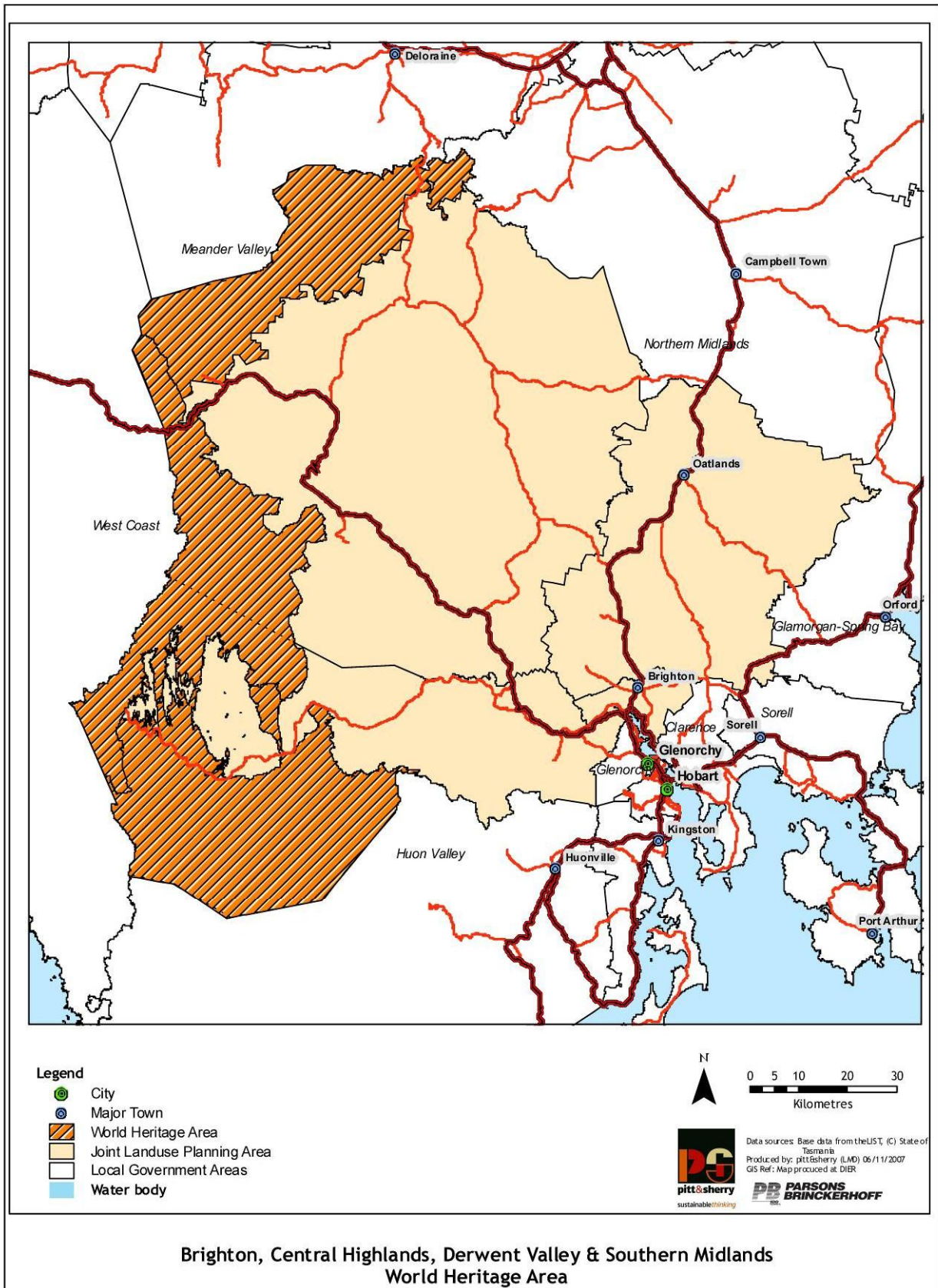
### **Waterways and wetlands**

Water resources management is of critical importance to the sub-region, particularly with changing weather patterns and climate change. A number of water projects could offer major benefits to the Southern Midlands (i.e. Poatina tailrace scheme), however these projects require greater investigation regarding the feasibility, the potential land use change/intensification and environmental impacts.

This highlights the need for a strategic approach to land and water development that protects freshwater ecosystem values.

Future land use planning and decision making needs to utilize the best available data to ensure that priority freshwater values are appropriately considered. The Conservation of Freshwater Ecosystem Values (CFEV) initiative of the Department of Primary Industries and Water provides an assessment of the conservation management priorities of all freshwater ecosystems throughout the state. It presents the information required to manage all freshwater ecosystems (and any development pressures on them) with the appropriate conservation management information.

The sub-region is characterised by significant areas of the Tasmanian Wilderness World Heritage Area (Derwent Valley and Central Highlands) and other Public Reserves, as is shown in the two following figures. The *Tasmanian Wilderness World Heritage Area Management Plan 1999* provides the policy framework and management prescriptions to guide management of the Tasmanian Wilderness World Heritage Area and certain adjacent areas. Likewise the other recognised reserves within the sub-region are managed by, in most cases, State legislation and / or policies.



Land use and the condition of our natural resources are inextricably linked. The key NRM issues for the sub-region as they relate to land use are:

- Many land use practices, such as land clearing, agriculture, urban development and water extraction / storage are placing pressures on the sub-region's inland waters. Water quality is a key indicator of sustainability and is closely related to various influences on catchment health and land use. The sub-region's native riparian vegetation has been significantly impacted by land use and water management practices.
- The sub-region experiences drought periodically, this combined with the implications of climate change such as increased temperatures and changes in rainfall means that the sub-region may face significant social, economic and environmental impacts.
- The condition of scenic landscape values is important to the sub-region. The landscapes of the sub-region have important cultural ties and peoples sense of place remain a major drawcard for the tourism industry (and should be managed as a key component of tourism infrastructure), and are associated with environmental and natural resource values.
- The prevalence of rural tree decline in the Midlands and the Upper Derwent Valley and the associated land degradation may impact on biodiversity values due to habitat loss and threaten sustainable agriculture production.
- The existence of isolated areas sodic and saline soils in Southern Midlands and Central Highlands and the need to manage land accordingly.
- Across the sub-region some soils are susceptible to erosion, such as sheet, tunnel and rill erosion.
- Land use activities such as native vegetation clearance, grazing regimes combined with severe drought events, urban development, degradation of water and soil systems; and a range of other factors including pests, weeds and disease impact on the ecological communities of the region.

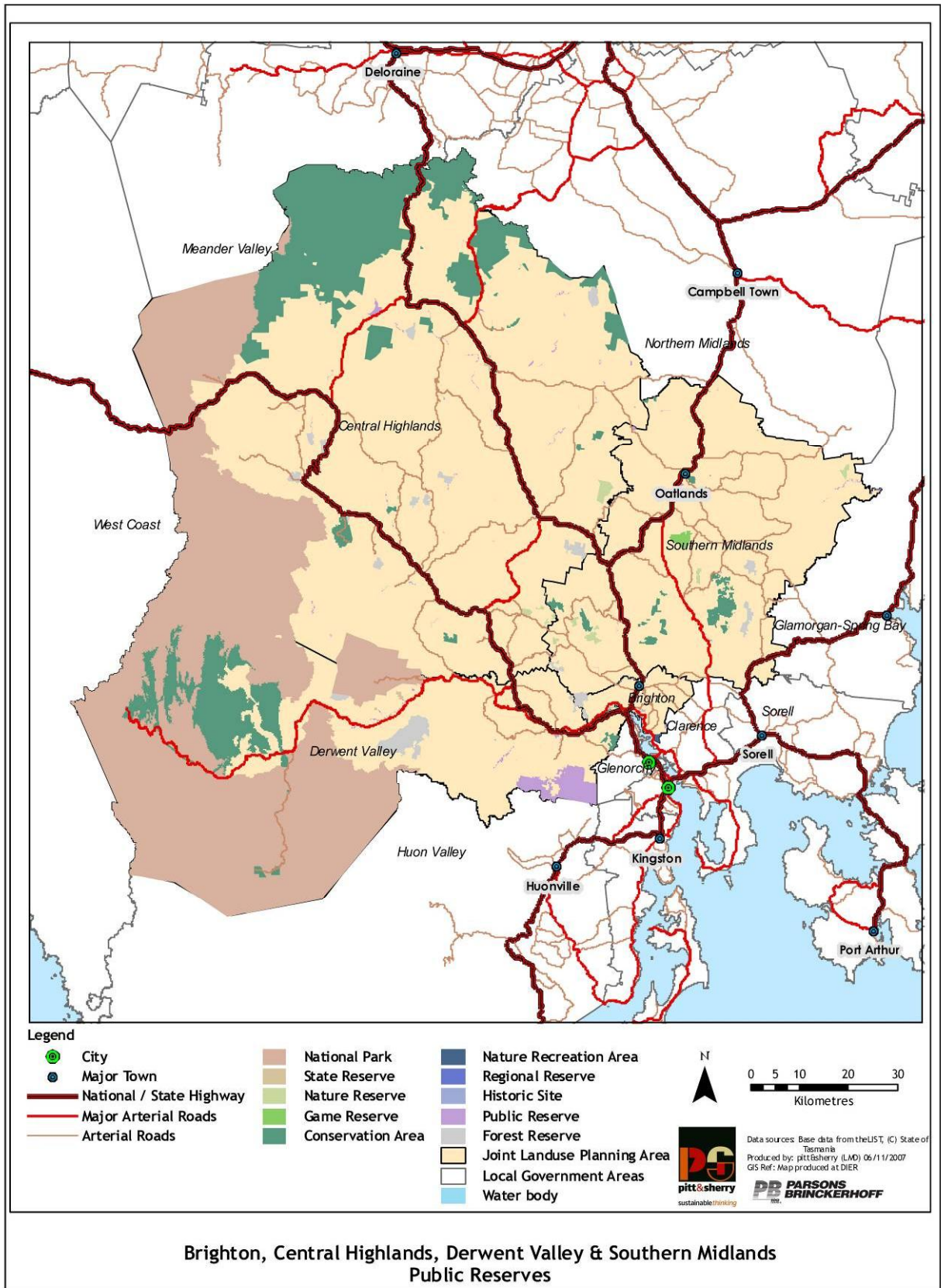
Increased integration between statutory planning, different land tenures and NRM planning generally across the sub-region will lead to consistency in responding to like situations.

The development of the four common planning schemes should include an environmental management zoning and provision of appropriate buffers that can be used to identify, protect and conserve high conservation values and facilitate appropriate outcomes for natural resources, applying to those reserves already recognised by other statutory provisions.

Threatened species and vegetation communities are recognised and managed through a number of existing legislative and policy mechanisms, including the Threatened Species Strategy, *Threatened Species Protection Act 1995*, Nature Conservation Strategy 2002-2006, *Nature Conservation Act 2002*, Permanent Forest Estate Policy, *Forest Practices Act 1985* and the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. The Strategy supports the incorporation of mapping and schedules to identify priority native and riparian vegetation.

Efficient land use is, amongst other things, important for positive biodiversity outcomes. To minimize the clearance of remnant native vegetation surrounding the existing settlements within the sub-region, future growth planning to maximise the use of existing housing stock and previously cleared land, as is articulated elsewhere in this Strategy.

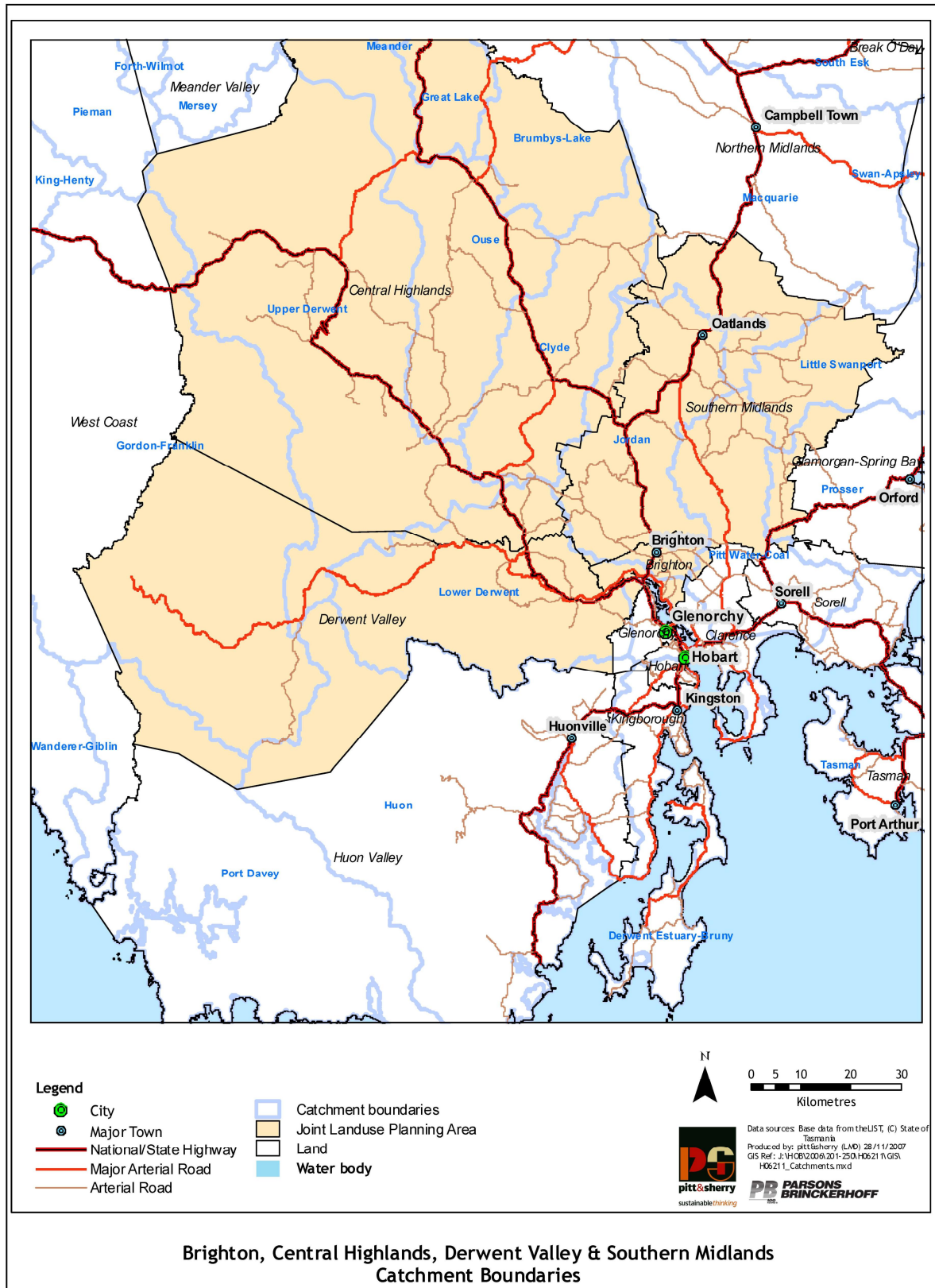




Future management of catchment activities and land uses should occur in an integrated manner, recognising the inter-dependence of the environment and the needs of downstream users and ecosystems. The following figure outlines the catchment boundaries within the sub region. The Strategy (and subsequent planning schemes) incorporates Integrated Water Cycle Management principles ensuring all new development incorporate Water Sensitive Urban Design (WSUD).

Significant skylines and scenic landscapes important to local communities and key native vegetation corridors need to be defined and mapped at a regional scale and a planning framework established to maintain identified rural scenic and landscape qualities.

Future land use planning is to recognise the value of specific trees and groups of trees and other vegetation in urban areas and endeavour to retain identified significant trees and vegetation and encourage the planting of new vegetation in appropriate areas. Landscape plans that appropriately select and locate new vegetation should be encouraged for residential and new commercial developments.



Future Council activities and land use planning particularly will:

- Ensure Regional NRM strategies are taken into consideration when preparing planning schemes;
- Encourage community involvement in NRM;
- Recognise the importance of the natural environment for tourism within the subregion;
- Have appropriate requirements / mapping to determine the location of natural/geological hazards and manage development appropriately in the high and medium risk areas;
- □ Future land use planning is to recognise the presence of areas of geoconservation significance and high risk areas of soil degradation.
- Encourage Water Sensitive Urban Design and consistency with the Department of Primary Industries, Water and the Environments Waterways and Wetlands Guidelines;
- Ensure the sustainability of critical built, productive and natural assets through their protection from salinisation through appropriate management regimes;
- Acknowledge external regulatory regimes involved in the protection of priority forest and non-forest vegetation;
- Encourage the establishment of a network of habitat corridors to provide greater linkages between conservation areas;
- Refer to and integrate resource information from the key data sources (e.g. CFEV, TASVEG and Geoconservation databases, Natural Values Atlas);
- Promote weed control and eradication as appropriate; and
- Aim to achieve a balance between natural resource management and protection of the rural character and viable agricultural enterprise within the sub region.

Many different agencies and organizations are responsible for looking after the Southern Region's natural resources. To ensure integrated decision making there needs to be:

- Effective communication and coordination;
- Commitment to implement policy decisions (at a local and regional level);
- Improved decision making, based on adequate and complete information;
- Effective consultation and resolution of areas of conflict.

### 9.3.2 Climate Change

Climate change is emerging as an important issue for our communities. Even with a reduction in greenhouse gas emissions, the global climate is projected to undergo significant change during this century, with the potential to create many risks as well as opportunities.

Climate change has the potential to impact on a wide range of activities, services and systems in the Sub-region, cutting across natural, social and economic domains.

It will involve a change in average temperature and rainfall, as well as changes in the frequency and severity of extreme weather events, such as frosts, heat waves, droughts and floods.

Given the long lead time of many planning decisions and projections of future on-going climate change, the four Councils need to establish priorities now. Early action will make the sub region less vulnerable and limit the higher costs of future climate change.

Measures to reduce the growth of greenhouse gas emissions are an important response to the threat of climate change; however, adaptation to climate change also needs to be part of the response. Adaptation refers to strategies that act to reduce the adverse impacts of climate change. Through early and rational adjustments there can be maintenance of the sub-regions lifestyle. However, if the four Councils adopt a creative and innovative attitude they can realise some of the opportunities that will be presented by climate change.

It is widely recognised that climate change will have an impact on the following important elements of land use and development:

- Infrastructure - including location and design measures to allow adaptation;
- Water - water availability is a key issue;
- Transport - change in climate may alter long term performance and durability;

- Energy - demand, reliability and availability will all change;
- Biodiversity - many individual species and entire ecosystems are extremely vulnerable to climate change; and
- Land - fire, floods and drought regimes will all change.

A key next step for each of the four Councils within the sub-region is to define and prioritise the issues associated with climate change to ensure the best use of resources in both mitigating and adapting to the predicted changes. Integration and regional coordination is needed to align policies and programs between the Councils and different levels of government and to ensure consistency between responses and initiatives driven by community objectives.

Passenger transport in the sub-region is dominated by private car use, with approximately 90% of adults using a private car to commute to work. The subregion has a dispersed population and this presents significant challenges for public transport. Metropolitan transport services are provided to Brighton and Bridgewater, with less frequent scheduled services provided to New Norfolk. School bus services are more extensive, servicing towns including Bagdad, Campania, Kempton and Bothwell.

The development of Bridgewater / Brighton as a sub-regional centre, and New Norfolk in the Derwent Valley, will support improved local access to commercial and other services. In addition the consolidation of growth in the key service nodes will facilitate less use of private vehicles for day to day activities and potentially create a critical mass in some of these smaller centres to justify the establishment of public transport facilities between them and the sub-regional centres.

Many daily trips are less than 2 km. Urban areas across the sub-region will create a local structure that maximizes the integration between land uses and promotes and encourages non-vehicular transport (e.g. walking and cycling) for shorter trips. This includes streets, footpaths and cycleways that connect well, improving the amenity and connectivity of open space and providing connections between residential and service and commercial facilities. Consolidation of the key service centres will provide critical impetus for the establishment of additional public transport opportunities between these villages and the regional centres. Initiatives such as the requirement for the majority of future development to be carbon neutral, and for new residential communities to achieve specified targets for sustainability should be considered. This will require that the formulation of new development plans demonstrate a higher degree of compatibility and support for the strategies included in this document.

These actions are consistent with and further the goals embodied in the Draft Climate Change Strategy for Tasmania at a local and sub-regional level, specifically by:

- Providing a coordinated, consistent, timely and effective response across the sub-region;
- Acting now and into the future, through planning and adaptation;
- Identifying and taking advantage of opportunities that may emerge from changing climatic conditions; and
- Building the community awareness and understanding of climate change issues.

## 10. Where to Now?

The Strategy challenges much of the conventional thinking in the way land use planning has been undertaken and constructed in the state.

Firstly, it addresses matters at a sub-regional scale and largely ignores the municipal boundaries - it recognizes that land use and development, the environment and the natural resource base, the economy, social and demographic change, and communities in the way they function and interact, are not artificially constrained by local government boundaries. The Strategy therefore accepts and plans around the notion that the broad scale trends at a sub-regional level are more significant than the expression of those within the various local government components. Change is happening spatially and socially and in a physical sense. But there are different rates of change and different directions of change across the sub-region and those changes do not respect local government boundaries.

Secondly, for a land use Strategy the document is underpinned by an aspirational almost promotional theme and in one sense and to some extent it could be seen as having elements of an economic development strategy. This is deliberate in that the sub-region is undergoing substantial change and that change needs to be managed to produce outputs that benefit the sub-region and its communities. However the change in some aspect is so substantial that it has wider regional and state impacts. The Strategy notes that some of the change that has taken place in the past is actually weakening the performance of the sub-region. The Strategy therefore has to be interventionist and propose measures that will turnaround those undesirable trends. To fully achieve that will require a repositioning of parts of the economy. Given that major prospective investments, particularly in transport, logistics, storage and distribution, that are taking place in the sub-region will impact on land use and growth has led to a strategy that seeks to capitalize on that investment and facilitate more sustainable growth and land use outcomes. There are other elements

linked to this theme such as in agriculture, tourism, access and community building.

Thirdly, the strategy provides a framework against which a wide range of state government departments and agencies can plan their own service and delivery responsibilities. In recognizing, planning and advocating that the future for the sub-region is not merely a clone or continuation of the past there is a deliberate challenge for many government departments and agencies to re-evaluate their understanding of and approach to service delivery in the sub-region. The new agenda for the sub-region means that there are new priorities emerging for facilities and services, for the way in which services are delivered, for local and sub-regional partnerships and for new arrangements in concert with the respective local governments. Merely relying on past arrangements will not meet future needs and demands. New priorities have emerged not just because of what the strategy has identified and advocated in response to a realistic assessment. But new priorities are being imposed from above with agenda items such as the impacts of and response to climate change. The needs to link sustainable and liveable urban forms to employment, transport, mobility and access are now critical. There is an emerging imperative to ensure that the links between a sustainable approach to the natural resource base and long term prosperity are substantially strengthened. While many of these issues require high level policy and co-ordination they have to be translated to the reality of local delivery. In many cases they challenge conventional wisdom. They challenge patterns of living and the way society has operated and the priorities that have been made in the past. They will impact across the investment in all forms of infrastructure. The full impact of this new agenda will impact most noticeable at the local and community level.

Spatially these changes will result in and demand new and different urban forms, movement systems and the way in which key land uses are sited. For instance new land uses that will generate substantial transport demands such as residential areas, employment nodes, commercial and retail space, and community facilities will need to be assessed against new criteria.

Those criteria will include the level of non-renewable resource impact, capacity to provide access using transport that is not relying on large levels of fossil fuel use and the extent to which a land use contributes to building a sustainable and liveable community for all residents.

In the past these questions and levels of evaluation have not been high enough on the agenda, but now they have become imperatives. Developments that have been approved in the past because they 'passed' the 'this will be good for economic development test' are going to have to be re-evaluated against a tougher set of criteria and outcomes. Simply because a proponent of a development owns the land can no longer be seen as creating a virtuous development. This must mean that the local governments provide more direction on what key sites and areas can and will be used for. While there needs to be strong recognition that all communities will rely on the market to support and drive new investment, it can no longer be accepted that the market of itself will deliver the most liveable and sustainable communities.

The sub-region has sufficient prospect of future investment and growth that it can be more sophisticated and forward thinking and direct where major land uses need to be sited and set the parameters for that development. Secondly it is critical that communities work with local governments and the relevant government departments and agencies to agree on the location, timing and performance criteria of major infrastructure across all elements of community building, access and delivery.

The resulting urban form from these processes will therefore characterised by:

- greater consolidation of urban areas,
- higher density in key central locations,
- building employment into the urban form, and
- developing communities where options to walk, cycle, and use public transport for all ages are real and attractive.

In the sub-region this specifically means:

- Reinvestment in further residential development within the existing urban areas of Bridgewater, Gagebrook, New Norfolk, Brighton, Oatlands and the smaller towns in the whole sub-region
- Better utilisation of vacant and poorly planned land within existing low density rural residential areas in communities such as Granton, around Brighton, and along the Midland Highway between Pontville and Kempton
- Future low density rural residential areas planned as focused communities that relate to an existing town
- Future commercial, retail and community facilities sited at the core of existing communities so as to build a sense of place. Stand-alone retail facilities including 'big box' retailers and service centres need to be rejected
- Places of employment need to be located so as to minimise travel from residential areas especially travel that is reliant on private vehicles.
- Non-urban areas with high environmental, landscape and agricultural and other primary production values need to be supported so as to maintain those roles and development that will threaten those resources must be avoided.

The policies, initiatives and target areas outlined within this document establish a range of desired outcomes, principles and strategies to guide the sustainable development of the sub- region. Many of the actions will be implemented through the forthcoming establishment of four new planning schemes across the sub-region, however, there are a number of other actions throughout the Strategy that cannot and should not be contained within a planning scheme.

Implementation of these strategies will primarily be the responsibility of the four Councils; however implementation may also involve a wide range of community and industry groups, particularly at the local level.



It is proposed to establish a stakeholder reference group designated with primary responsibilities for implementation of the policies and initiatives. This group should have representatives from each of the four Councils, major land managers, the community and at least one member with expertise in sustainability practice.

Implementation of the Strategy will be monitored and reviewed annually. Sustainability indicators will be established, monitored and reported against to measure the on-going and cumulative success of the Strategy and other Council actions. The indicators will track improvements in quality of life in the sub-region and investments in the sub-region's capital assets. There only needs to be a few key headline indicators for this purpose. The Strategy will be reviewed formally every five years.

This Land Use Strategy broadly identifies a number of land use "areas", the areas outlined are:

- Urban Development Areas
- Service Centres and Villages
- Managed Rural Living Areas and Landscapes
- Industrial, Employment and Enterprise Area
- Rural Development Areas
- Natural Resource Areas.

While this list is not exhaustive of the entire suite of land use zoning available, or in fact that will eventuate during the drafting of the planning schemes, these "areas" will inform the specific intent, development control and suggested geographic extent of future land use zones to be applied across the sub-region when the planning schemes are drafted.

The table on the following page contains a consolidated list of the initiatives contained within the Strategy, the mechanism, responsibility and broad timing for implementation. The mechanisms outlined consist of four themes:

- Sub-regional Management Measures - higher level specific initiatives that when undertaken will further the sub-regional toward the aspirational targets outlined within this document
- A Council Policy - a specific initiatives (over and above all the policies outlined in the Strategy) that informs the day to day business of each of the Councils.
- The planning schemes - to be embodied in the drafting of the four planning schemes
- Urban Design Detail - actions that provide a finer level of detail than the planning schemes for specific areas that require it.

Visions	Initiative	Mechanism	Responsibility	Timing
Live	Prepare a rural living and lifestyle study as part of the sub-region's settlement and housing strategy	Sub-regional Management Measure	Collaborative	Planning Scheme
	Work with agencies to identify and plan key social and community infrastructure	Council Policy	Collaborative	Ongoing
	Adopt the Heart Foundation Healthy by Design Guidelines	Planning scheme	All	Immediately
	Develop open space strategies for the key growth nodes	Sub-regional Management Measure	Collaborative	Planning Scheme
	Prepare a structure plan for Brighton and the surrounding rural living areas.	Urban Design Detail	Brighton Council	Underway
	Prepare a Main Street enhancement plan for the Brighton, New Norfolk, Ouse and Hamilton communities.	Urban Design Detail	Individual Council responsibility as appropriate	Post Planning Scheme
	Prepare a structure plan for the Kempton - Bagdad Valley	Urban Design Detail	Southern Midlands Council	In the lead up to the completion of the Bagdad bypass
	Prepare an initial structure plan for the Bagdad-Mangalore area prior to the development of the new planning scheme	Urban Design Detail	Southern Midlands Council	Planning Scheme
	Prepare a Highlands Lakes Settlement Strategy	Urban Design Detail	Central Highlands Council	Planning Scheme

Visions	Initiative	Mechanism	Responsibility	Timing
Work	Prepare a structure plan for the "Gateway areas" of Bridgewater and the Derwent Valley.	Urban Design Detail	Brighton / Derwent Valley	Post Planning Scheme
	Prepare a structure plan for the industrial transport hub	Urban Design Detail	Brighton	Immediately
	Complete a more detailed socioeconomic assessment of the intermodal freight centre and industrial hub precinct	Sub-regional Management Measure	Collaborative	Immediately
	Investigate how industries which add value to agriculture and forest sectors can be established in the industrial hub precinct.	Sub-regional Management Measure	Collaborative	Immediately
	Provide planning direction on the delivery of the freight centre and industrial hub.	Sub-regional Management Measure	Brighton	Immediately
	Complete a strategic transport and land use development plan that provides for the integration of all key transport modes with the surrounding region.	Sub-regional Management Measure	Collaborative	Planning Scheme
	Complete a gap analysis of the required supporting community development to accompany the expanded transport and industrial sector.	Sub-regional Management Measure	Collaborative	Post Planning Scheme
	Provide planning direction for the support of existing and appropriate locational requirements for future local commercial and appropriate light industry within service centres and villages, and in rural areas.	Sub-regional Management Measure	Collaborative	Planning Scheme

Visions	Initiative	Mechanism	Responsibility	Timing
Invest	Target specific sites and localities for high quality development outcomes and be prepared to work in partnership with developers, investors and the local community.	Sub-regional Management Measure	Each Council	Post Planning Scheme  Target - one site per local government area by 2010
	Continue to expand on the existing resource sharing model	Council Policy	Collaborative	Ongoing
	Prepare a heritage management plan for the sub-region	Sub-regional Management Measure	Collaborative	Planning Scheme
	Undertake a heritage inventory that includes an update of heritage schedules etc.	Sub-regional Management Measure	Collaborative	Planning Scheme
	Prepare a tourism development plan for the sub-region	Sub-regional Management Measure	Collaborative	Post Planning Scheme
	Establish a "sub-regional repository"	Sub-regional Management Measure	Collaborative	Immediately
	Prepare a community plan for the sub-region	Sub-regional Management Measure	Collaborative	Post Planning Scheme
	Require a Social Impact Assessment as part of specified planning applications, and Councils broader activities.	Planning Scheme	Collaborative	Planning Scheme

Visions	Initiative	Mechanism	Responsibility	Timing
Sustain	Apply sustainable development practices to all new development	Planning scheme	Collaborative	Planning Scheme
	Promote all new projects which demonstrate worlds best practice in sustainable design	Council Policy	Collaborative	Immediately
	Establish targets for the delivery of new housing within established areas, new jobs per hectare, and carbon reduction strategies.	Sub-regional Management Measure	Collaborative	Post Planning Scheme
	Promote the concept of mixed use development, "Live, work, play" environments, and the maximisation of public transport orientated development.	Council Policy	Collaborative	Immediately
	Residential development is to incorporate a range of initiatives that achieve more sustainable outcomes	Planning scheme	Collaborative	Planning Scheme
	Emphasis is to be given to the use of infill and redevelopment of land within the established townships	Planning scheme	Collaborative	Planning Scheme
	Progress greater coordination and collaboration between key public land managers across the sub-region	Council Policy	Collaborative	Immediately
	Future new development projects are to meet agreed standards for the sustainable delivery of residential areas	Planning scheme	Collaborative	Planning Scheme
	Develop a set of sustainable development principles / criteria to be applied to Councils decision making.	Council Policy	Collaborative	Post Planning Scheme

## **11. Conclusion**

The four Councils sub-region is at a pivotal time in respect to creating a new form of governance to guide future growth and development, and to enhance their response to social, economic and environmental opportunities within the sub-region.

The ability to foster community and social inclusion, economic competitiveness and environmental sustainability offers a unique challenge to the planners, elected representatives and wider community. There needs to be a true consideration of the triple bottom line of environmental, social and economic gains for the region as a whole.

In order for the Land Use Strategy to be fully embraced and implemented at the local level there needs to be a further strengthening of the level of governmental cooperation and of the degree of community ownership that has been seen to date.

# Appendix A

## Focus Group Outcomes



## Joint Land Use Planning Initiative Natural Resource Management Information Session

**Wednesday 13<sup>th</sup> February 2008, 9.00 am – 3.30 pm, Brighton Council Chambers**

### Attendees:

Kaylene Allan, NRM South	Helen Geard, Southern Midlands Council
OMary Whitaker, TFGA/Southern Midlands Council	Martin McCance, Derwent Valley and Central Highlands Councils
Maria Weeding, Southern Midlands Council	Damien Mackey, Southern Midlands Council
Julie Davidson, University of Tasmania	Graeme Todd, Brighton Council
Oliver Hey ward, Brighton Council	Barry Hardwick, NRM South
Andrew Benson, Southern Midlands Council	Phil Bingley Derwent Valley Council
Steve Joyce, Derwent NRM Group	Catherine Nicholson, Pitt & Sherry
John Wadsley, Facilitator	

### Overview of the Project:

Catherine Nicholson provided an overview of the JLUPI project to date and some of the key themes that have been identified. Those of relevance to NRM activities include forestry development, agricultural activities, climate change, the natural environment and future settlement growth.

### NRM linkages with Council activities:

Barry Hardwick provided a presentation of how NRM can be seen as part of councils' core business activities, across strategic and operational planning, development approvals, community services and education, and infrastructure management.

- Regional NRM does not have a good track record in Tasmania. Therefore with this Strategy there is a need for all four councils to work together through the issues of NRM and planning to achieve a common benefit
- Cradle Coast provides a good example of a regional approach to NRM and other issues that are being managed collectively
- Need to develop the strengths of the sub-region through this Strategy so that local communities can focus on areas of future opportunity, including better NRM
- Land and natural resource assets underpin all activity and use in an area. Need to understand these assets if we are to manage them appropriately
- The Huon Valley Land Use and Development Strategy was used as an example of integrating NRM with council planning frameworks, and how understanding the natural assets of the region is essential to council business
- Need a robust approach to link NRM into broader council governance and strategic management frameworks
- Good examples of NRM /council planning integration:
  - South Australia - NRM Act requires consideration within all planning schemes
  - Northern Rivers (NSW)
  - City of Palmerston



- Queensland Local Government Association document “*Integrating Natural Resource Management into Local Government Corporate, Strategic and Operational Plans*”

### **NRM Data:**

- Data collection and sharing of information is an ongoing issue – need to keep data current and relevant for council strategies and planning schemes
- Gaps in data is also very relevant and there
- HCC has good data capture at the property level through DARGs. There is the opportunity to use this approach across the southern region, but more resources are needed to achieve desired outcomes
- Need ability to investigate the impact of changed land use on land and biodiversity values. The example of developing dairies was used and the need to assess and quantify any impacts downstream and/or broader land use change across the region
- Data sharing initiatives are also happening at the national level which should be considered

### **NRM and Planning Schemes:**

- Is a planning scheme an appropriate mechanism to deliver NRM outcomes or should we use other instruments? A Scheme is difficult to change quickly to reflect new data or changed land use activity.
- Most NRM activity is property based, so perhaps integrating better with Whole Farm Planning or site-based environmental management controls (such as EPNs) would be more flexible than planning schemes
- Suggested that a matrix approach should be used to assist with assessment of land use change and/or intensification of land use which impacts on NRM values. This matrix could list the NRM priority issues and which system is best placed to manage them i.e. planning scheme, land use strategy, environmental codes of practice, etc
- Where a landowner is affected from a change in land use elsewhere in a catchment, it is difficult to apply planning instruments to deal with such a situation. For example, if a plantation development reduces water availability elsewhere in a catchment, how could this be dealt with as part of a land use planning process?
- Can we define limits on certain uses in a defined area? For example, limiting plantation development to X% of a water catchment to ensure continuation of water availability
- Identification of riparian zones/buffers to protect streamsides and lakes will be important, but can it be done through planning schemes?
- Threatened species – include a schedule within the planning scheme and have provisions seeking more detailed site assessment if proposed development is in a priority area
- It would be useful to know where plantations are being planned for in the future to consider their potential impact across the sub-region. The *Plantations 2020* document may be useful here

### **Catchment Profiles:**

Kaylene Allan provided an overview of the Jordan River Catchment and distributed copies of other catchment profiles covering water resources, flora/fauna/biodiversity values, land resources, Aboriginal values, and stakeholder needs for:

- Pitt Water/ Coal River catchment
- Macquarie River catchment
- Clyde River catchment
- Upper Brumbys – Lake catchment
- Upper Derwent catchment
- Ouse-Great Lake catchment
- Little Swanport catchment

### Water Availability and Use:

- Water resources management is of critical importance to the sub-region, particularly with changing weather patterns and climate change
- A number of water projects could offer major benefits to Midlands (i.e. Poatina tailrace scheme)
- Salinity is also an issue in some key areas (i.e. Coal River valley)
- Water re-use projects will require appropriate monitoring as it is extended into more areas of the sub-region
- Stormwater management – this is little coordinated action or consistent policy on this matter across the councils. It requires an overall strategy for such matters as water management in new subdivisions, installation tanks for properties, beneficial use of stormwater for local roadsides and reserves etc

### Identification of Appropriate Instruments:

The following tables were developed to identify which NRM issues could be addressed through this Land Use Strategy as well as identifying other planning mechanisms and processes which should/could manage NRM activity

Land Resources	To be addressed through Land Use Strategy Objectives	Other Processes
<b>Land Use Change</b> - subdivision/rezoning, - intensification/mechanisation, - cumulative change	Yes	Codes of Practice – FPC NRM Strategy
<b>Land Capability</b> - data capture and knowledge - small scale assessment - risk assessment (local & regional)	Yes (through SPPAL)	Whole Farm Planning Codes of Practice Water Management plans
<b>Soil Management</b> - conservation - sodic/saline soils - erosion/degradation - soil health	Requires some acknowledgement, but limited capacity in planning schemes to deal with this issue	Whole Farm Planning Codes of Practice Water Management plans
<b>Landscape Change</b> - cultural - economic - conservation	Yes	FPC Forestry Tasmania – Visual Impact Assessment NRM Strategy
<b>Geo-Conservation Values</b> - karst areas - glacial features - geomorphological issues	Yes	FPC Assessment Committee for Dam Construction
<b>Climate Change</b> - affects everything	Yes	?

<b>Water Resources</b>	<b>To be addressed through Land Use Strategy Objectives</b>	<b>Other Processes</b>
<b>Water Quality</b>	Yes	SPWQM EMPCA Aquaculture industry controls
<b>Water Availability</b> - Hydro infrastructure - environmental flows - domestic use - agricultural use -	Yes	Whole Farm Planning FPC Water Management plans ACDC Catchment Plans
<b>Salinity (plus groundwater mapping in recharge areas)</b>	Yes (eg. hazard mapping) - include priority recharge areas	Salinity Management Plans Whole Farm Planning Water Management plans (Note: reference to Northern Midlands Council paper on salinity management)
<b>Stormwater Management</b>	Yes	Water sensitive urban design Road design for subdivisions Local re-use options
<b>Water Re-use</b>	Yes (for Level 1 approvals)	Codes of Practice EMPCA
<b>Key Water Resources and Riparian Zone Protection</b> - wetlands - farm storages	Yes	FPC (using stream classification system) ACDC NRM Strategy Whole Farm Planning Catchment plans
<b>Non-reticulated Sewerage</b>	Yes	Planning Scheme permits EMPCA monitoring controls

<b>Flora/Fauna and conservation resources</b>	<b>To be addressed through Land Use Strategy Objectives</b>	<b>Other Processes</b>
<b>Conservation Areas</b> - WHA - Crown land - Council owned land - private	Yes	WHA Management Plan National Park Management Plans Council reserves plans Forest Practices Plans
<b>Native Vegetation Communities</b> - forest - non-forest - roadside reserves -bioregional	Yes	TasVeg mapping RFA Tasmanian Vegetation Management Strategy DIER Roadside Manual Offset policies
<b>Weeds</b>	Yes	State Weed Strategy
<b>Landscape values</b> - aesthetics - landscape systems - corridors - (links with bioregional approaches)	?? (But needs to be addressed)	Tasmanian Cultural Landscapes processes Forestry Tasmania processes
<b>Fire Management</b> - hazard mapping - habitat protection	Yes (with TFS criteria)	Planning schemes



## Joint Land Use Planning Initiative – Focus Group Sessions Rural Lands Focus Group

**Thursday 21<sup>st</sup> February 2008, 4.00 pm – 7.00 pm, Brighton Council Chambers**

### Attendees:

Richard Bowden, Farmer and Deputy Mayor Central Highlands Council	Geoff Taylor Farmer and Deputy Mayor Brighton Council
Peter Taylor, Regional Private Forester South Private Forests Tasmania	Robin Thompson, Manager Extensive Industries Department of Primary Industries and Water
Geoff Parsons, Farmer Gretna	Michael Bidwell, Hydro Tasmania
Tony Nicholson, Councillor Derwent Valley Council	Damien Mackey, Southern Midlands Council
Maria Weeding, Farmer Oatlands and Landcare Officer Southern Midlands Council	John Shoobridge, Farmer Ouse
Stephen Geard, Farmer York Plains	Jacqui Tyson Brighton Council
Rupert Gregg, Farmer York Plains and former TFGA president	Graeme Todd, Brighton Council
John Wadsley, Facilitator	Dion Lester, Pitt & Sherry

### Overview of the Project:

Dion Lester provided an overview of the JLUPI project to date and some of the key themes that have been identified.

### General Planning Issues:

- Governance – concerns that each planning authority should still have control over its own area through this process. It was confirmed that each council will have its own scheme, but based on common template and approach to make planning controls more consistent across the sub-region
- Land use zonings should be more ‘performance’ based
- Diversification of activity on agricultural land is becoming a major factor in maintaining viable farm enterprises – through tourism, farm accommodation, and other commercial activity. This needs to be considered in determining which uses are prohibited in the rural zone
- Cultural landscapes – need to define that this means, what criteria is being used. A difficult concept to achieve commonality of views on. It was noted that cultural landscapes are not about “wilderness” but the interplay of human interaction with the land to create a landscape that has been fashioned by human activity

### Land capability Issues:

- Need to provide protection for agricultural land from subdivision and residential development that can be irrigated and made more productive in the future, but how do we define such land – on the basis of market viability or potential water availability?
- Land capability mapping is based on concept of “cropping potential” not necessarily viability
- Irrigation is a major influence on land capability, but water allocations are often not available to maximise this potential, so land capability is perhaps tied to water economics

- Future opportunities for agriculture are difficult to assess at present, but the key element is water availability and any limitations on its use
- Perhaps land capability mapping should also be used for subdivision and residential development proposals to consider the impact on potential agricultural activity

#### **Urban Sprawl and Rural Lot Size Issues:**

- The right to farm is sometimes constrained by residential growth on the edges of rural areas. Residents will complain over irrigation equipment, pest spraying and dust but this is unfair if the farm was there first. This is shown around Gretna at present where subdivision pressure is having an impact on available high value farm land
- Need to exercise caution with uncontrolled residential growth. There is agreement on the need to define urban/village boundaries to consolidate urban development and protect valuable agricultural land
- The Southern Midlands Council policy of “no new titles” in rural areas is considered to have been successful, but in applying this approach, council is more flexible on boundary adjustments between titles to allow home blocks to be separated if parts of farms are sold
- Alternatively, Central Highlands Council has no restrictions on minimum lot size in rural areas which does allow subdivision on fringes of towns and thus farmers can retain a house block and sell off remainder of farm
- Derwent Valley Council has noted that it has problems with the 5 acre (2 hectare) minimum lot size around Granton
- Central Highlands – the Hydro has concerns over uncontrolled ribbon development around the lakes which may affect water quality as well as access to the lakes for recreation and tourism. Fluctuations in these semi-permanent population will have significant impact on council infrastructure and services

#### **Forestry and Plantation Issues:**

- Climate change – if forests are seen as carbon sinks to offset greenhouse gas emissions, does this imply more trees should be planted, and if so what type, how and will this be of benefit to farmers?
- Private Timber Reserves – high proportion of these across the sub-region, but they are not controlled under LUPPA unless prohibited in a zone. Should this be changed? Suggested that current requirements under the Forest Practices Code are more stringent than could be applied through a planning scheme. Current exemption approach provides greater certainty for growers, removes inconsistencies across councils, and provides a better platform for long term investment
- Forest certification schemes prohibit clearing of native forest for plantations, so this tends to force existing cleared farm land to be used rather than marginal land. However, this can't be changed through this Strategy.
- The Strategy needs to allow “change” in land use across time. For example grazing land may be turned into plantations, and then the market may encourage a change back to grazing or cropping or other uses. Thus need to be careful in which land uses are prohibited. Private Timber reserves may be in zoning areas where other uses are prohibited
- Managed Investment Schemes and some market forces are driving plantation development at present; but this may change with possibly agricultural activity becoming more valuable. Climate change may indicate that Tasmania is better suited to some enterprises than the mainland, and this would offer significant competitive advantages which should not be excluded

#### **Identification of Strategic Directions:**

- Protect existing agricultural uses and land. Examine ability to provide buffer/transition zones from urban areas and rural residential areas, so that farm land is not forced out by encroachment
- Salinity is a major issue in some areas – i.e. the Coal Valley, but it should not be seen as a show stopper to further intensification of agricultural activity. Better technology and land

management practices will help address this, especially if good agricultural land (served by water) becomes more valuable with climate change

- Natural Resource Management – sustainable resource management is the focus for good farming practice, therefore NRM should be seen as complementing not competing with good property management
- Planning Schemes should recognise properties that have achieved certification under various schemes, to avoid duplication of effort and to encourage more farmers to seek certification. This is particularly relevant with Whole Farm Planning. The message is don't reinvent the wheel!
- Riparian area management – this is always regarded as a “no mans land” because no-one takes responsibility for management of lakesides and streamsides. This should be considered in more detail as part of planning schemes
- Provide better connections between education and rural sector. Look at relocating the Bridgewater School farm to a better site, but increase its relevance to local community
- Provide for greater consistency in planning approvals and processes across the sub-region
- Maintain and enhance rural communities in the sub-region. This is a social outcome as much as a planning objective but one which influences both environmental and economic outcomes for the State
- Residential flexibility – many farm properties have a number of houses on them. Planning schemes should be able to allow tourist accommodation, rental, short term housing as options. This may help attract people to live in rural areas.
- Fire management - need to examine current processes in place across all councils so that a more consistent interpretation and approach can be applied
- Water – reduce restrictions on gaining approval for farm storages being constructed
- Extractive industries – lessen restrictions on how quarries can be utilised in rural zone



## Joint Land Use Planning Initiative – Focus Group Sessions Demographics, Settlements, Infrastructure and Services Focus Group

**Tuesday 19<sup>th</sup> February 2008, 10.00 am – 3.30 pm, Brighton Council Chambers**

### Attendees:

John O'Rourke, Gagebrook Primary School	Graeme McDermott, Oatlands Rotary
Geoff Holmes, Resident Ellendale	Alex Green, Southern Midlands Council
Mary Downie, Central Highlands Regional Health	John Hayes, Department of Justice
Ian Brown, Derwent Valley Council	Peter Sheldon-Collins, Department of Economic Development
Julie Cooper, Oatlands Health Centre	Sarah Stutterd, Department of Economic Development
Les Burbury, Department of Education	Graeme Todd, Brighton Council
Selena Dixon, Department of Infrastructure, Energy and Resources	Jacqui Tyson, Brighton Council
John Wadsley, Facilitator	Dion Lester, Pitt & Sherry

### Overview of the Project:

Dion Lester provided an overview of the JLUPI project to date and some of the key themes that have been identified.

### Demographics Issues:

- Population projections need to be reviewed, as they do not appear accurate. The ABS is doing some new work on the sub-region which should be utilised
- Need to consider what impact major developments such as the freight hub, bypass etc will have on growth projections
- Water infrastructure developments will stimulate higher intensity agricultural practices with possible consequent growth in employment in the 20-40 yr age group
- Differences in age profile *within* council areas need to be recognised, not just between councils. For example, the average age in Bridgewater is 18 yrs, while in Brighton it is 30 yrs. Trends are also not consistent and there are major differences across the region
- Developments outside the sub-region may also impact on growth trends. For example, the development of business parks and the DFO at Cambridge/Hobart Airport may attract people to live closer to those sites but in rural setting (Coal Valley, Tea Tree)
- Lifestyle choice is having a more significant affect on the movement of people to rural centres, as seen with increase in new families and retirees, but often based on level of local services provided
- With increasing age profile of the general population, there is a clear need to provide services (health and aged care) in rural towns to retain the local population. The loss of GP services has been a significant issue for rural communities, which often is the catalyst for other services departing i.e. pharmacies, shops etc
- Councils can use future developments to promote residential living rather than just reacting to demographic trends



### **Settlement Issues:**

- The RPDC is requiring councils to define their settlement strategies before they will approve changes to planning schemes for subdivisions etc. Thus councils will need to make hard decisions on where future growth should be focussed
- A major outcome from this study should be the definition of new urban growth areas, such as Brighton, but also defining which key townships should be encouraged to grow and where/how do you consolidate such future growth
- Defining town centres and service hubs will be another key outcome, as well as promoting future residential growth within defined village boundaries
- Oatlands – has increased demand for aged care accommodation as part of “seachange” movements from the mainland. The multi-purpose centre is regarded as a major factor in people’s decision to move to the town
- Urban renewal – focus on Bridgewater and Gagebrook. The Brighton Council is looking to develop a new community centre and relocate council chambers to Green Point which would act as catalyst for future development in this area
- Brighton needs to be seen as “a Place” – it needs a heart for community development as well as commercial/civic development
- Community and cultural linkages – branding, events, lifestyles all contribute to the “sense of place” that creates a real heart for a community
- Define minimum and/or maximum lot size for specific communities
- Define urban “nodes” not growth boundaries to provide flexibility
- In the highlands need to define shack settlements to contain infrastructure costs as well as environmental impact. Currently no integrated land management around the lakes
- Hub hierarchy – A) Brighton; A/B) New Norfolk; B) Oatlands; C) Ouse, Kempton; D) Bothwell, Campania, Bagdad
- Old Beach community probably looks to Glenorchy for most service provision

### **Transport/Access Issues:**

- Rail infrastructure to be upgraded for the pulp mill will see some shift from roads
- Existing corridors promoted as major freight routes i.e. Midland and Lyell highways
- The Northern Approaches To Hobart Project must be progressed in a coordinated way. It can only occur with concentrated pressure from all councils, but must also reflect council planning strategies and priorities
- The proposed freight hub needs to fit with the council’s development strategies and planning priorities. It will also influence future retail and commercial development in Brighton and beyond
- Community transport has some good outcomes for sustaining rural communities. In Ouse an 8 seater bus was purchased and provides local/regional transport. This allows people to remain in rural areas, but access services
- DIER Core Transport Review – looking at better utilisation of buses to serve children and general passengers
- What impact will climate change have on transport? Fuel prices and parking costs will have a more immediate effect
- Public Transport services must be promoted through good urban design, as well as public education and information sharing/advertising to increase utilisation
- Need to develop a commercially viable public transport system between rural villages and the service hubs – consolidate growth in key centres to provide critical mass
- People also need to be able to walk to shops, move away from car dominated planning. This will be critical in designing/defining new town service centres (ie Brighton).
- Bike paths should be integrated in town planning, including connections to the Intercity cycleway from Granton and possibly river paths to New Norfolk, as well as through the Bagdad valley

### **Education and Training Issues:**

- Journey to education – needs to be seriously considered. Approx 600 senior students travelling through Granton each day. What opportunities can be provided to educate them in the region itself, especially for senior secondary students? Many rural families have to move to access Yr 11-12 education for children
- Public schools have the opportunity to attract students by differentiating themselves, but how with tight funding. There are very few private schools to compete with, so this the time for the State system to consider targeting its services to meet local needs, before private/religious schools take advantage of the growing market in the sub-region
- There is more demand for education services in the region than is being catered for at present – perhaps look at developing high schools of excellence to attract more students to offer alternative to city private schools
- Relocating/closing schools has a major impact on rural towns. Need to develop ways of retaining such facilities or else it is the “beginning of the end”. Also increasing affluence in the community is increasing demand for choice in education and families are looking to private schools in the cities
- Brighton has a large semi-skilled and low skilled workforce which is well suited to future transport and agricultural industries in the sub-region. Need to harness this resource to match industry needs as well as promoting labour availability and nearby residential land opportunity
- BASMERT – Brighton and Southern Midlands Educational Renewal Taskforce is looking at the reconstruction of the Bridgewater High School as well as other senior secondary opportunities. The new high school is a major public issue for the Bridgewater community concerned that it may be relocated out of their area.
- Offering Year 11/12 and TAFE in the region must be a key focus for future education services, based hopefully on local strengths and industries

### **Health and Community Services Issues**

- Planning for Healthy Communities – project now underway. Lifestyle is increasingly seen as a major determinant in residential choice and the subregion has major asset in its lifestyle opportunities, which should be promoted
- Current health strategy based on Primary Health Services Plan (May 07)
- Need to maintain health services in the region to support future growth. Oatlands is doing well with the MPC and aged care is growing; however future of Ouse is unclear with the closure of acute/aged facilities. Skills retention is a key outcome to attract new residents
- Health/education facilities are also places of employment and income generator for the towns, and offer supplementary employment for traditional farming based families

### **Infrastructure and Resourcing Issues:**

- Utilisation of effluent reuse can be maximised in the subregion if there are links from Hobart/Glenorchy and Clarence to Brighton – allow more intensification of agricultural use in the Bagdad valley and Tea Tree areas
- Need to define a settlement hierarchy which will also influence the extension of infrastructure and services in the sub-region
- The land use strategy must be flexible and reviewed regularly to inform councils on how and where they should develop new infrastructure and services
- Councils will need to share resources in order to maximise benefits from the Strategy
- Consistency in the planning framework and infrastructure/service provision will assist councils develop their niche areas and not compete with one another

## **Future Opportunities**

- Brighton – seek to enhance opportunities associated with the equine industry already present in the area, as well as horticulture
- Derwent valley – increasing aquaculture activities as well as horticulture and hop industry, New Norfolk as major service sub
- Southern Midlands – horticulture and intensive farming in Coal valley, as well as heritage tourism and Oatlands as major service hub
- Central Highlands - activities associated with lakes recreation, tourism and aquaculture
- Many parts of the sub-region also have large properties with large separation distances which may suit industries/businesses that need large attenuation distance for noise or odour
- Tourism – need to encourage more visitor experiences in the region to build on Callington Mill and Salmon Ponds. Also define the ‘brand’ for the subregion to build on tourism marketing. Built / cultural heritage is a key point of difference that many attractions can be developed from

## **Identification of Strategic Directions:**

- The Strategy needs to encourage aspirational visions, not necessarily regulatory outcomes, but a concept that develops over time
- Rural activity is a key part of the sub-region. Need to protect agricultural resources based on viability, enterprises, water availability and market opportunities. SMC has “no new titles policy” to maintain large agricultural properties, while CHC allows subdivision to encourage older farmers to stay in own home while selling the farm on. Boundary adjustments are also used to effect to allow house sites to be taken out of changed farm ownership or use i.e. plantations
- Provide focus for rural residential development in key areas for lifestyle “hunters”, but ensuring this does not fetter agricultural uses
- Settlement hierarchy must be a key priority for the Strategy to focus future infrastructure and services provision as well as providing a base for critical mass to develop
- Seek to define real civic centre and service hub focus for Brighton
- Adaptive reuse of heritage properties to encourage continuing use but retaining the values which are important
- Coordinate development of education, health and transport facilities to support settlement hierarchy



## Joint Land Use Planning Initiative – Focus Group Sessions Tourism and Heritage Focus Group

**Tuesday 5<sup>th</sup> February 2008, 11.00 am – 2.30 pm, Brighton Council Chambers**

### Attendees:

Mary Ramsay, Bothwell Historian	Dorothy Evans, Bothwell Tourism Association
Brad Williams, Southern Midlands Council	Neil Morrow, Inland Fisheries Service
Colin Jones, New Norfolk Historical Information Centre	Evalyn Curtis, Heritage Highway Visitor Information Centre, Oatlands
Graham Raphael, Oatlands District Historical Society	Graeme Todd, Brighton Council
Adam Saddler, Tourism Tasmania	Catherine Nicholson, Pitt & Sherry
John Wadsley, Facilitator	

### Overview of the Project:

Catherine Nicholson provided an overview of the JLUPI project to date and some of the key themes that have been identified.

### Sub-regional Issues:

- Need for commonality with planning schemes across the sub-region to deal with all planning and service delivery, Need to define towns as service centres ('hubs') to improve employment opportunities and create critical mass for additional services
- Councils will need to share resources and become more integrated in their service delivery, i.e. one "heritage unit" could serve all 4 councils
- Tourism is a high value industry for Tasmania and is a key part of economic development for the sub-region. Critical that councils and developers understand consumer needs
- Confusion over planning approvals for developments, especially the inconsistencies where heritage listed properties are involved. A "one permit" system would assist here. Perhaps THC should act on behalf of councils?
- This strategy will need to be promoted carefully to local residents to show benefits not the negatives
- How does climate change impact on tourism and heritage opportunities?

### Tourism Issues:

- Tourism visitation trends indicate increase in average stays from 3 to 7 days, but more focussed on a specific region. People are staying longer. but what does this mean for the region? Tourist routes help people plan their journey, but the "hole in the doughnut" is still a major challenge for the Midlands and Highlands in attracting people to stop and stay
- Perhaps the sub-region lacks a range of destinations and attractions, not only icons sites like the mills but sub-attractions "things to eat, do and see"? Certainly it has major tourist routes passing through i.e. "The Heritage Highway" and "Rivers Run", but needs more specific attractions
- Marketing for the region appears to be missing, the "doughnut" problem or incorrectly aligned with other regions

- Recent positive developments include the New Norfolk 'antiques hub', and the pending Callington Mill sails restoration which will be a major drawcard to the Midlands
- Tourist routes and access is very important – unsealed roads in the Highlands as well as many narrow, unsafe roads diminish the tourist experience. DIER needs to be involved
- Mudwalls route needs further attractions to encourage visitation to Colebrook and Campania, perhaps as part of circular route from Hobart
- Planning schemes must allow for tourist accommodation in its many forms, hotels/motels, short term apartments, holiday flats, B&B and caravan/camping
- Redevelopment of Willow Court and RDH has not progressed as well as hoped and has not become an attraction in its own right yet
- Need to maximise opportunities to be gained from intrastate tourism
- Funding for streetscape projects "Main Street program" can assist tourism development, but councils need resources/people to 'chase' these grants and get all the approvals. Bothwell has done the planning for its streets, now it needs \$300,000

### **Heritage Issues:**

- Consistency in planning approach across the sub-region is needed for heritage assessments as well as implementation of heritage planning concepts
- The review of the HCHA is looking at how a one permit system could work, with possibly THC sign-off for State-listed properties and council sign-off for local listings
- Need heritage destination "hubs" defined in the planning scheme using overlays as well as protection for tourism routes - the main tourism/heritage centres are seen as New Norfolk, Oatlands and Bothwell – development in these centres and along touring routes needs to be encouraged to achieve critical mass for additional services/attractions
- Need to acknowledge that combination of heritage protection and tourism development is the key to future tourism growth in the Midlands, Bothwell and probably New Norfolk
- Cultural landscape values also need to be acknowledged and protected through the planning schemes
- The 'walled town' concept is being discussed as a way of containing urban development, but can also be used to enhance/protect heritage towns and cultural landscapes

### **Identification of Strategic Directions:**

- ***Highland fisheries for recreation and tourism benefit.***
  - needs to be based on sustainable use with integration of State and council policies for the lakes district
  - application of river and lakeside protection (buffer zones),
  - protection of water resources from pollution sources, as well as appreciation of protected environmental values
  - sale of hydro/government land in the highlands needs to ensure continuity of public access to lakes and rivers with reserved lands
  - growing number of semi-permanent residents needs to be managed better
  - subdivision of private land must also provide for public access corridors to lakes
  - clear delineation of settlement zones around lakes to prevent ribbon development
- ***Cultural landscapes***
  - recognition of these landscapes is important for their protection, but need to define what criteria is used and address perceptions of impact on agricultural uses and how these landscapes can be used
  - definition of cultural landscapes is based more on community values rather than land use values, so can this be dealt with under LUPAA?
- ***Key townships***
  - define settlement boundaries around towns to assist in retaining township character and concentrate future development to achieve critical mass
  - retain existing settlements by consolidating growth and services
  - identify key tourism centres to encourage further development opportunities to be maximised, as well as balancing regulation on heritage properties

- **Heritage provisions**
  - need to update heritage listings in each scheme
  - need increased resources to manage assessments
  - need consistency and commitment in processing and administration across all councils
  - relaxation of some provisions to achieve better heritage and land use outcomes, as well as allowing non-conforming uses in order to maintain heritage buildings
- **Tourism development**
  - identify key attractions and opportunities
  - linkages are vital, maximise use of marketing tourism routes
  - provide for walking tracks along rivers and key sites
  - ensure appropriate service and infrastructure is available, especially eating establishments
  - ensure zoning is appropriate for tourism uses in key towns and centres
  - maintain the aesthetics and amenity of key townships to protect tourism (and heritage) values
  - look at set backs along tourism routes with regard to forestry projects
  - need to consider how the visitor experience in the sub-region matches with the tourism marketing and branding strategies

### **Identifying Key Actions and Priorities:**

The participants were invited to complete a response form, which sought a priority listing of important actions they would like to see happen. The following provides a summary of some of these key actions from those who responded (in no particular order)

- Provide a stronger nexus between heritage legislation and planning legislation, as well as resolving out the complications and implications of National/State/local listings
- The 4 councils should employ a heritage officer and tourism/community development staff to share resources
- Overlays in new schemes should allow for a range of mixed uses – residential, commercial and tourism
- Need for all heritage sites to be listed on planning scheme inventories
- Branding of the sub-region is critical for marketing and encouragement of appropriate development
- Ensure natural and built aesthetics are maintained and improved, including recognition of cultural landscapes
- Improve the presentation of towns to improve tourism attractions
- Provide funding to upgrade tourist facilities and improve staff training across the region
- Upgrade Lake and Marlborough highways to improve access to the lakes
- Development of Willow Court precinct as a key tourist attraction
- Re-open the Derwent Valley railway line to link with the Maydena hauler concept

# Appendix B

## Population Projections

# Appendix B

## Population projections

### *Methodology*

The population projections derived for this project have been produced using the following methodology.

#### 1. Previous projections

The Australian Bureau of Statistics (ABS) and the University of Tasmania have previously produced projections for Tasmania's population. These projections were reviewed in light of more recent data. These previous projections were obtained and analysed at the municipal level.

#### 2. Previous trends

Data was collected for all four municipal areas from ABS Censuses from 1991 to 2006. This enabled analysis of the historic population growth in the four council areas.

#### 3. Calibration

The trends identified from the historical population growth data were scrutinised and compared against the previous projections discussed in Item 1. Calibrating previous projections enabled greater accuracy to be applied to the population projections.

#### 4. 5-year projections

Projections were prepared for each of the four municipal areas based on the calibrated trends outlined in Item 3. They were provided for 2011, 2016, 2021 and 2026, with separate figures for low-growth, business as usual, and high-growth scenarios for each of these years.

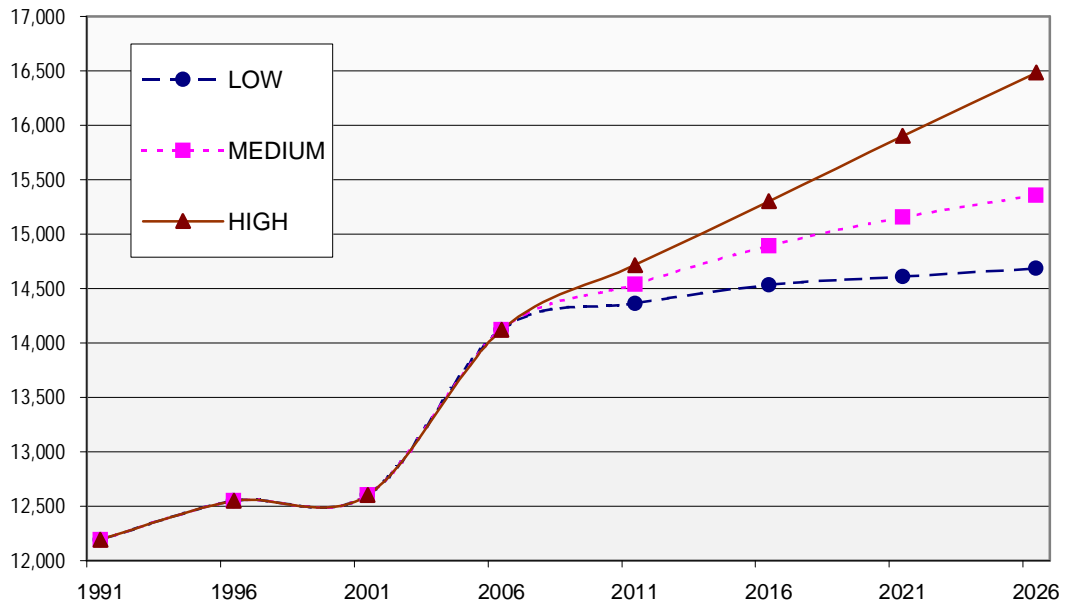
### *Detailed Results*

#### Brighton

The population of the Brighton council area grew between 1991 and 2001 and particularly rapidly between 2001 and 2006, in excess of the rates previously projected by the ABS and the University of Tasmania. Given the relatively high birth rate and young population of the area, continued growth is expected in all three scenarios, but with varying rates.

SCENARIO	1991	1996	2001	2006	2011	2016	2021	2026
HIGH	12,190	12,547	12,599	14,121	14,716	15,300	15,900	16,484
MEDIUM	12,190	12,547	12,599	14,121	14,538	14,892	15,152	15,357
LOW	12,190	12,547	12,599	14,121	14,361	14,532	14,608	14,684

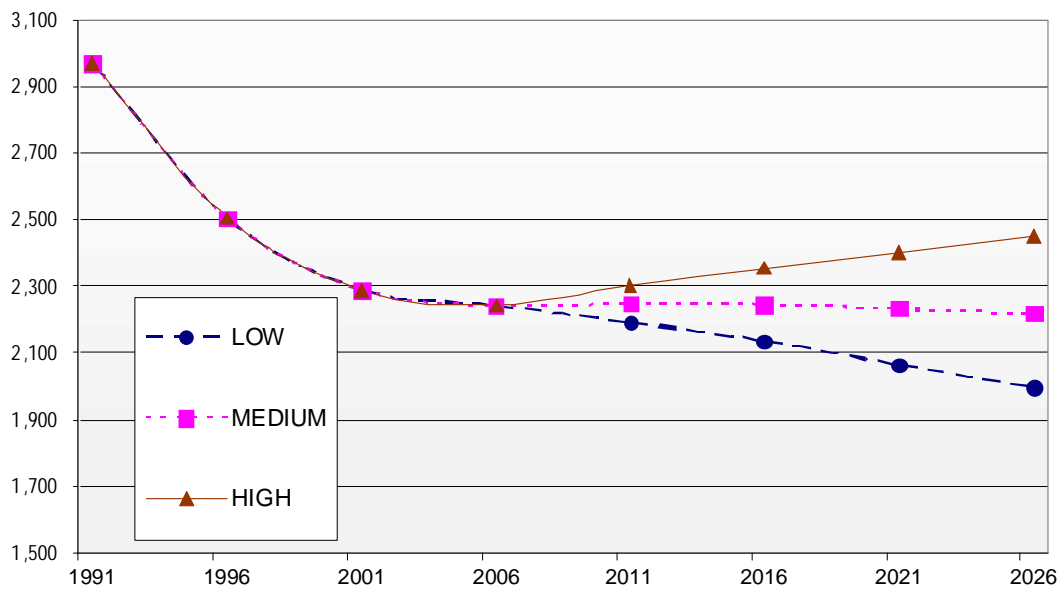




## Central Highlands

Since 1991 the population of the Central Highlands council area has declined. Between 1991 and 2001 this decline was particularly severe, but between 2001 and 2006 it steadied considerably. The low growth scenario suggests that the decline could continue, the medium growth scenario suggests that the decline would continue gently at 2001-2006 rates and the high growth scenario projects a recovery and a steady increase.

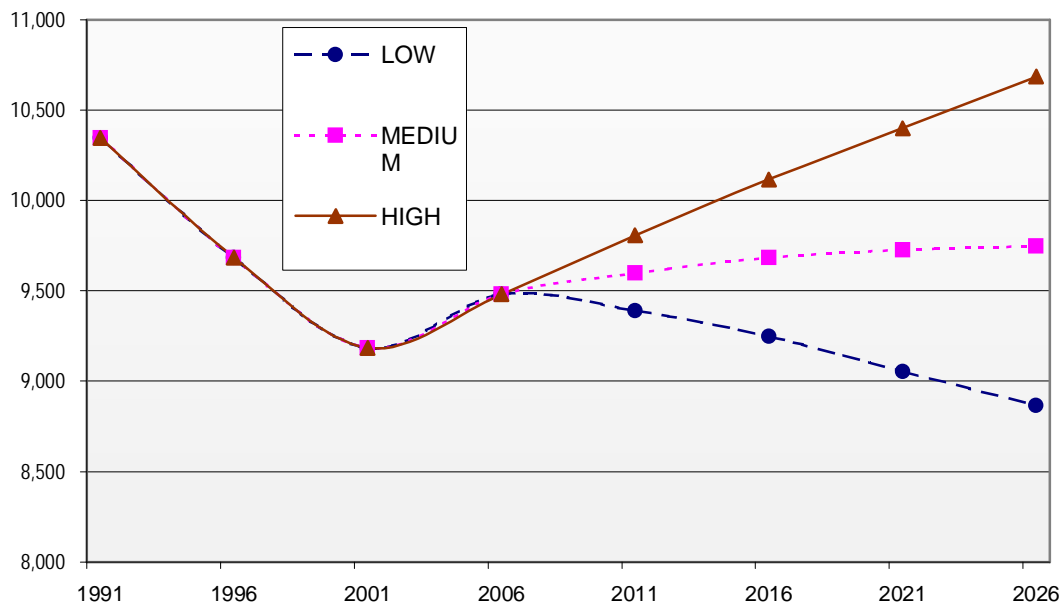
SCENARIO	1991	1996	2001	2006	2011	2016	2021	2026
HIGH	2,969	2,504	2,288	2,241	2,302	2,354	2,402	2,451
MEDIUM	2,969	2,504	2,288	2,241	2,247	2,245	2,233	2,219
LOW	2,969	2,504	2,288	2,241	2,192	2,135	2,063	1,994



## Derwent Valley

Between 1991 and 2001 the population of Derwent Valley council area declined quite rapidly. There was recovery and growth between 2001 and 2006, though. The low growth scenario recognises this recovery as a temporary adjustment and projects further decline. The medium growth scenario projects a gentle growth in the population. The high growth scenario projects a continuation of the growth rate experienced between 2001 and 2006.

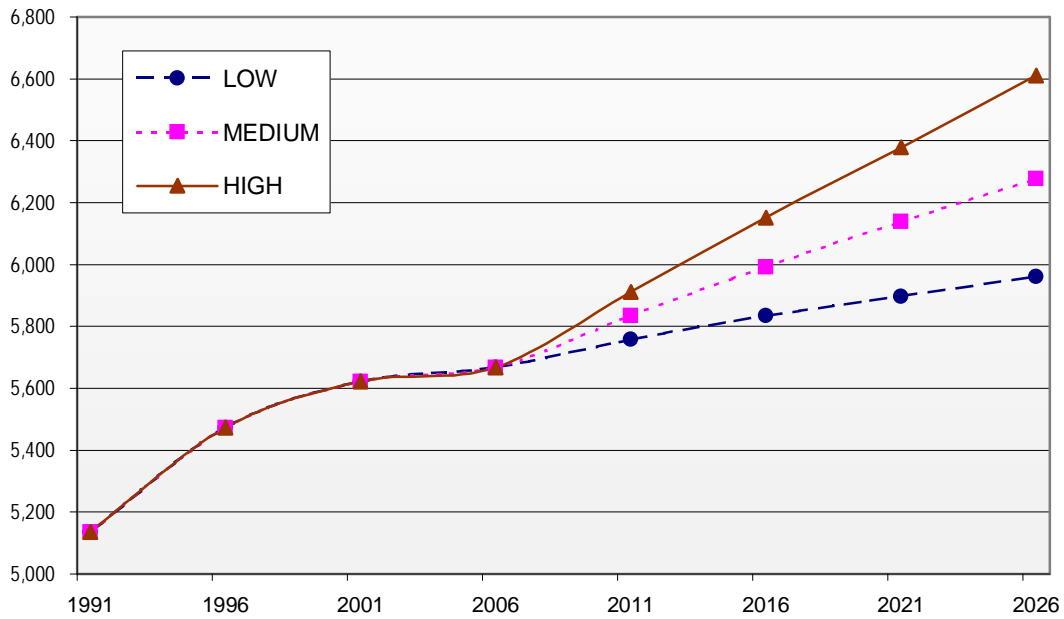
SCENARIO	1991	1996	2001	2006	2011	2016	2021	2026
HIGH	10,346	9,684	9,185	9,480	9,806	10,117	10,399	10,686
MEDIUM	10,346	9,684	9,185	9,480	9,598	9,682	9,727	9,746
LOW	10,346	9,684	9,185	9,480	9,389	9,246	9,054	8,867



## Southern Midlands

In the Southern Midlands council area the population has grown consistently since 1991. This growth was most pronounced between 1991 and 1996 and has steadied somewhat to 2006. All three projections anticipate continued population growth to 2026, with suitably varying rates to represent low, medium and high growth scenarios.

SCENARIO	1991	1996	2001	2006	2011	2016	2021	2026
HIGH	5,136	5,473	5,622	5,668	5,912	6,152	6,379	6,612
MEDIUM	5,136	5,473	5,622	5,668	5,835	5,993	6,138	6,277
LOW	5,136	5,473	5,622	5,668	5,758	5,834	5,898	5,962



# Appendix C

## Vacant Land

## Appendix C

### Vacant land

A detailed breakdown of the vacant land within the nominated growth areas in the sub-region is included below:

#### *Residential Land*

Built Up Area	Count of properties	Average lot size (ha)	Total Lot Size (ha)
BOTHWELL	22	0.3532	7.7711
BRIDGEWATER	61	0.1640	10.0012
BRIGHTON	38	0.2124	8.0719
CAMPANIA	12	0.1316	1.5796
GAGEBROOK	75	0.1144	8.5770
HAMILTON	2	0.4979	0.9958
HIGHLAND LAKES	274	0.40	109.94
KEMPTON	21	0.4509	9.4690
NEW NORFOLK	121	0.1371	16.5895
OATLANDS	11	0.7625	8.3880
OUSE	13	0.4496	5.8454

#### *Rural Residential*

Built Up Area	Count of properties	Average lot size (ha)	Total Lot Size (ha)
BOTHWELL	1	1.8489	1.8489
BRIDGEWATER	3	2.8159	8.4476
BRIGHTON	10	4.0341	40.3414
CAMPANIA	3	12.1099	36.3296
GAGEBROOK	2	23.9608	47.9216
HAMILTON	1	1.1735	1.1735
HIGHLAND LAKES	71	25.33	1798.55
KEMPTON	1	1.0582	1.0582
NEW NORFOLK	8	3.8459	30.7669
OATLANDS	1	1.1704	1.1704

#### *All Properties*

Built Up Area	Count of properties	Average lot size (ha)	Total Lot Size (ha)
BOTHWELL	23	0.4183	9.6199
BRIDGEWATER	74	0.2794	20.6755
BRIGHTON	50	0.9737	48.6856
CAMPANIA	15	2.5273	37.9092
GAGEBROOK	80	0.7097	56.7765
HAMILTON	3	0.7231	2.1693
HIGHLAND LAKES	345	2.77	1908.49
KEMPTON	22	0.4785	10.5272
NEW NORFOLK	137	0.3628	49.7028
OATLANDS	13	0.7426	9.6532
OUSE	13	0.4496	5.8454

It is important to note that these figures provide an indication of the vacant land, within the existing pattern of settlement, but not necessarily a true and detailed account of the land available for residential or other development. A number of market and other factors can and will affect the availability of this vacant land into the future. For example, in Campania, the School Farm accounts for the vacant residential land and is not likely to be available for development in the near future. In the specific case of Campania this will necessitate some controlled expansion of the town.

# **Appendix D**

## **Infrastructure Analysis**



**DERWENT VALLEY****WATER**

<b>MAYDENA SYSTEM</b>	
Current connections (2006)	120
Infrastructure capacity (Mega Litres)	30
Current demand (Mega Litres)	30
Projected growth in connections to 2016	-
<b>NEW NORFOLK SYSTEM</b>	
Current connections (2006)	2,857
Infrastructure capacity (Mega Litres)	
Current demand (Mega Litres)	
Projected growth in connections to 2016	1100

**SEWERAGE**

<b>MAYDENA SYSTEM</b>	
Current connections (2006)	120
Infrastructure capacity (Kilo Litres)	
Current demand (Kilo Litres)	
Projected growth in connections to 2016	
<b>NEW NORFOLK SYSTEM</b>	
Current connections (2006)	2410
Infrastructure capacity (Kilo Litres)	
Current demand (Kilo Litres)	
Projected growth in connections to 2016	1000

## CENTRAL HIGHLANDS

### WATER

WAYATINAH SYSTEM	
Current connections (2006)	55
Infrastructure capacity (Mega Litres)	134
Current demand (Mega Litres)	9
Projected growth in connections to 2016	-

OUSE SYSTEM	
Current connections (2006)	98
Infrastructure capacity (Mega Litres)	58.40
Current demand (Mega Litres)	58.40
Projected growth in connections to 2016	-

HAMILTON SYSTEM	
Current connections (2006)	111
Infrastructure capacity (Mega Litres)	51
Current demand (Mega Litres)	51
Projected growth in connections to 2016	-

BOTHWELL SYSTEM	
Current connections (2006)	262
Infrastructure capacity (Mega Litres)	142
Current demand (Mega Litres)	142
Projected growth in connections to 2016	-

ELLENDALE SYSTEM	
Current connections (2006)	63
Infrastructure capacity (Mega Litres)	34
Current demand (Mega Litres)	34
Projected growth in connections to 2016	-

GRETNA SYSTEM	
Current connections (2006)	52
Infrastructure capacity (Mega Litres)	26.0
Current demand (Mega Litres)	26.0
Projected growth in connections to 2016	-

### SEWERAGE

HAMILTON SYSTEM	
Current connections (2006)	78
Infrastructure capacity (Kilo Litres)	18,615
Current demand (Kilo Litres)	18,615
Projected growth in connections to 2016	-

BRONTE SYSTEM	
Current connections (2006)	13
Infrastructure capacity (Kilo Litres)	65
Current demand (Kilo Litres)	65
Projected growth in connections to 2016	-

FLINTSTONE SYSTEM	
Current connections (2006)	98
Infrastructure capacity (Kilo Litres)	32,850
Current demand (Kilo Litres)	27,375
Projected growth in connections to 2016	-

BOTHWELL SYSTEM	
Current connections (2006)	163
Infrastructure capacity (Kilo Litres)	56,575
Current demand (Kilo Litres)	30,600
Projected growth in connections to 2016	-

OUSE SYSTEM	
Current connections (2006)	61
Infrastructure capacity (Kilo Litres)	3,710
Current demand (Kilo Litres)	3,710
Projected growth in connections to 2016	-

GRETNA SYSTEM	
Current connections (2006)	20
Infrastructure capacity (Kilo Litres)	1,852
Current demand (Kilo Litres)	1,852
Projected growth in connections to 2016	-

**BRIGHTON****WATER**

<b>BRIGHTON AGGREGATED SYSTEM</b>	
Current connections (2006)	5,872
Infrastructure capacity (Mega Litres)	3,650
Current demand (Mega Litres)	1,650
Projected growth in connections to 2016	1,900

**SEWERAGE**

<b>WASTEWATER TREATMENT PLANTS</b>	
Current connections (2006)	3,650
Infrastructure capacity (Kilo Litres)	12,960
Current demand (Kilo Litres)	2,100
Projected growth in connections to 2016	1,200

<b>LAGOONS</b>	
Current connections (2006)	862
Infrastructure capacity (Kilo Litres)	510
Current demand (Kilo Litres)	400
Projected growth in connections to 2016	300

## SOUTHERN MIDLANDS

### WATER

SOUTHERN MIDLANDS AGGREGATED SYSTEM	
Current connections (2006)	1,526
Infrastructure capacity (Mega Litres)	
Current demand (Mega Litres)	422
Projected growth in connections to 2016	450

### SEWERAGE

SOUTHERN MIDLANDS AGGREGATED SYSTEM	
Current connections (2006)	985
Infrastructure capacity (Kilo Litres)	241,000
Current demand (Kilo Litres)	194,000
Projected growth in connections to 2016	240