

Joint Land Use Planning Initiative

Settlement & Open Space Strategy

Prepared for: The Councils of Southern Midlands, Central Highlands,
Derwent Valley and Brighton

Prepared by: Catherine Nicholson, Dion Lester
Nick Byrne and Felicity Brown
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Appendix A Settlement Maps

Stand Alone Documents:

- Bagdad-Mangalore Structure Plan
- Highland Lakes Settlement Strategy
- Heritage Management Plan

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	Name	Signature	Date
Authorised by:	Barry Neilsen		14 July 2010

Executive Summary

The **purpose** of this Settlement and Open Space strategy is to develop specific recommendations for the identified settlement areas that will allow them to develop in a way that enhances their liveability.

Whilst this report focuses on settlements, the interrelationships of those settlements with their surrounding rural residential and rural areas were also considered. The report discusses the issues of rural residential development and the protection of rural land and makes recommendations in relation to these issues, as they are critical components of any future planning schemes.

Part 1 of the strategy details the strategy development process, the policy context and the vision for the sub region. Part 2 of the strategy details the individual settlements and outlines the values to be protected, the opportunities, the key issues and the needs of each settlement. It then makes a number of general and specific recommendations in relation to zoning, heritage, land use, recreation and open space issues for each settlement, where relevant.

Given the development pressures in the Bagdad-Mangalore area, a specific Structure Plan for them has been developed and is contained in a separate document.

Given also the unique issues associated with the Highland Lakes a specific Settlement Strategy has been developed for the Highland Lakes and is also contained in a separate document.

The sub region contains some of the most significant heritage assets in Tasmania. The strategy recognises this potential in many of the settlement specific and more general recommendations. In recognition of the importance of this issue a separate heritage assessment report has been conducted and is also contained in a separate document.

Key Findings

The sub-region offers significant opportunities for affordable and low density housing, with reasonable transport access to the major urban centres of Glenorchy, Clarence and Hobart. Consolidation of Brighton and New Norfolk as key service centres will reduce the need for and distances travelled by people to access goods and services locally.

Meeting demand for the rural settlements through consolidation of existing outer centres such as Oatlands, Kempton, Ouse, Bothwell and Campania will optimise use of existing infrastructure (road, water and sewerage), and reduce the need to extend infrastructure to expanding rural-residential areas.

The Brighton Bypass and future bypass of Bagdad / Mangalore will create opportunities to focus residential development along the existing Highway and consolidate development in serviced rural centres such as Kempton.

The distribution of new housing within the context of planning provisions shows that while most new housing occurred in designated Residential or Rural Residential areas, significant new construction occurred in rural (agricultural) zoned areas, generally on small lots.

The staging of development has focused increasingly on the peri-urban areas at the limits of Greater Hobart. The development of hillsides and more distant locations in the 1990s appears to have slowed more recently.

Key Recommendations

The commercial and service centres of the sub region should be developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role. These facilities should be

located where they service a sustainable local community in integrated centres, ensuring rational, economic and convenient provision of goods and services and providing:

- A focus for community life
- Safe, pleasant and accessible walking and cycling networks
- Increased vitality and activity in centres.

The settlement hierarchy recommended for the sub region for this strategy consists of Urban Development Areas, Service Centres, Villages and Managed Rural Living Areas and at the smallest scale numerous rural centres also exist.

The Urban Development Areas are:

- Bridgewater-Gagebrook, Brighton CBD and residential areas
- New Norfolk.

The Service Centres are:

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

The Villages are:

- Ellendale
- Maydena
- Gretna
- Bushy Park
- Glenora
- Colebrook

The Managed Rural Living Areas are:

- Pontville-Bagdad-Kempton Corridor
- Derwent Valley Council Rural Living Areas
- Brighton Rural Living Area
- The Highland Lakes Rural Living Areas

It should be noted that smaller settlements not specifically mentioned in this strategy also exist, such as Jericho, Tunbridge, Parattah, Melton Mowbray, Dysart, Tunnack and Lachlan. These small rural centres also provide a focal point for their surrounding communities and provide some limited services.

Key Desired Outcomes

In examining all of the settlement areas, the key desired outcomes identified in the Joint Land Use Strategy were applied. They are:

- Sustainable development
- Land use efficiency

- Protection of rural land use
- Protection of the landscape
- Accessibility
- Protection of natural resources.

Broad Recommendations

This Strategy recommends no major spatial changes to the existing settlement pattern in the sub region. It does however recommend a number of zoning changes. These changes reflect the requirements of the State Planning Directive One (PD1), discussed in more detail in section 4.2 of this report.

In relation to the Planning Directive 1 and the Planning Scheme Common Key Elements Template this report suggests that the Template should include a Village and Intensive Agriculture zone to cater for the many rural settlements and variety of agricultural land uses in the sub region. It also recommends that given the diversity of rural land types and activities in the sub region and indeed across Tasmania, there should be more than one Rural zone.

The recommendations also focus on achieving better consolidation of the existing settlements. This is done for a number of reasons:

- In recognition of the realities of the aging population demographics for much of the sub region
- The need to achieve a more sustainable settlement pattern
- The need to protect the rural and heritage landscapes and values of the sub region
- The need to protect the productive potential of the agricultural land.

The strategy recommends 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 utilization of vacant and poorly planned land within existing low-density rural residential areas in communities around Brighton, and along the Midland Highway between Pontville and Kempton is also recommended.

To improve the viability of settlements and prevent scattered rural residential development it is recommended that low-density rural residential areas should be planned as focused communities that relate to an existing town.

The Strategy also makes recommendations in relation to rural living areas based on recognition of the high bushfire vulnerability of a number of these areas.

PART ONE

Introduction
The Strategy Development Process
Land Use Strategy Summary (JLUPI Phase One)
Policy Context
Sub-regional Context
Vision



1. Introduction

1.1 Purpose of Settlement and Open Space Strategy

The municipalities of Brighton, Central Highlands, Derwent Valley and Southern Midlands have committed to the preparation of a series of strategy reports which will eventually inform the development of four new planning schemes. This follows on from the preparation of a Joint Land Use Strategy for the sub-region, which was completed in November 2008. The Joint Land Use Strategy focused on four key themes of Liveability, Work Opportunities, New Investment and Sustainability.



Figure 1: Map of the Sub Region

The Liveability theme is perhaps the most relevant to the development of a Settlement Strategy, it is:

'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'.

The **purpose** of this Settlement and Open Space strategy is to examine the sub region at a greater level of detail and develop specific recommendations for the identified settlement areas that will allow them to develop in a way that enhances their liveability.

The settlements to be focused on were identified in the Joint Land Use Strategy. They fall into four categories in terms of scale and are:

The Urban Development Areas of:

- Bridgewater-Gagebrook, Brighton CBD and residential areas¹
- New Norfolk.

The Service Centres of:

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

The Villages of:

- Ellendale;
- Maydena;
- Gretna;
- Bushy Park;
- Glenora; and
- Colebrook.

The Managed Rural Living Areas of:

- Pontville-Bagdad-Kempton Corridor;
- Derwent Valley Council Rural Living Areas;
- Brighton Rural Living Area²; and
- The Highland Lakes.

Because of the unique issues associated with settlement in the Highland Lakes, the area has had its own settlement strategy developed for it.

In addition to the settlements listed in the JLUPI Land Use Strategy a number of rural villages, namely Ellendale, Maydena, Gretna, Bushy Park, Glenora, Woodsdale and Levendale, have also been considered, although in lesser detail. These smaller settlements have been included in the Settlement Strategy as they are seen to be an important element in the overall settlement hierarchy in this sub region, despite their small size.

It should be recognised that many smaller settlements not specifically mentioned in this strategy also exist, such as Jericho, Tunbridge, Parattah, Melton Mowbray, Dysart, Tunnack and Lachlan. These small rural centres also provide a focal point for their surrounding communities and provide some limited services. This strategy does not focus on them though because ultimately the strategy is designed to assist with the

¹ The Bridgewater-Gagebrook urban development area and the Brighton CBD and residential areas have already had a structure plan developed for them by the consulting firm Aurecon and thus are not individually covered in this report.

² The Brighton rural areas have already had a structure plan developed for them by the consulting firm Aurecon and thus are not individually covered in this report.

formulation of the new planning schemes and thus settlements where some changes were likely to be recommended have been the priority.

For ease of reference all of the maps for each of the main settlement areas discussed are contained in Appendix A. The smaller settlements, with the exception of Colebrook and Ellendale, do not have individual maps.

In examining all of the settlement areas, the key desired outcomes identified in the Joint Land Use Strategy were applied, they are:

- Sustainable development;
- Land use efficiency;
- Protection of rural land use;
- Protection of the landscape;
- Accessibility; and
- Protection of natural resources.

Whilst this report focuses on settlements, the interrelationships of those settlements with their surrounding rural residential and rural areas cannot be ignored. Thus this report also discusses the issues of rural residential development and the protection of rural land and makes recommendations in relation to these issues, as they are critical components of any future planning schemes.

In addition, this report includes an analysis of the open space and recreation issues relevant to the key settlements and has embedded open space recommendations into the analysis for each settlement where appropriate, as well as providing a section which compiles the open space and recreation issues together for ease of reference.

The Settlement 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.

2. The Strategy Development Process

The four Councils appointed **pitt&sherry** and Parsons Brinckerhoff (the Project Team) to undertake the staged development of a Settlement Strategy.

The project team included expertise in rural and regional planning, land management and natural resources.

2.1 Key Project Team Members

The project team comprised of:

- Dion Lester - Project Manager and Senior Planner (**p&s**).
- Catherine Nicholson - Principal Planner (**p&s**).
- Nick Byrne - Senior Planner (**PB**).
- Felicity Brown - Senior Planner (**PB**).
- Andrew Butt - Demographer (**PB**).

- Trevor Budge - Principal Planner (PB).

The project team wish to thank the Councillors and staff for their assistance and contribution, in particular Damian Mackey from Southern Midlands Council.

2.2 Project Stages

2.2.1 Consultation

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:

- Initial meetings were held with council officers from each of the four councils to gain an understanding of the key planning and infrastructure issues for each of the identified settlements.
- Community Workshops were held in May/June 09 at Kempton, Ellendale, Levendale, Campania, Hamilton, Bothwell and New Norfolk. These workshops were attended by community members, councillors and the relevant council planner. They involved facilitated small groups working together to define their particular community and to help shape the answers to the following questions:
 - What they value about their settlement that they want protected;
 - The needs and opportunities that exist in each settlement;
 - The types of development or changes to the existing planning scheme that they would like to see occurring; and
 - The site specific changes they would like to see happening in their settlement.

The workshops often focused on more than just the specific town or village they were held in and explored issues in relation to surrounding areas as well. For example the workshop held at Campania also had a group examining Colebrook. The issues of rural residential development and protecting productive agricultural lands were popular issues and were discussed and debated in many of the sessions.

- Informal discussions were held with Hydro Tasmania, Glenorchy Council, Sport and Recreation Tasmania, DIER, DEDT, Inland Fisheries, Tourism Tasmania, officers working on the Southern Tasmania Regional Planning Project and various other officers in relevant State agencies.
- Presentation of a draft settlement and open space strategy to Councillors occurred in November.

Following completion of the draft strategy the following consultation sessions will occur:

- Distribution of the draft Settlement Strategy to Agencies for comment.
- Advertising of draft for informal comment.
- Assessment of representations received and finalisation of draft.

2.2.2 Preparation of Planning Schemes

The finalisation of this Settlement Strategy will complete the second phase of the JLUPI project. The next step in the process will involve the actual writing of planning schemes (expected to occur as part of the Regional Planning Initiative. This is the stage when zoning maps and overlays are prepared, when the specific provisions governing use and development are written and when the required schedules are

prepared. The Settlement Strategy will give much assistance in guiding the writing of the planning schemes but does not go into the detail of what exactly the scheme provisions will be. The writing and development of the detailed planning scheme provisions will be a separate process involving further consultation, liaison with the Tasmanian Planning Commission and a formal public exhibition and hearing process.

3. Land Use Strategy Summary (JLUPI Phase One)

The Joint Land Use Strategy tackled a range of issues that were considered to inhibit the planned, integrated growth and development of the sub-region, limiting its capacity to capitalise on built and natural assets, strengths and resources. Those issues were identified as:

- The sub-region generally has a low profile and identity - its assets, strengths and potential are not widely known, recognised or accepted.
- 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.

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.

The Strategy challenges much of the conventional thinking in the way land use planning has been undertaken 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. 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. Major prospective investments, particularly in transport, logistics, storage and distribution, that are taking place in the sub-region that will impact on land use and growth. This has led to a strategy that seeks to capitalize on that investment and facilitate more sustainable growth and land use outcomes.

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 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 livable 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 noticeably at the local and community level.

The policies, initiatives and target areas outlined within the Strategy establish a range of desired outcomes, principles and strategies to guide the sustainable development of the sub-region. Many of the actions, suggested in the Land Use Strategy are followed up in this Settlement Strategy and if endorsed, will eventually be implemented via their introduction into four new planning schemes across the sub-region.

4. Policy Context

4.1 State

Land use within the sub-region is affected by a broad range of State and Regional policies and programs. Tasmania has an integrated planning and environmental framework, the Resource Management and Planning System (RMPS), which requires state and local government to incorporate sustainable development objectives in their planning activities. The system establishes a whole of government, community and industry approach to land use planning. The RMPS consists of a suite of legislation that all share a common set of objectives. All local and state government agencies that administer the legislation are required to further these objectives, outlined below:

- (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.*

The key pieces of legislation within the RMPS are:

Land Use Planning and Approvals Act 1993 - Establishes planning schemes and regulates land use planning and development. Clause 21 of the *Land Use Planning and Approvals Act 1993* requires planning authorities, as far as practical, to have regard to planning schemes and areas adjacent when preparing a planning scheme. They must also have regard to the use and development of the region as a whole in environmental, economic and social terms.

Environmental Management and Pollution Control Act 1994 - Manages and regulates activities that may have an impact on the environment.

State Policies and Projects Act 1993 - Responsible for the creation and enforcement of State Policies, defines how major projects (of State significance) are approved and outlines the State of the Environment Reporting requirements. There are currently three Tasmanian specific State Policies in force, they are:

- ***State Policy on the Protection of Agricultural Land 2007*** - This policy provides for sustainable agriculture on the State's prime agricultural land. It goes further to protect prime agricultural land from conversion to non-agricultural uses.
- ***State Coastal Policy 1996*** - This policy facilitates the protection of coastal values and processes and ensures the sustainable use and development of the coastal area. This policy is currently under review.
- ***State Policy on Water Quality Management 2002*** - The purpose of the Policy is to achieve the sustainable management of Tasmania's surface and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development.

Resource Planning and Development Commission Act 1997 and Resource Management and Planning Appeal Tribunal Act 1993 - These acts set up the states two peak planning bodies, the Resource Planning and Development Commission and Resource Management and Planning Appeal Tribunal.

Recent legislative changes to the planning system have included the creation of a Projects of Regional Significance process, the amalgamation of the planning policy unit of the Department of Justice with the Resource Planning and Development Commission to form the Tasmanian Planning Commission, changes to the enforcement provisions of LUPAA and removal of cost orders against councils under section 59 of LUPAA. A further change currently being considered is the review of Planning Directive 1 (PD1). PD1 lays out the form and content of planning schemes and the number of zones that can be used in new planning schemes.

4.2 Planning Schemes

Councils are required under the *Land Use Planning and Approval Act 1993* to administer activities within their municipal boundaries in accordance with their planning schemes.

A planning scheme for an area:

- *Must seek to further the objectives set out in Schedule 1 of the Land Use Planning and Approvals Act 1993; and*
- *Must be prepared in accordance with State Policies; and*
- *Must make any provision which relates to the use, development, protection or conservation of any land in the area; and*
- *Must have regard to the strategic plan of a council; and*
- *Must have regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.*

There are currently four planning schemes that operate across the sub region; the *Brighton Planning Scheme 2000*, *Central Highlands Planning Scheme 1998*, *New Norfolk Council Planning Scheme 1993* and the *Southern Midlands Planning Scheme 1998*.

Good strategic land use planning is essential to inform the development of planning schemes and decisions on land use in general. Additionally the Resource Planning and Development Commission have prepared Planning Directive No. 1 - The Format and Structure of Planning Schemes, outlining the form and structure that all new planning schemes are to follow. This came into effect on 17 December 2003 and requires that Councils use a common format and structure, including some common provisions, when they prepare new planning schemes. To quote from the Planning Directive:

The Template provides the framework, operational mechanisms and parts that are common to all planning schemes. In addition to inserting standards, schedules, appendices and footnotes, Planning Authorities will need to add to the basic provisions provided in the Template to produce a fully operational planning scheme, particularly in relation to a comprehensive strategy (Part A), planning terms (clause 3.0), conditions and restrictions (subclause 4.13), exemptions (clause 5.0), zone purposes (Part C) and the purpose of any relevant schedules (Part D).

The Template is structured in the following way:

Part A - Strategy: provides for Planning Authorities to set out their land use strategy.

Part B - Administration: sets out provisions for controlling use and development under a planning scheme.

Part C - Zones: details 15 different zones, any or all of which may be adopted in a planning scheme by Planning Authorities.

Part D - Schedules: provides a general guide for the structure of Schedules to a planning scheme.

Part E - Appendices. ³

Under the current Template the zones available to be utilised for the eventual new planning schemes are:

- Residential;
- Low Density Residential;
- Mixed use;
- Rural Living;
- Light Industrial;
- Industrial;
- Strategic Industrial;
- Local Business;
- Business;
- Central Business;
- Commercial;
- Environmental Management;
- Rural Resource;
- Recreation; and
- Utilities.

The Common Key Elements Template is currently subject to some refinement, one area where it has been recognised that there could be some alterations or additions is in the common zones that can be applied. To that end throughout the detailed analysis undertaken for this Settlement Strategy a number of suggestions have been made to inform the refinement of the Common Template.

Key suggestions based on our analysis are the need to provide for a Village zone and for an Intensive Agriculture zone. In relation to the Village zone, currently the closest zone to a Village zone that the Template provides for is a Mixed Use zone. This is an appropriate zone in urban areas but does not work so well for rural areas. A number of existing villages and settlements currently have Village zones and these zones are generally well accepted and understood by the community. The Village zone can be used to more effectively describe what the character is and help set the objectives for these small towns and settlements. The character and types of objectives needed are different to the character statements and objectives that are likely to be needed for larger urban areas, where a Mixed Use zone is more appropriate.

³

http://www.rpdc.tas.gov.au/__data/assets/pdf_file/0006/96684/13_Common_Key_Elements_Template_Guide_February_2008.pdf. Accessed July 2009

In relation to agricultural land the Template currently only provides for a Rural Resource zone. In conducting the community consultation forums and based on subsequent analysis, it is considered that the agricultural land needs to have at least two zones - a Rural Resource zone for the general agricultural land and an Intensive Agricultural zone where specific objectives ensuring the protection of the agricultural potential of the land would be appropriate along with the potential to have a different minimum lot size to that for the Rural Resource zone.

4.3 Settlement and Other Land Use

Although this strategy is focussed on the direction and form of growth of the settlement areas of the region, land use beyond these areas also needs to be considered and managed. An understanding of the values of the rural area provides a context for managing urban development. Further, the quality of the rural area surrounding the townships and other settlements is fundamental to their liveability, amenity and economic development. As such this strategy also needs to address the issues relating to rural living, agriculture and conservation.

4.3.1 Rural Living

Rural living is the residential use of land in a rural setting. It can range from large lot residential development to part time and hobby farming.

Rural living should be planned for as a part of the settlement strategy as rural living contributes to the residential opportunities for population growth. Rural living should be provided close to existing urban settlements where it can contribute to the viability and residential choices of that area. Access to and provision of services is also a significant consideration in the location of rural living areas. It is important to plan for rural living so that it does not happen in an ad-hoc manner, displacing agriculture or compromising environmentally sensitive areas.

As outlined in Table 1 positive impacts from rural living can include diversity, greater rural population, increased land values and a focus on conservation outcomes. Conversely, negative impacts can include land use conflicts, rapid turnover of properties, less land used for production, loss of amenity and increased land values resulting in agricultural producers being unable to expand their operations. Small, part time farms cannot form the basis of an agricultural industry.

Indicator	Positive Impact	Negative Impact
Social	<ul style="list-style-type: none"> • Breakdown in divide between urban and country dwellers • More people in some rural areas maintaining communities • Greater cultural diversity • New people, new skills, ideas and financial capital • Improved lifestyle for individuals within the community (in response to diversity, new business ventures) • Improved infrastructure to cater for population increase • Provide scenic attributes 	<ul style="list-style-type: none"> • Loss of cultural heritage associated with traditional farming and farm life • Diminished cultural integrity (continuation of local culture and traditions) • Conflicts between values, attitudes, aspirations and practices of small and large farmers • Rapid turnover of properties eroding social capital in rural communities • Increased social tension • Increased pressure on services
Economic	<ul style="list-style-type: none"> • More diversified and resilient rural economies • Increased land values in certain areas • Flow-on wealth to landowners, real estate 	<ul style="list-style-type: none"> • Fewer farmers leading to loss of agricultural production and agricultural income. • Rising land value of agricultural land limiting expansion of fully commercial enterprises • Inefficiency (It is generally recognised that economies of size accrue in farming)
Environment	<ul style="list-style-type: none"> • More people to undertake conservation work • More attention to land planning • Attraction to nature and land stewardship ethic • Increased biodiversity due to more diverse land management practices • Act as buffers against urban encroachment • Lower intensity of land use • Greater reliance on conservation practices 	<ul style="list-style-type: none"> • Smaller property sizes and higher population densities leading to increased environmental impacts (eg. Farm dams). • Difficulties in coordination of land management activities • Loss of amenity, urban sprawl • Lack of experience, knowledge, interest leading to poor land management of weeds, less awareness of pest and disease risk, less work on environmental problems like soil health

Table 1: The social, economic and environmental value of small lifestyle farms. (Source: Hollier & Reid, 2007).

4.3.2 Agriculture

Farming activity in the region contributes to economic development and the viability of towns. It also contributes to the landscape around the towns.

Ongoing agricultural use and development is dependant on minimising land use competition and maintaining operational flexibility. Control of housing and subdivision is essential in the protection of agricultural land and farming activity. Non farm housing and small lot subdivision removes land from agriculture and introduces a

potentially sensitive land use which can affect the ability for a farmer to operate unhindered. Dwellings and small lots can also affect the ability of farmers to acquire additional land to grow their businesses as such developments increase the value of land beyond agricultural return value. The ability for farmers to grow their businesses is fundamental in terms of long term viability.

The planning scheme provides the opportunity to define those areas that have value for agricultural use and set minimum lot sizes for dwellings and subdivision. Such sizes should be responsive to local agricultural prospects.

4.3.3 Environment and Landscape

Management of the environment and rural landscape is also an important planning objective. Planning authorities have a responsibility to protect environmentally significant places and features from development through the planning scheme. As well as contributing to the environmental condition of the broader area, protection of the environmental assets and landscape of the local area is important as they contribute to amenity, character and liveability. Housing, subdivision and other development needs to be minimised in environmentally significant areas.

5. Sub-regional Context

5.1 Study Area

The sub-region comprises 14,870 square kilometres, forming 21.5% of the State's land area. Part of the sub-region (Brighton) is located in the greater Hobart area (including Clarence, Glenorchy and Hobart).

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.

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.

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, while the Lyell Highway provides the major transport link between Hobart and the West Coast.

The agricultural base is predominantly large extensive grazing holdings with relatively small areas of intensive horticultural investment, forestry 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.

5.2 Demographic Drivers

The study region has an estimated population of over 33,000 (2008) in an area of 14,870 square kilometres. About half of the regions population is clustered around the areas of, Brighton-Pontville, Bridgewater-Gagebrook-Old Beach and New Norfolk -

effectively in the expanding peri-urban region (that area on and just beyond the city’s fringe) north of greater Hobart.

As identified in the 2008 *Land Use Strategy* document, the study region has experienced consistent housing and population growth, although as a region it has maintained a comparatively low profile when compared to other growth regions in Tasmania.

The area has experienced strong rates of population growth over the past decade, with annual average growth of up to 1.9%, compared to less than 1% for Tasmania overall. Most of this growth has occurred in Brighton Municipality and areas close to this growth centre. Growth in the region reflects net inward movement from other parts of Tasmania and elsewhere and higher proportions of households with children than in Tasmania generally.

Between 2001 and the 2006 census, 5,532 people were recorded as moving into the region and 4946 recorded as leaving to reside elsewhere, resulting in a small net increase in terms of population mobility. The most significant sources of inward movement were Hobart City, Glenorchy and from interstate, particularly NSW. Inward movement was again concentrated in Brighton and the New Norfolk area, however population movement into more rural parts of the study region was noticeable. There was also modest movement between locations within the region, again focusing on the Hobart fringe areas.

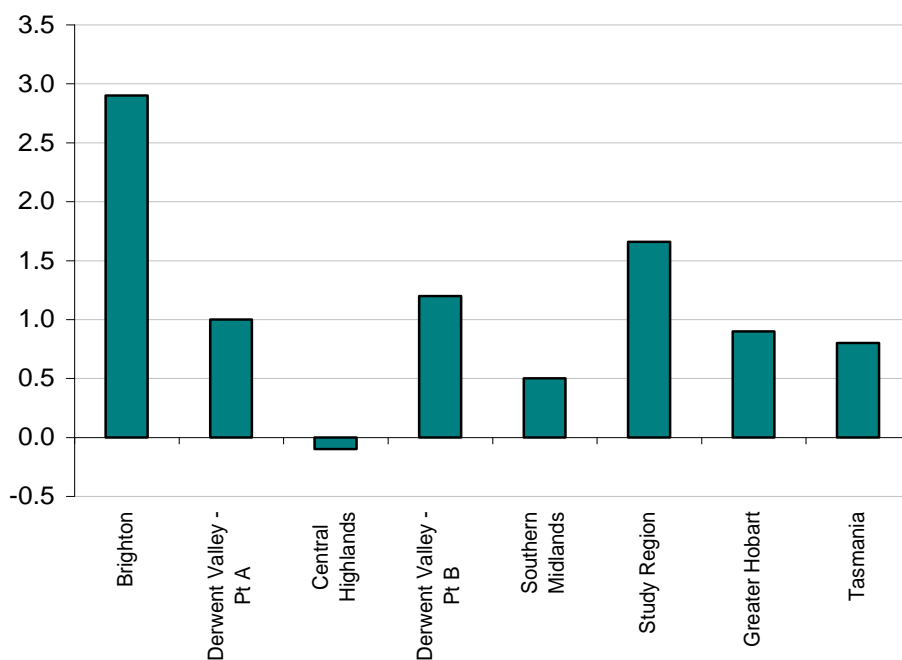


Figure 2: Average Annual Population Change 2003-2008

Source: ABS Estimated Resident Population (Derwent Valley Pt A includes New Norfolk area)

The consequent growth in household numbers (and housing development) has been considerable in high growth areas. Even in those areas experiencing little or no population growth, household growth has continued, although with increased numbers of small and single-person households, in part reflecting the ageing population structure in some parts of the study region.

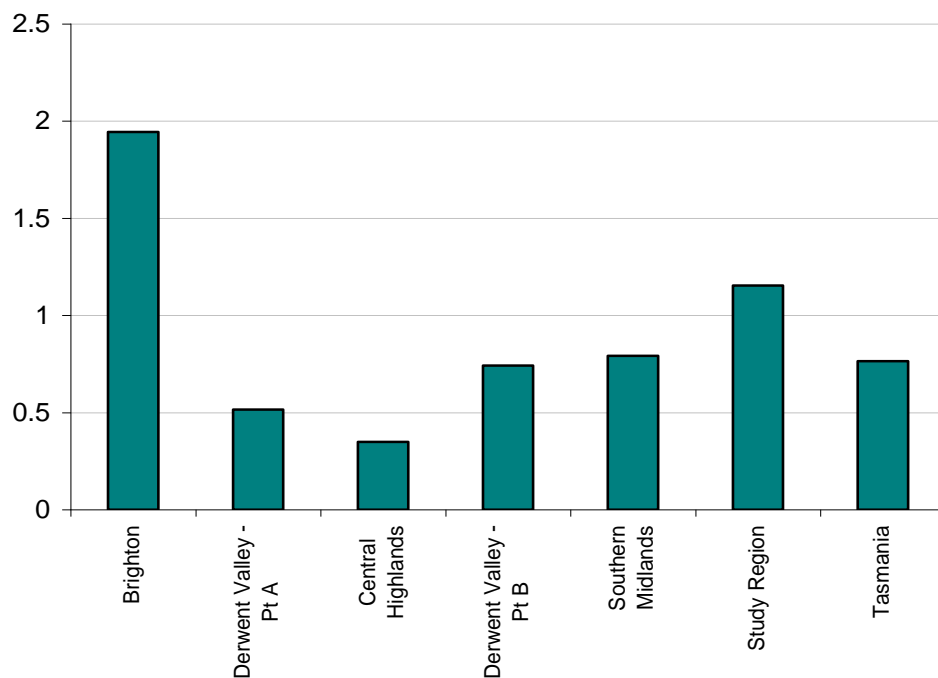


Figure 3: Average Annual Change – Household Numbers 1996-2006

Source: ABS Census Usual Resident Population

There is distinct variation in population characteristics across the region, with high levels of growth and relatively young populations in the Hobart peri-urban areas and older population structures, smaller average household sizes and lower or static levels of population growth in other parts of the region.

The structure of the population, specifically age characteristics, provides insight into the processes of population change and many of the consequent patterns of household formation and housing demand. In the study region, the median age of the population continues to increase, mirroring trends in Tasmania and across Australia. At the extremes, the population of Brighton had a median age of 31 years in 2006 and Central Highlands a median age of 43 years.

	1996	2001	2006
Brighton	26	29	31
Central Highlands	35	39	43
Derwent Valley	33	36	38
Southern Midlands	35	36	39
Tasmania	34	36	38

Table 2: Median Age (Years) 1996-2006

An ageing population and low (and a declining proportion) of young adults is a characteristic of the overall Tasmanian population. Inward movement of older people, coupled with outward movement of young adults reinforce this population ageing despite comparatively high birth rates in an Australian context.

Brighton has the youngest population structure in the region, one that is comparatively young in an Australian context. The median age in Brighton at the 2006 census was 31 years, an increase over the previous decade. The age structure reveals a concentration of school-aged children and adults aged 30 to 54 years. There are few young adults and comparatively few older adults when compared to other parts of the study area. The proportion of pre-school aged children declined between 1996 and 2006.

In contrast to Brighton, the age structure of the Central Highlands population reflects a highly aged (and ageing) population. This age structure has continued to be characterised by a declining share of younger people and a growth in both the proportion and overall number of people in older population age groups, in spite of overall population decline.

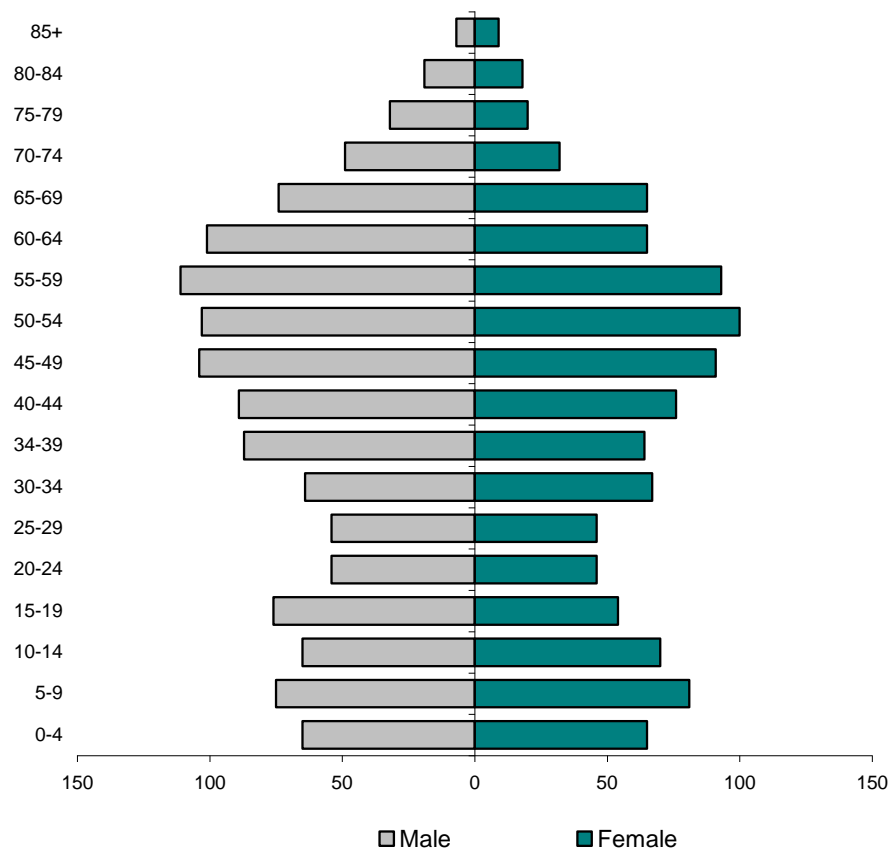


Figure 4: Age Structure (Central Highlands) 2006

Similar trends are evident in Derwent Valley. While some overall population growth has occurred in the New Norfolk area and in other parts of the municipality, much of this has occurred in older age groups contributing to an already ageing population structure. Importantly however, in this area, while the proportion of young adults is small, school-aged children remain significant in the overall population structure.

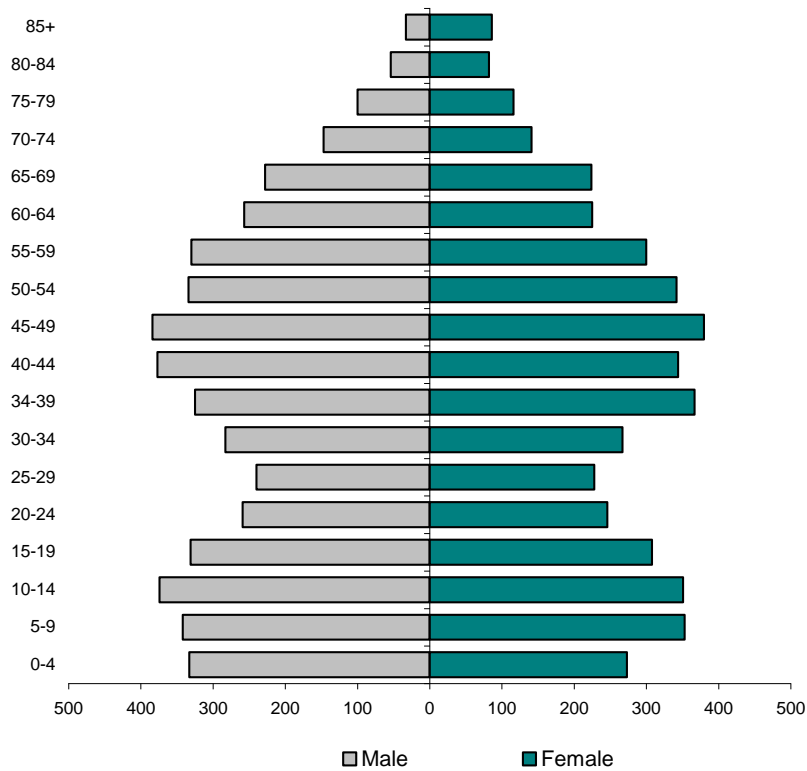


Figure 5: Age Structure (Derwent Valley) 2006

In Southern Midlands a more distinct age structure is evident, dominated by ‘family’ age groups of adults aged 35-60 and school aged children. While the loss of young adults continues, some growth is evident in younger age groups. This is particularly the case in areas in the Pontville-Mangalore corridor area where the median age is younger and the proportion of middle-aged adults and school-aged children higher.

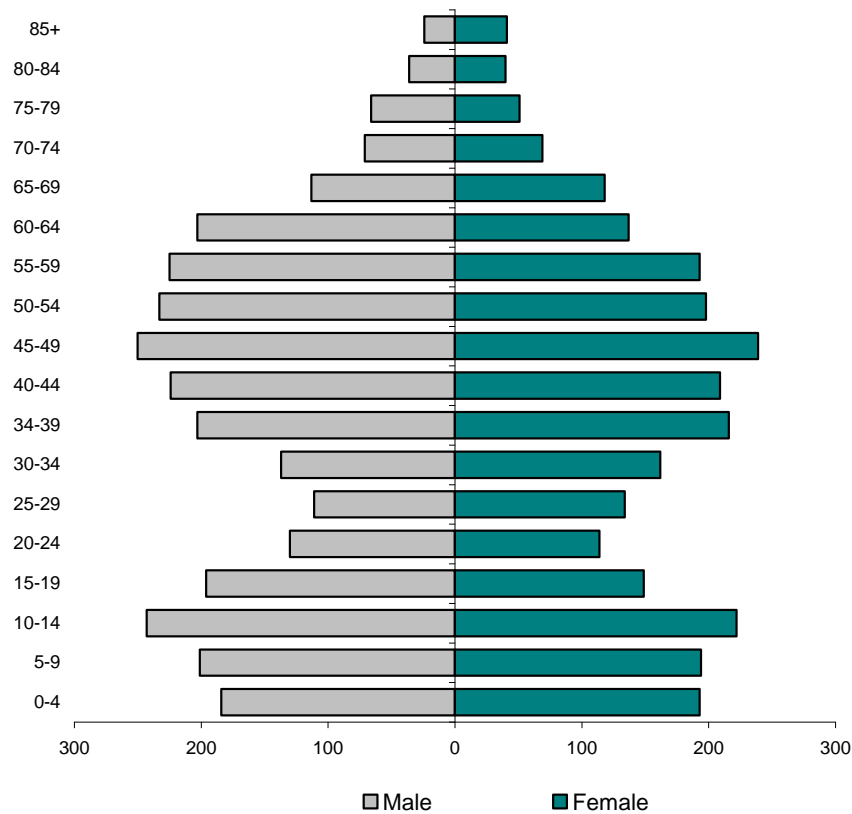


Figure 6: Age Structure (Southern Midlands) 2006

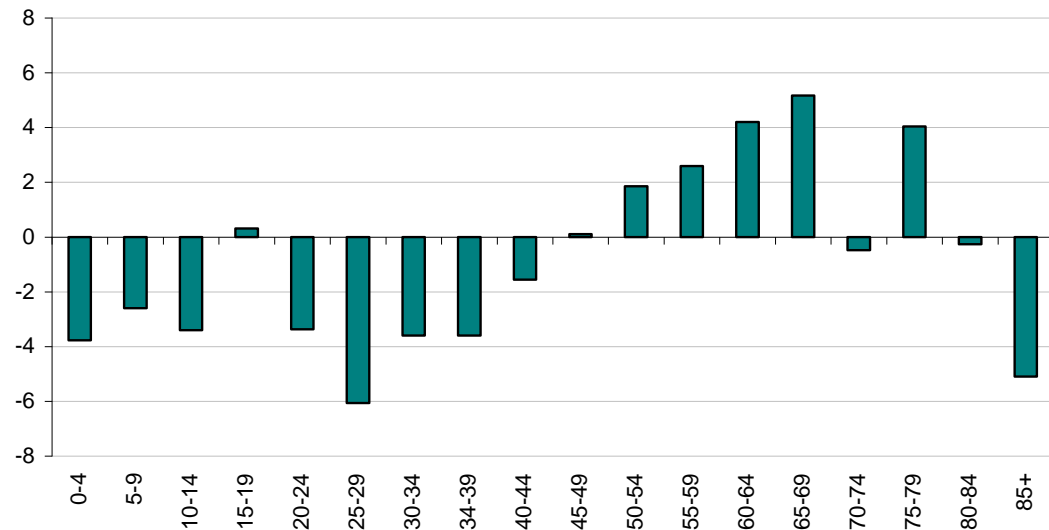


Figure 7: Average Annual Change by Age Group (Central Highlands) 1996-2006

These regional population characteristics reinforce the evidence of an ageing population and the likelihood of continued structural change in demography and housing needs. Key considerations arising from the age structure analysis include anticipated formation of more small households comprising older singles or couples, and the ongoing needs for appropriate aged services both in smaller villages and larger centres in the region. Concurrently, there is evidence of some areas where there is a growth of larger households with children.

5.3 Local Population Characteristics

At the local level, patterns of population change are varied within a broader pattern of higher growth near Hobart and lower growth in smaller towns and rural communities.

	<i>Population 1986</i>	<i>Population 1996</i>	<i>Population 2006</i>	<i>Average Annual Change 1996-2006</i>
Bagdad	-	646	740	1.4
Bothwell	369	356	379	0.6
Bridgewater*	8654	7,451	6826	-0.2
Campania	207	230	237	0.3
Kempton	324	327	357	0.9
Maydena	384	331	245	-3.0
New Norfolk	6152	5,286	5229	-0.1
Oatlands	514	539	541	0.0
Pontville	962	1424	2167	4.3

* Includes Gagebrook and Old Beach (significant boundary changes 1996-2006)

Table 3: Population (1986-2006 Urban Areas)

Overall, population change in defined urban areas (excluding the surrounding fringe areas) has been modest, with the exception of higher growth which has continued in the Pontville to Bagdad corridor. The small decline in the population of the defined Bridgewater urban area has been offset by continued growth in the general surrounding area within Brighton Municipality.

	<i>Median Age 2006</i>	<i>Average Household Size 2006</i>	<i>Average Household Size 1986</i>
Bagdad	38	2.7	**
Bothwell	42	2.3	2.7
Bridgewater*	30	2.8	3.8
Campania	40	2.4	2.8
Kempton	37	2.6	3.0
Maydena	34	2.3	3.3
New Norfolk	39	2.5	3.4
Oatlands	49	2.1	2.5
Pontville	32	2.7	3.2

* Includes Gagebrook and Old Beach (significant boundary changes 1996-2006)

**Bagdad was not an ABS urban area in 1986

Table 4: Median Age and Household Numbers (1986-2006 Urban Areas)

Declining average household sizes (and increasing median ages) are typical in the towns of the study area, reflecting older age structures, smaller households (including a growth in single person households) and supporting an, albeit modest, continued demand for new dwellings even where population decline is occurring.

In a number of smaller communities and rural areas the ageing structure of the population is even more acute. In communities such as Ouse and Miena, the median age at 2006 was over 50 years and over 10% of the population was aged over 65 years.

Average household sizes are low in these communities and others with older age structures, and these localities are characterised by high numbers of lone person households, especially single, older people. Data for these communities is presented at the ABS “State Suburb” level which includes an area more extensive than immediate township areas and often correlates to postcode boundaries.

	<i>Median Age (Years)</i>	<i>Average Household Size</i>	<i>% Over 65 Years</i>	<i>SEIFA Disadvantage (National Deciles)</i>
Bridgewater	30	2.6	4.1	1
Gagebrook	22	2.9	1.8	1
Granton	36	2.9	5.2	7
Old Beach	36	2.8	8.6	7
Bagdad	38	2.8	5.9	2
Bothwell	41	2.4	11.0	2
Brighton	34	2.8	6.7	3
Bushy Park	34	2.8	4.9	1
Campania	38	2.7	7.3	3
Colebrook	41	2.5	6.9	1
Dee	53	1.9	7.7	1
Dromedary	36	2.8	3.7	4
Dysart	36	2.7	6.2	1
Ellendale	41	2.5	9.2	1
Gretna	35	2.7	3.9	1
Hamilton	38	2.5	6.7	1
Honeywood	32	3.1	2.8	7
Kempton	37	2.6	7.8	2
Lachlan	37	2.8	2.5	1
Magra	38	2.8	6.1	3
Mangalore	39	2.8	6.0	2
Maydena	34	2.3	7.8	5
Miena	53	1.8	10.4	1
Molesworth	38	2.7	4.5	1
National Park	42	1.9	11.8	5
New Norfolk	39	2.5	12.5	1
Oatlands	45	2.3	15.6	1
Ouse	51	2.1	15.9	1

	Median Age (Years)	Average Household Size	% Over 65 Years	SEIFA Disadvantage (National Deciles)
Parattah	40	2.6	7.6	1
Pawtella	42	2.4	12.4	1
Plenty	41	2.7	4.8	4
Rosegarland	40	2.6	4.6	2
Tea Tree	36	3.1	4.2	1
Tunbridge	48	2.1	14.1	5
Tunnack	37	2.6	6.6	3
Wayatinah	41	2.1	1.8	1
Westerway	39	2.8	3.9	2
Woodsdale	37	2.7	7.2	1

Source: Census 2006 State Suburb (Districts), SEIFA Deciles compared to all Australia (1 = lowest, 10 = highest).

Table 5: Selected Population Characteristics (ABS “State Suburbs”)

The ABS Socio-economic index (SEIFA) indicates that a number of these localities are amongst the most disadvantaged in Australia - specifically those within the 1st and 2nd deciles (lowest 20%) of all localities in the nation. This index draws together a range of indicators including those relating to income, employment and education attainment. Many of these communities are characterised by high rates of unemployment as well as low labour force participation rates (the proportion of those 15-65 years engaged in or seeking employment) and comparatively low household incomes.

	Population	Unemployment Rate (%)	Labour Force Participation %
Bridgewater	3946	14.3	45.6
Gagebrook	2878	25.5	40.2
Granton	1225	2.4	71.5
Old Beach	2447	3.8	67.5
Bagdad	997	5.1	63.4
Bothwell	555	1.2	53.3
Brighton	3143	3.4	62.7
Bushy Park	268	7.5	47.0
Campania	741	3.9	66.2
Colebrook	350	10.1	46.6
Dee	117	5.7	47.8
Dromedary	459	5.7	67.2
Dysart	385	8.3	58.9
Ellendale	476	11.8	43.6
Gretna	256	9.0	52.6

	Population	Unemployment Rate (%)	Labour Force Participation %
Hamilton	300	5.8	58.3
Honeywood	674	2.4	79.1
Kempton	357	12.1	57.3
Lachlan	864	7.4	61.5
Magra	901	9.1	62.6
Mangalore	982	3.9	60.1
Maydena	245	13.1	46.2
Miena	106	8.3	36.4
Molesworth	864	6.6	64.5
National Park	136	16.9	53.7
New Norfolk	5230	8.9	47.8
Oatlands	763	10.0	47.6
Ouse	138	11.1	45.4
Parattah	105	11.1	33.8
Pawtella	153	4.0	64.1
Plenty	165	10.1	53.9
Rosegarland	348	15.6	46.9
Tea Tree	572	3.6	69.2
Tunbridge	192	3.1	55.4
Tunnack	288	5.2	52.3
Wayatinah	168	6.8	59.5
Westerway	154	17.9	45.9
Woodsdale	349	8.8	57.4

Table 6: Population, Unemployment and Labour Force %

These population characteristics depict variation within the region, but also indicate a general trend of older population and low labour force participation rates, as well as pockets of very high unemployment. A number of these localities exhibit significant social and economic disadvantage.

5.4 Future Population Scenarios

Patterns of anticipated future population are likely to reflect the recent changes within the region. Based on scenarios for change, drawn from statewide projections undertaken by the ABS and University of Tasmania, continued population growth is anticipated in Brighton and Southern Midlands, while scenarios for change in Derwent Valley and Central Highlands include anticipated growth, population stability and decline.

5.4.1 Central Highlands

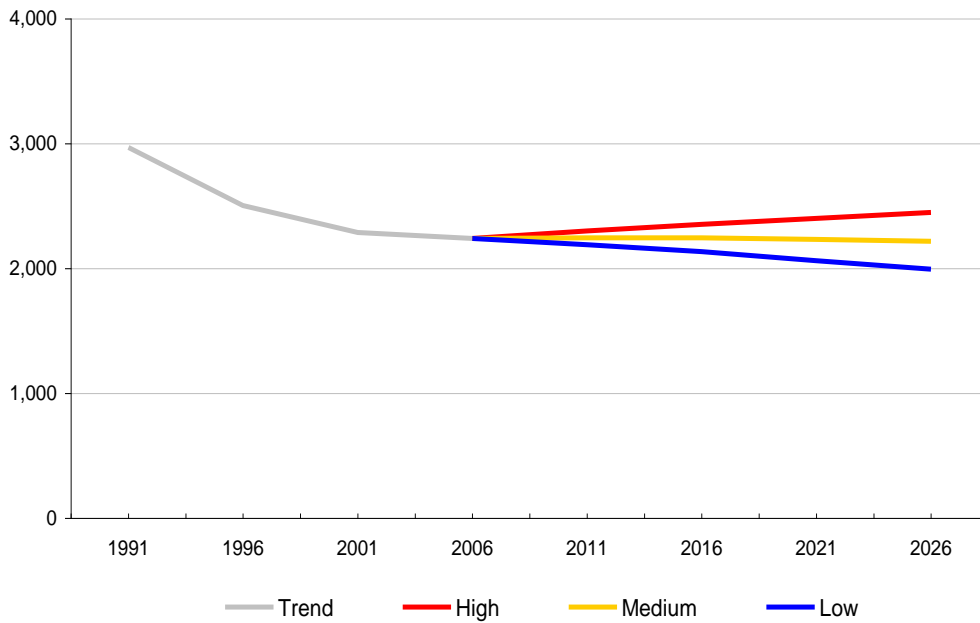


Figure 8: Population Growth Projections - Central Highlands Council Area

The population of Central Highlands has declined over several decades, although in recent years this decline has slowed and stabilized. Scenarios for future population vary between continued, yet slowing decline, low growth or population stability.

5.4.2 Derwent Valley

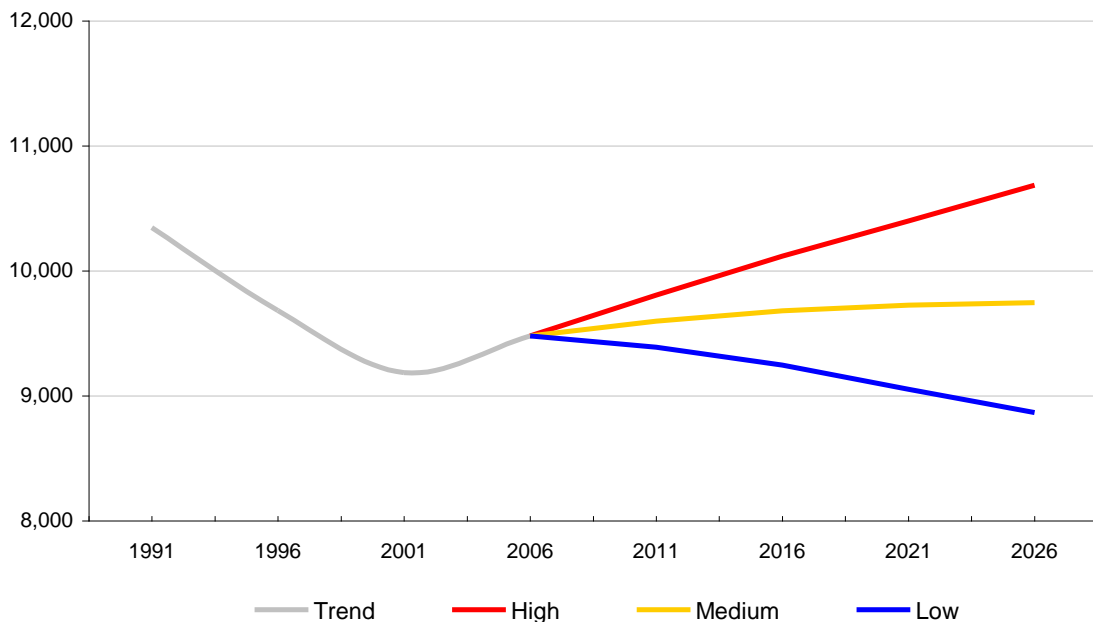


Figure 9: Population Growth Projections - Derwent Valley Council Area

Derwent Valley has experienced population decline in recent decades, although a small population turnaround was evident between 2001 and 2006. Projections for future growth suggest a continued increase, population stability or a continued trend of population loss.

5.4.3 Southern Midlands

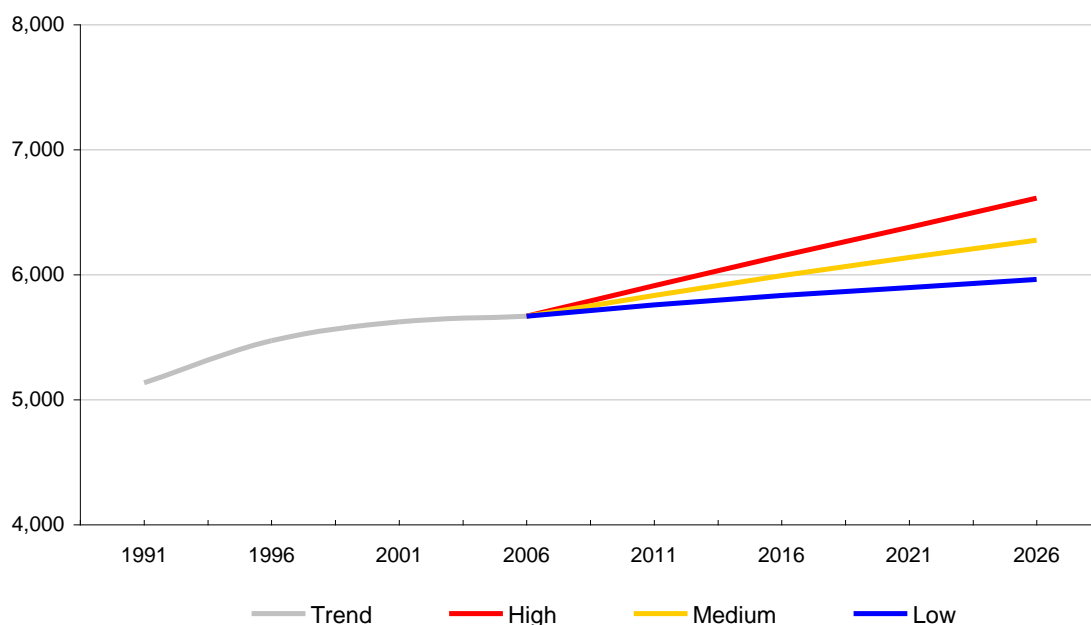


Figure 10: Population Growth Projections - Southern Midlands

Southern Midlands has experienced a small and slowing population increase in recent years. Projections suggest that this slow increase will continue in the forecasting period.

It is important to consider the usefulness and meaning of population projections in the context of strategic land use planning. At one level, such projections offer a useful indication of anticipated change in the region, yet policy directions and strategy decisions, as well as changing market preferences, will affect any forecasting based on the projections. Importantly, in many parts of this region, the *characteristics* (rather than simply the size) of the resident population, especially population ageing, and development driven by the non-resident population are also important factors in household formation, development pressure and change in towns and rural landscapes.

5.5 Critical Drivers of Change

While varied patterns of population change are evident within the study region, critical drivers of future population and settlement relate to ageing and the population decline (or at least stability), apparent outside of areas directly influenced by growth in Greater Hobart. Concurrent patterns of population decline, population ageing and in some locations an increase in household numbers suggest that strategies for settlement need to recognise the likely mismatch between existing housing types and location and future household types. It is also evident that rates of growth are likely to be modest in all locations outside of the New Norfolk area and the corridor from Brighton to Bagdad.

5.6 Land Use Issues

The changing nature of housing development in the region, and the spread of settlement beyond existing urban areas, is perhaps the most significant land use issue to be addressed outside of those areas on the immediate fringe of Greater Hobart. Changing patterns of rural land use, the restructure of various farm sectors and the emerging market preferences for rural residential development are evident in many parts of Australia, particularly in areas with good access to cities such as Hobart.

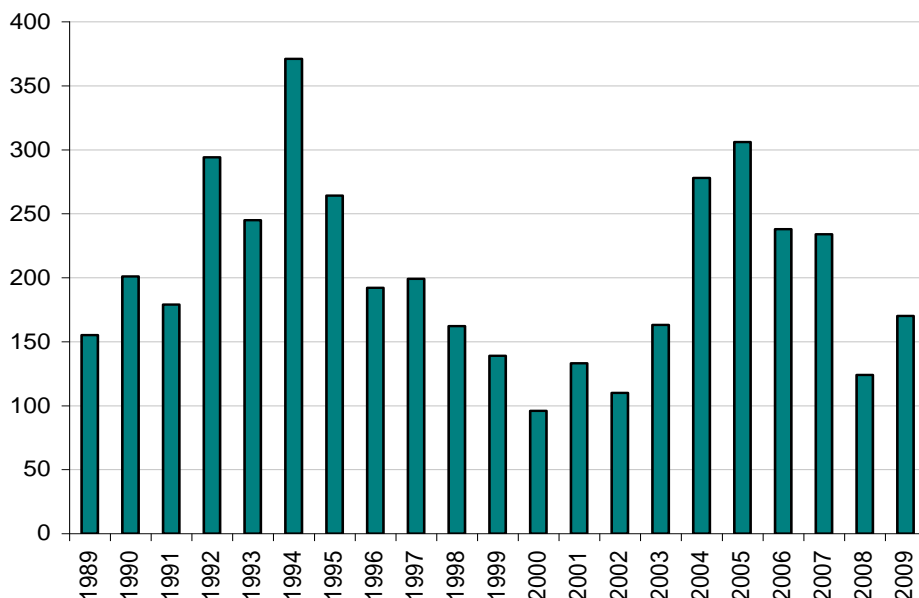
From a land use planning perspective, the consequences of the changing nature of rural development need to be considered in the context of the viability of ongoing farming, the capacity and management of infrastructure such as irrigation, the protection of natural assets and the impacts of dispersed forms of settlement on service and infrastructure provision (including transport) for these communities.

In the study region, while the majority of population growth and consequent development has occurred in Brighton Municipality, the lower levels of dispersed settlement in smaller centres and across rural landscapes has been profound in recent decades.

The following summary explores current patterns of land use and development in the region, as well as trends, in those areas outside of Brighton (which is addressed in a separate structure planning process).

5.6.1 Residential Building Activity

Over the past two decades, the construction of housing in the study area has seen two distinct periods of high growth - in the mid 1990s and again in the middle of the current decade.



* Based on data up to mid 2009

Figure 11: House Construction (Annual) 1989-2009*

In general, the spatial distribution of new houses shows clusters on the fringes of Bridgewater, in and around New Norfolk and in the corridor from Pontville to Kempton. More limited development is apparent in smaller urban areas including Oatlands, Campania and Bothwell. A significant cluster of new housing in the rural landscape is evident in the hilly landscapes south of Oatlands in areas including Woodsdale and rural areas north of Campania. More scattered areas of new housing are evident in more remote areas of Central Highlands Municipality. New housing development activity within the Highland Lakes areas of Bronte and Miena has been significant (considering the total housing supply). The extent of development activity in the Highland Lakes area is explored in more detail in the Highland Lakes Settlement Strategy.

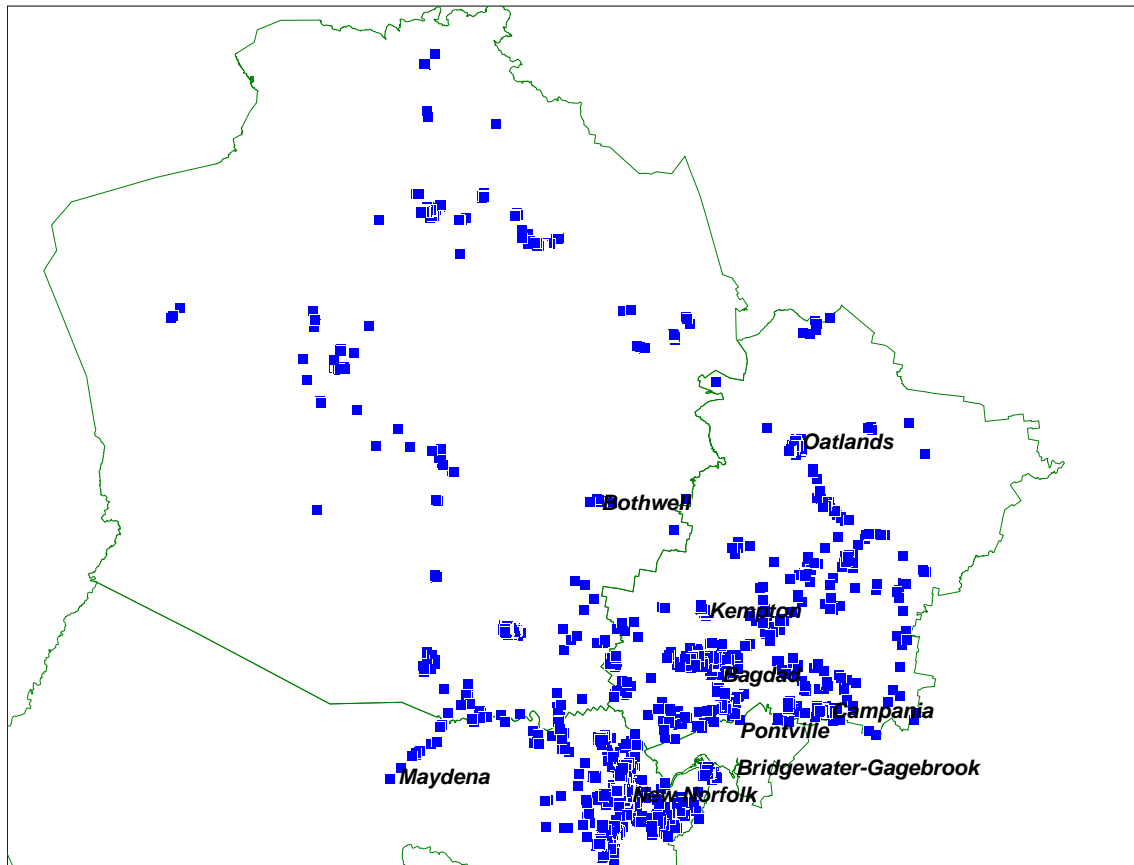


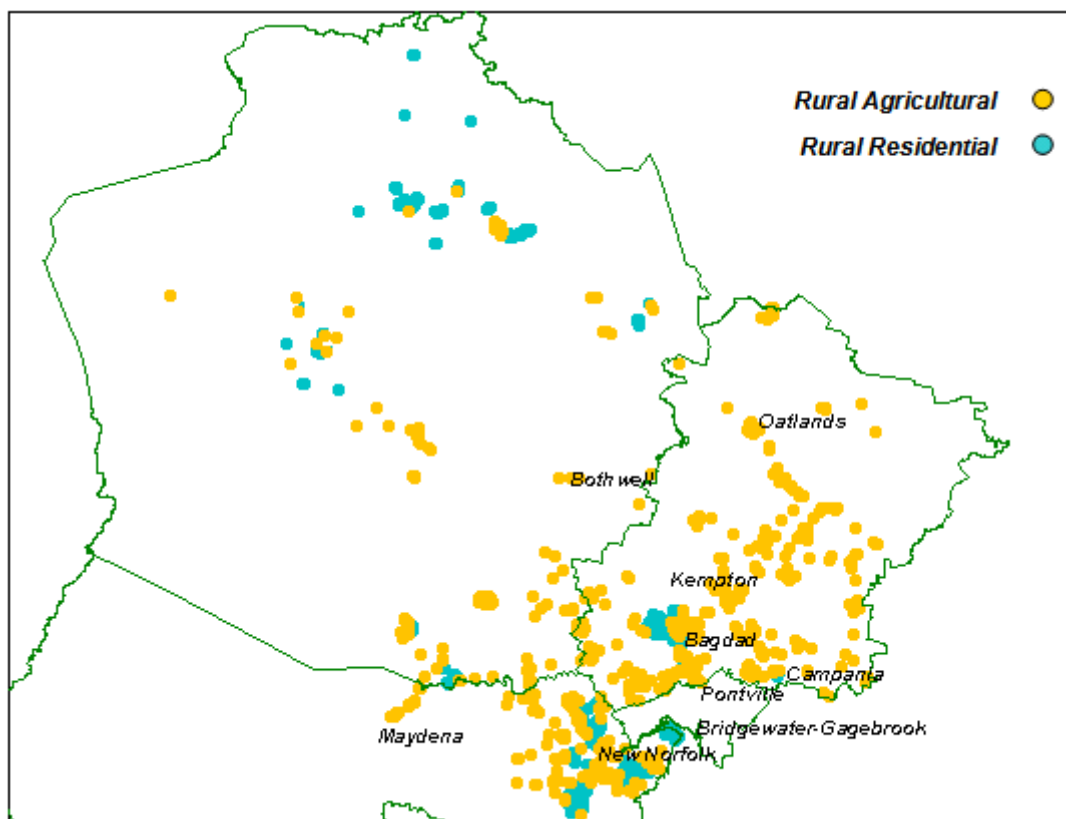
Figure 12: House Construction (Location) 1989-2009

The distribution of new housing within the context of planning provisions shows that while most new housing occurred in designated Residential or Rural Residential areas, significant new construction occurred in rural (agricultural) zoned areas, generally on small lots.

Range (ha)	Total		Rural Agriculture		Environmental Management		Rural Residential		Intensive Agriculture		Residential		Future Residential	
	Count	Average (ha)	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
<0.5	1155	29.9	189	8%	16	84%	321	40%	6	26%	620	91%	3	16%
0.5-1	205	5.3	112	5%	0	0%	49	6%	0	0%	41	6%	3	16%
1-2	331	8.6	158	7%	0	0%	150	19%	0	0%	15	2%	8	42%
2-8	1361	35.3	1128	49%	3	16%	221	28%	1	4%	4	1%	4	21%
8-20	403	10.4	357	15%	0	0%	42	5%	3	13%	0	0%	1	5%
20-40	145	3.8	129	6%	0	0%	12	2%	4	17%	0	0%	0	0%
40-100	172	4.5	164	7%	0	0%	4	1%	4	17%	0	0%	0	0%
100+	86	2.2	80	3%	0	0%	1	0%	5	22%	0	0%	0	0%

Residential includes 'Village'; Rural Agricultural includes 'Rural', 'General Rural', 'Rural Forest'; Rural Residential includes 'Holiday Residential', 'Rural Retreat'; Environmental Management includes 'Conservation', 'Water Conservation'.

Table 7: New House (Property Area and Zone type*) 1989-2009



Rural Agricultural includes 'Rural', 'General Rural', 'Rural Forest'; Rural Residential includes 'Holiday Residential', 'Rural Retreat'

Figure 13: House Construction (Zone) 1989-2009

It is evident that significant numbers of new houses have been constructed within the various rural and agricultural zones, including a significant level of new development on smaller lots that are unlikely to be part of a commercial farm. Clusters of development outside of designated rural residential areas include the areas of Southern Midlands municipality south-east of Oatlands and north of Campania, as well

as scattered development near New Norfolk and within the Bagdad corridor; spill-over from designated rural residential areas.

Figure 14 below suggests that the staging of development has focused increasingly on the peri-urban areas at the limits of Greater Hobart. The development of hillsclapes and more distant location in the 1990s appears to have slowed more recently.

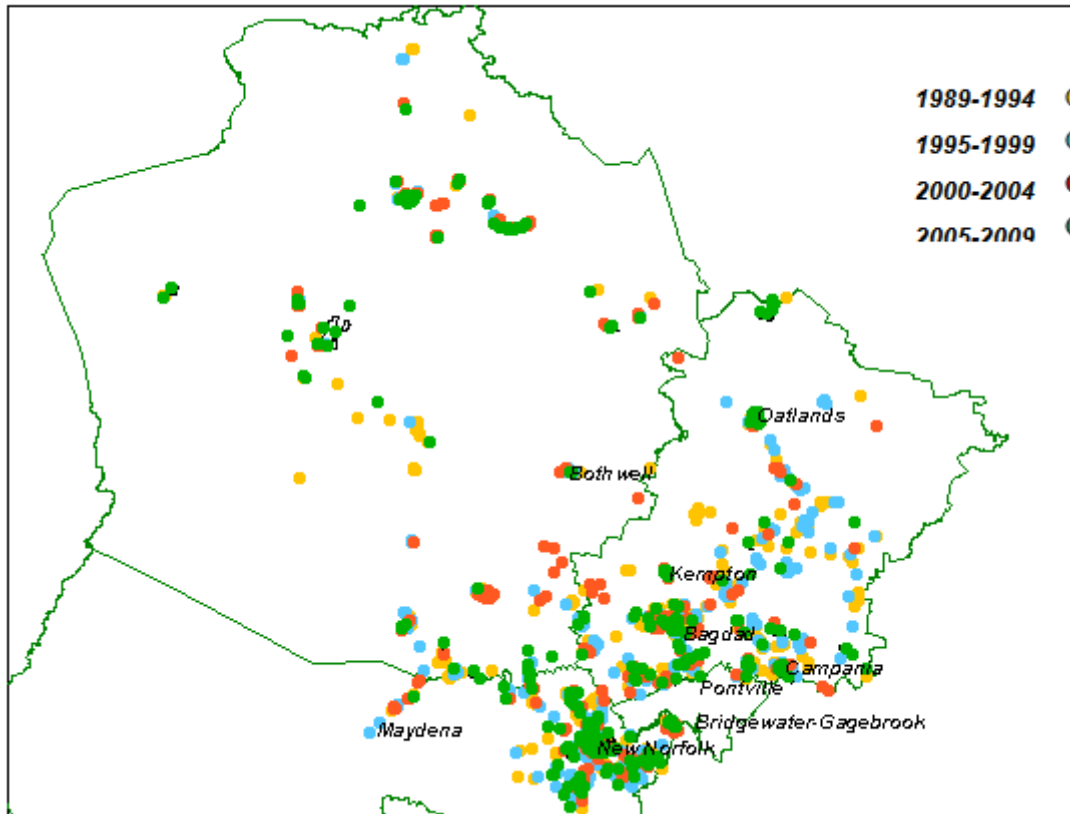


Figure 14: House Construction (5 year intervals) 1989-2009

At the local level, housing development in rural and agricultural zoned areas is focused on three areas - areas south of Oatlands (Woodsdale-Levendale), in the Bagdad to Mangalore corridor outside of the rural residential areas and surrounding New Norfolk. Generally, housing development in these areas is on lots between 2 and 40 hectares, properties that would be unlikely to be a single commercial farming unit.

Area Range	Woodsdale-Levendale		Bagdad-Mangalore		New Norfolk Area	
	Number	%	Number	%	Number	%
<0.5	3	3	10	9	13	9
0.5-1	0	0	6	5	7	5
1-2	11	10	5	4	8	6
2-8	25	23	53	47	54	37
8-20	28	26	16	14	27	19
20-40	27	25	16	14	26	18
40-100	14	13	6	5	6	4
100+	1	1	1	1	4	3

Table 8: New House in Rural Agricultural Areas (Property Area and Zone type*) - Selected Localities, 1989-2009

The development peak for these areas was in the late 1990s, although steady growth has been recorded until recently close to New Norfolk and in the corridor north of Bagdad.

Year	Woodsdale-Levendale		Bagdad-Mangalore		New Norfolk Area	
	Number	%	Number	%	Number	%
1989-1994	35	32	38	34	47	32
1995-1999	39	36	26	23	44	30
2000-2004	29	27	23	20	20	14
2005-2009	6	6	26	23	34	23

Table 9: House Construction in Rural Agricultural Areas (5 year intervals) - Selected Localities, 1989-2009

In summary, the concentration of settlement throughout the region has resulted through two distinct periods of growth throughout the last 20 years of development. Outside of development within specified residential zoned land (Residential and Rural Residential Zoning), development is occurring in clusters on lots that range between 2 to 40 hectares in area. This housing development activity indicates provision of lifestyle properties on rural land despite a more than adequate supply of residential zoned land throughout the region.

Development of housing within a number of areas, particularly on the fringes of New Norfolk appears to respond to existing land use policy requirements that specify lot minima of 20 hectares in rural zones. It should be noted though that the Southern Midlands planning scheme stipulates no minimum lot size in the Rural zone (i.e. no further subdivision or creation of new titles), while under the planning scheme for the Derwent Valley municipal area the minimum lot size in the Agricultural zone is 80 hectares and 40 hectares in the General Rural zone. Notwithstanding any minimum lots size requirements, development is also occurring on Rural Agricultural lots well below the anticipated size of an agricultural holding. This trend of housing development on small rural lots appears to be occurring at concentrations that may prejudice future agricultural enterprise and growth.

5.7 Productive Urban Landscapes

Rural land comprises a significant and expansive land use within the sub-region and has played a historically significant role in its development. These rural areas have significant social, cultural, scenic and recreational value; however, agricultural land is a finite resource and the continual growth of settlements can create a competition between the traditional urban land uses and agriculture.

Urbanisation leads to a continuous extension of the settlements into the rural surrounds, bringing large areas under the direct influence of the urban centres. The establishment of rural residential or residential uses into productive rural areas can result in agricultural land being permanently alienated from agricultural use and in some cases being pushed to more marginal areas, resulting in a reduction in the total input to the economy from agricultural production.

It should also, however, be acknowledged that the rural living opportunities are a key attraction for many to the sub-region, and provides increased choice in housing options. The interdependence between urban and surrounding rural areas creates a need for integrated development approaches, for urban, peri-urban and rural environments.

The location and extent of rural residential and residential development within the sub-region has been carefully considered and outlined in detail elsewhere in this strategy. This planned approach has involved identifying land that is suitable for rural residential development, while at the same time limiting subdivision in the remaining rural areas.

This section of the strategy will focus on what is considered to be an essential, but as yet relatively new (to Tasmania) policy framework for urban agriculture to complement rural agriculture and increase the efficiency of the food systems that already exists across the sub-region.

This framework recognises the value of vegetation within the urban environment, as an acceptable, affordable and effective tool for sustainable urban development and seeks to ensure its integration into planning and to facilitate its multiple benefits for urban inhabitants.

Urban agriculture can comprise a variety of production systems, ranging from subsistence production and processing at household level to fully commercialised operations. In this context urban agriculture will be defined as the growing of plants for food **within** a settlement / town, as distinct from the existing commercial agricultural activities currently occurring across the sub-region in areas surrounding the towns and villages. Growing food within the urban environment generally has easy access to markets and a prevailing high demand for food, significantly reduced transport costs for produce (which is particularly important as we move into a Carbon constrained economy) and an abundance of resources and opportunities.

A growing number of cities are designing policies and programmes on urban agriculture, applying planning approaches to identify effective ways to integrate urban agriculture into land use planning and to facilitate the development of safe and sustainable urban agriculture. Notable examples include: Havana, Cuba, Cairo Egypt, New York City, Pomona Valley California, Beijing, and London.

In the examples listed above and many other places these agricultural activities take place in various parts of cities, both in the built-up area (in back yards, along waterways and railway reservations, on vacant public or private land) as well as in the rapidly changing peri-urban areas, however this framework confines its application to

generally public (Council) owned and administered land (typically open space) within the urban / town environments.

This form of agriculture has the potential to contribute significantly to the wellbeing of the sub-region's community. Urban agriculture contributes to a wide variety of urban issues and is increasingly being accepted and used as a tool in sustainable urban development. In particular it can play an important role in:

- Enhancing food security, nutrition and health;
- Local economic development - through the generation of income for low socioeconomic groups;
- The recycling of nutrients (such as turning urban organic wastes into a resource);
- Community development; and,
- Maintenance and enhancement of open spaces.

Food security, nutrition and health

The contribution of urban agriculture to food security and healthy nutrition is one of its most important assets. Many of the socio-economically vulnerable or disadvantaged have inadequate, unreliable and irregular access to food, and a lack of purchasing power. The costs of supplying and distributing food are rising continuously; as a consequence, food insecurity will continue to increase. Urban agriculture offers improved access to fresh food, which directly relates to improved health.

Local economic development

Urban agriculture can be an important source of income for its producers (such as Council, community groups or low socioeconomic groups). If undertaken directly by, or in partnership with, low socioeconomic households then in addition to the income from sales, households save on expenditure by growing their own food.

Urban agriculture can also be a sector that integrates the poor and unemployed into the urban economy. In so doing, it contributes immensely to feelings of higher self-esteem and safety.

Urban agriculture can also stimulate the development of micro-enterprises, such as farmers market.

The recycling of nutrients

Provided it is done safely urban agriculture provides an opportunity to recycle organic waste outputs from the urban environment, which will conserve soils, improve nutrient recycling and improve water management.

Community Development

Urban agriculture may function as an important strategy for social integration of disadvantaged groups (such as immigrants, the disabled, elderly, the young and unemployed) by integrating them more strongly into the social networks of settlements. It can also play an important role in providing recreational and educational functions to these citizens.

Maintenance and enhancement of open spaces

Many of the public open spaces in the urban environment are poorly maintained and offer little to no amenity value for the community. These spaces are typically an on-going liability for Councils. Urban agriculture offers the opportunity to establish a productive use for many of these parcels of land that will directly benefit the local community, enhance amenity, and potentially reduce the management burden on Council through partnerships and other arrangements for their on-going maintenance.

The Next Steps

It is acknowledged that in most cities and towns there is a high demand for land for residential, commercial and industrial development. However, the productive or potentially productive areas that have not been paved are not only limited to communal farms and private gardens. Typically there are significant institutional land areas (belonging to hospitals, schools and churches), riverbanks, roadsides and parks that cannot be used for buildings.

Planning the use of these spaces requires mapping their location as a first step and then assessing their potential.

This framework seeks to establish a policy instrument to achieve the objective of integrating urban agriculture into land use planning within the urban environment and to facilitate the creation of the necessary community based infrastructure for establish local systems for growing food. If successful, a network of continuous productive urban landscapes could be planned and established across the sub-region.

It is also suggested that the Councils consider the inclusion of allowing the temporary use of vacant public and private land for urban agriculture. The Councils could, for example, allow undeveloped land to be used for urban agriculture, subject to negotiation between the owner and the user. This could be done through encouraging community participation in the management of open spaces where food can be grown in combination with other urban functions, such as recreation and city greening.

Due to the inter-linkages between urban agriculture and other urban development issues, planning on urban agriculture should involve various sectors and disciplines, such as health, waste management, community development, parks management and land use planning. Moreover, relevant community groups should be involved in the planning process. Such consultative processes will make the outcomes of policy development and action planning not only robust and comprehensive, but also accepted and sustainable.

In summary the requirements for the development of safe and sustainable urban agriculture include:

- Creating a favourable policy environment and formal acceptance of urban agriculture as an urban land use;
- Enhancing access to vacant open spaces;
- Enhancing the productivity and economic viability of urban agriculture by improving access of urban farmers to technical assistance and advice;
- Supporting the establishment and strengthening of support organisations;

The four Councils of the sub-region led the remainder of the State in the development of Regional Planning through the first Phase of this Project - the Joint Land Use Planning Initiative (JLUPI) Land Use Strategy; similarly there is a significant opportunity for the sub-region to display leadership in the establishment of a policy framework and the facilitation of urban agriculture.

There are significant areas of vacant land that could be used for agriculture on a temporary or permanent basis and the Councils may facilitate access to available urban open spaces in various ways. It is suggested that two trial gardens are established in order to gauge community and stakeholder acceptance and as means of demonstrating their value to potential external funding sources (such as community grants programs). The two suggest trial locations are Oatlands and Campania.

Campania

The Campania School currently has an underutilised school farm; however there is strong support within the community to retain it. The school farm is located close to the Flour Mill Park reserve and community hall.

The community would like to see the redevelopment of the historic flour mill building as a tourist venture showcasing fine foods and wines from the area. With some limited additional support from Council and the community the school farm could be established as a broader community asset. By establishing this as one of the trial sites for urban agriculture it enables Council to leverage off the existing community support for the school farm and also the key public assets nearby for the establishment of a farmers market.

Once established, the produce could be distributed amongst the school children, sold at the local farmers market at the community hall (with other produce from the region), or at the flour mill building tourism venture (once developed), not only showcasing fine foods and wines but also the significant benefits associated with urban agriculture. The proceeds from any sales could be reinvested into maintaining the farm or other community projects. Campania is close to Hobart (~25 km) and the tourism destination of Richmond, allowing a Campania farmers market to capitalize on its popularity with visitors.

Oatlands

The Oatlands Integrated Development Strategy provides *“a framework for the Southern Midlands Council and the Oatlands Community to work together in a systematic and efficient way to ensure the prosperity and sustainability of the Oatlands Township and district”*⁴. While this strategy does not expressly suggest the development of urban agriculture, many of the strategies and initiatives will be complimented by its establishment.

In particular, that Strategy seeks to ensure the design of public spaces supports a wide variety of uses and the use of public infrastructure and open space provides a diversity of income streams. Two sites are suggested for the initial establishment of urban agriculture:

- Callington Park - There is ample available land adjacent to Callington Mill at Callington Park. The establishment of urban agriculture focussed on a grain growing theme on this site is not only consistent with the redevelopment of Callington Mill, but will in fact compliment it and the associated developments, such as farmers markets and other visitor events.
- The proposed Oatlands Civic Hub - One of the key initiatives suggested in the creation of the Oatlands Civic Hub (through the redevelopment of the Council Depot site) is to prepare a design brief for the recreation centre that includes the integrated urban design of the area. It is suggested that this design brief make provision for the inclusion of urban agriculture within the Oatlands townshipurban structure, and thereby enhancing the integration of land uses.

Importantly, both these locations are centred on the existing service and community facilities of the town and also Callington Mill.

The establishment of urban agriculture in association with the redevelopment, subsequent marketing of the Callington Mill and the associated food and artisan experiences offers Council and the community an unparalleled opportunity to promote and supports sustainable growth and development for Oatlands.

⁴ Oatlands Integrated Development Strategy, August 2008, page 3

The integration of these initiatives offers complementary tourism, community and economic development outcomes for the Oatlands community.

The need to ensure sustainable and liveable urban forms is 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 noticeably at the local and community level. Spatially, these changes will result in and demand new and different urban forms and ways in which key land uses are sited.

Just as the JLUPI Land Use Strategy was a landmark initiative for the four Councils and for strategic planning in the State, so to can the successful establishment of continuous productive urban landscapes throughout the many small towns and villages across the sub-region operate/function as one means of ensuring a sustainable urban form.

Whilst communities and Councils have generally accepted the peri-urban zone as an area of mixed land uses, the intra-urban zone in most cases remains a preserve for more "traditional" urban uses. However, once accepted and facilitated, urban agriculture can not only be sustainable but will be able to intensify its productivity and diversify its functions for the community and, by doing so, gain more social and political acceptability.

6. 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:

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.

Work

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

Invest

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

Sustain

Embrace a sustainable future for the sub-region balancing environmental, economic and social outcomes.

The resulting urban form from these processes will therefore be 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.

PART TWO

Settlement Strategy



7. Settlement Strategy

7.1 Social Drivers in the Sub Region

7.1.1 Ageing 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. Many of the settlements and rural areas of the sub-region are experiencing an ageing of their populations, as highlighted in section 5.2 of this report. In most cases this is occurring at a greater rate than what Tasmania as a whole is experiencing.

The ageing of the sub-region, attributable to increased longevity and the maturing of the baby boomer generation, will present significant challenges in relation to the key settlements and population sustainability of many of the rural centres.

Across the sub-region, low density urban development, a characteristic of many of the communities, is not particularly age-friendly. Features, such as dispersed development patterns, the lack of footpaths, separation of land uses and automobile dependency all present significant obstacles to the independence of seniors. Enabling residents to age in their homes and communities is critical to the sub-region continuing to grow and prosper and to reinforce and build/preserve the sense of community.

There are substantial benefits for each of the four member Councils of the sub-region and their respective communities in improving efficiencies in the built environment. Age-friendly built environments can make places more liveable for all ages, reducing costs associated with health and aged care and yielding a range of social and economic benefits by extending and expanding seniors' contribution to community life.

Local government has a principal role in shaping the built environment outcomes through its land use strategic planning, development assessment and building approval activities. Throughout the development and implementation of this Settlement Strategy the key strategies available to foster age friendly built environments will be prioritised.

Ensuring the key residential settlement nodes have the necessary 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.

Good urban design can play a major role in allowing seniors to age in place and remain active, both physically and in their local communities. Safe pedestrian environments, easy access to commercial, social and recreational facilities are all important elements that can positively affect the ageing experience.

7.1.2 Healthy Design

Engaging in regular physical activity reduces the risk of illness such as cardiovascular disease, type 2 diabetes, osteoporosis, colon cancer, obesity and injury. The built environment can either hinder or help an individual to be more active and healthy. In recent decades the segregation of land uses and activities, the huge emphasis on facilitating private vehicle travel and scaling back of public transport, along with changes to technology and wider social changes have resulted in less daily walking or cycling.

Healthy Design is about shifting that trend so that public transport, walking and cycling along with good accessibility and interconnectivity between areas facilitates individuals to be more active in their daily lives. With an ageing population keeping people healthy and active for as long as possible becomes even more important if the strain on health services is not to become untenable.

The sub-region has a relatively small and dispersed population, and in most settlements development occurs at a slow rate and at a small scale. Many of the towns have important heritage buildings or precincts, where the existing built fabric must be retained. Given these factors, it is very important for the Councils to work cleverly, by planning ahead, making the most of small, incremental developments, using resources wisely and placing greater emphasis on retrofitting.

Retrofitting means making changes to existing developed areas by providing or improving facilities, links and environments to encourage and facilitate physical activity. Often, it is found that with a small amount of refinement, existing facilities can be dramatically improved.

The need for such policies and recommendations is underpinned by organisations such as the Heart Foundation and the Premiers Physical Activity Council and documents produced by them such as *Healthy By Design*.

Healthy by Design: a planners' guide to environments for active living in Tasmania is a resource document aimed at planners and associated professionals. It is a research based set of guidelines which focuses on the aspects of the built environment that encourage people to walk and cycle as part of daily life.

In many of the recommendations relating to the various settlements a focus of them has been the need to encourage a critical mass of people to help sustain services and also to consolidate existing settlements so that better opportunities for residents to walk or cycle or use public transport to services can gradually be realised.

7.2 Economic Drivers in the Sub Region

While local government is constrained by the scale at which it can operate and its limited resources, there needs to be recognition of the importance of place in attracting people and fostering economic development. There is no longer a reliance on natural resources or the other traditional business attractors to lure industry to a region - centres and regions are successful because people want to live there. The challenge for local government is to accept this changing economic growth environment and to put in place the appropriate policies and programs to capitalise on the changing paradigm. The key is to develop the locational conditions that will attract people to the region and ultimately economic development.

There are a number of cost effective policy directions that can contribute to "liveability", these include:

- Focus on attracting and retaining workers with a total living package;
- Facilitate development of creative spaces;

- Facilitate a diverse land use mix and activity in the public domain; and
- Implement urban design measures that focus on factors such as pedestrianisation.

To provide for value adding in the agricultural sector it is important that there is sufficient flexibility within the Rural areas and specifically any future Rural zoning to allow for downstream processing activities and not limit the zone activities to purely primary industry in nature, however at the same time development controls will be needed to ensure that impacts on surrounding activities is minimised.

The commercial and service centres of the sub region should be developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role. These facilities should be located where they service a sustainable local community in integrated centres, ensuring rational, economic and convenient provision of goods and services and providing:

- A focus for community life;
- Safe, pleasant and accessible walking and cycling networks; and
- Increased vitality and activity in centres.

The following sections will outline some of the existing / traditional key economic drivers.

7.2.1 Transport

The Department of Infrastructure, Energy and Resources (DIER) is the lead organisation responsible for undertaking transport planning within the Region, this task involves identifying current and future transport issues and challenges within the Region and providing the policy and ultimately transport solutions to meet the challenges and needs of the Region. DIER has recently released the Draft Southern Integrated Transport Plan for public comment. From the Plan:

The Southern Integrated Transport Plan provides the strategic framework for planning and investing in Southern Tasmania's regional transport system over the next 20 years.

The focus is on high priority issues and strategies that will deliver the greatest benefits to regional communities and industry.

The Plan is a joint initiative of the Tasmanian Government and the Southern Tasmanian Councils Authority, which comprises Brighton, Central Highlands, Clarence, Derwent Valley, Glamorgan/Spring Bay, Glenorchy, Hobart City, Huon Valley, Kingborough, Sorell, Southern Midlands and Tasman Councils.

The existing transport infrastructure has been primarily derived from the demand generated by historical land use planning and development in the sub-region, this has included:

- Dispersed patterns of settlement.
- Low density residential development.
- Separation of land uses.
- Many of the settlements located large distances from urban centres and lacking public transport options.

Freight

Tasmania freight task is forecast to grow significantly over the next two decades. 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 is the major high productivity vehicle route in the subregion, supporting the movement of forestry freight from the southern forests, east to Triabunna. The Lyell Highway is also an important freight route, with connections to the Norske Skog paper mill at Boyer.

Generally, traffic volumes are and will remain comparatively low across the subregion. The highest volumes will continue to be through the Brighton area, reflecting the role of the Midland Highway in supporting intrastate movements.

Freight growth will put pressure on existing infrastructure, and there is a need to strategically manage freight across networks to maximise the role of all modes.

As a major state freight route, the Midland Highway and parallel rail network are the key targets for efficiency improvements within the subregion. The Brighton transport hub will see the subregion develop as the Southern Region's major freight distribution centre and support ongoing growth in light industrial and warehousing/storage activities. The major upgrades of the Midland Highway and rail network proposed as part of the *Southern Tasmania National Transport Network Investment Program* will support improved road and rail connections and reduce travel times between southern Tasmania and the northern ports, delivering significant safety and efficiency benefits.

Key considerations:

- Protection of the major road and rail links within the subregion from encroachment from inappropriate development.
- Focus on providing at least one single, appropriate standard road linking key population centres to the major regional centre, Hobart.
- Potential for rail tourism along the Derwent Valley Line and into Hobart.

Accessibility and Planning

The subregion has a high proportion of people living in rural and remote areas, with areas of socio-economic disadvantage. Ensuring accessibility for these groups is a key challenge. Accessibility refers to the opportunity that a person has to reach places, goods and services within an acceptable amount of time, cost and ease.

People unable to access a private car, including the disabled, those unemployed or on low incomes, the aged and youth under 17 years of age are at risk of experiencing transport disadvantage. These groups rely on public or community transport services, family and friends to meet their transport needs.

And while public transport is the major alternative to the use of a car, the sub-regions small and dispersed population, 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 continued development of Brighton as a subregional service centre, and New Norfolk in the Derwent Valley, will support improved local access to commercial and some basic services.

Many daily trips are less than 2 km. The appropriate design of urban areas can encourage substitution of cars for other modes (e.g. walking and cycling) for shorter

trips. This includes streets, footpaths and cycleways that connect well, including between houses and local shops, are well lit and perceived as safe to use.

The sub-region offers significant opportunities for affordable and low density housing, with reasonable transport access to the major urban centres of Glenorchy, Clarence and Hobart. Consolidation of Brighton and New Norfolk as key service centres will reduce the need for and distances travelled by people to access goods and services locally.

Meeting demand for rural living through consolidation of existing outer centres such as Oatlands, Kempton, Ouse, Bothwell and Campania will optimise use of existing infrastructure (road, water and sewerage), and reduce the need to extend infrastructure to expanding rural-residential areas.

The Brighton Bypass and future bypass of Bagdad / Mangalore will create opportunities to focus rural residential development along the existing Highway and consolidate development in serviced rural centres such as Kempton.

Land use activities and zoning decisions should consider the road hierarchy and function of individual roads.

Key Considerations:

- Improved local area transport networks and neighbourhood design that supports public passenger and non-car based transport.
- Planning strategies that reduce trip length and increase modal choice, including locating appropriate activities within residential areas (shops, childcare centres) and residential consolidation.
- Consolidate commercial and residential growth in existing key towns (e.g. Brighton, Bridgewater, New Norfolk, Oatlands, Bothwell, Kempton etc).
- Align land use and development with existing and planned transport infrastructure and service capacity to ensure residential and commercial activities are located in accessible areas.
- Protect significant transport infrastructure from land use activities that compromise long term operating function.

Implications for the Settlement Strategy

To increase the efficiency and sustainability of our transport networks and land use in general there needs to be a focus on how to structure and adapt our towns and pattern of settlement for sustainable growth, this will be achieved by inclusion of the following actions within the Settlement Strategy:

- Locating housing, employment opportunities, services and facilities in such a way as to facilitate greater accessibility.
- Promote opportunities for walking, cycling and public transport.
- Reduce our reliance on private car travel.

Transport Related Infrastructure

The key economic drivers currently operating in the sub region are the construction of the freight Hub and the Brighton Bypass. Both of these are creating a significant level of economic activity in the Brighton area in particular. The freight Hub will continue to generate ongoing economic activity once operational whilst the bypass will create opportunities for Brighton town to develop a more focused and attractive town centre without the constraints of a being a major traffic thoroughfare. The bypass will also

add to the attraction of the surrounding areas as places for rural living within easy driving distance of Hobart. The demand for rural living and the advantages and disadvantages of this form of living have already been discussed earlier in this report.

7.2.2 Heritage

The sub region also has a number of towns and settlements with major heritage values which have already been recognised as having great potential to develop heritage focused tourism around. This heritage potential extends to the general rural landscape where many heritage listed houses sit in attractive rural settings, which enhance their heritage value and attraction. The settlement strategy recognises this potential in many of the settlement specific and more general recommendations. In recognition of the importance of this issue a separate heritage assessment has been conducted and can be found under separate cover.

7.2.3 Natural Values

A significant economic driver for the region is its natural values, recognised by the number of National Parks and Reserves in the region. These form the basis for attracting many tourists to the region as well as creating a framework for nature based recreational activities for both visitors and the local population.

A number of the lakes in the sub region, and in the Central Highlands area in particular, provide world class recreational fisheries. Protection of these natural values is fundamental to ensuring that their economic potential can be realised in terms of their eco tourism and recreational fisheries potential. The lakes already provide a significant economic return to the State in terms of the hydro electric power generated from them. This along with their value for agricultural irrigation, (which is likely to increase as the government's irrigation schemes are rolled out), create the need for more integrated management of them, to ensure both the economic and natural values of the lakes are sustained. The specific Highland Lakes Settlement Strategy covers this issue in more detail.

7.2.4 Alternative Energy

Alternative energy production for the sub region has traditionally meant hydro power but more recently, investigations into geo thermal and wind power have begun to occur. These investigations have mainly focused on the Central Highlands area. The remoteness and windiness of the Highlands area in particular, along with its relative accessibility to the existing electricity generating infrastructure is also beginning to be recognised with energy companies expressing interest in developing wind farms in the area.

7.2.5 Agriculture

Much of the sub region is rural in nature with agricultural production being a traditional and important part of the economies of Southern Midlands, Central Highlands, Derwent Valley and to a lesser extent Brighton. The Southern Midlands and Central Highlands have mainly grazing focused properties whilst in the Derwent Valley the higher rainfalls and hillier topography has resulted in smaller holdings utilising water from the River Derwent for various fruit or grain crops. On lands close to the Clyde and Jordan in particular, irrigation based farming has allowed for a wider range of crops to be grown. The potential to expand the area and value of irrigation based agriculture in the sub region is being actively pursued by the State government, with larger irrigation schemes being investigated for both the Jordan and the Clyde and the utilisation of Hydro allocated water from Arthurs Lake for irrigation in the Southern Midlands under the proposed Midlands Irrigation Scheme.. Figure 15 illustrates the areas being investigated as part of the South East Irrigation Scheme. The Tasmanian

Irrigation Development Board websites states the following in relation to the investigation;

Agricultural production has expanded significantly in the Coal River valley with irrigation. Further stages of the South East Irrigation Scheme envisaged at the time existing arrangements were developed have not eventuated. Current arrangements are not sufficient for either existing needs or for growth opportunities.

The south east project focuses on a permanent solution to irrigation needs in the south east from Forcett, through Sorell, Richmond Tea Tree and Brighton to the lower Jordan valley. Servicing the lower Jordan had initially been investigated as part of the Midlands Water Scheme but it is more feasible to consider irrigation arrangements for that area as part of a significantly expanded south east solution.

There are a number of current irrigation water sources within the study area: run-of-the-river water from Craighourne Dam and the Jordan River, potable water from Southern Water and some treated sewerage re-use water.'

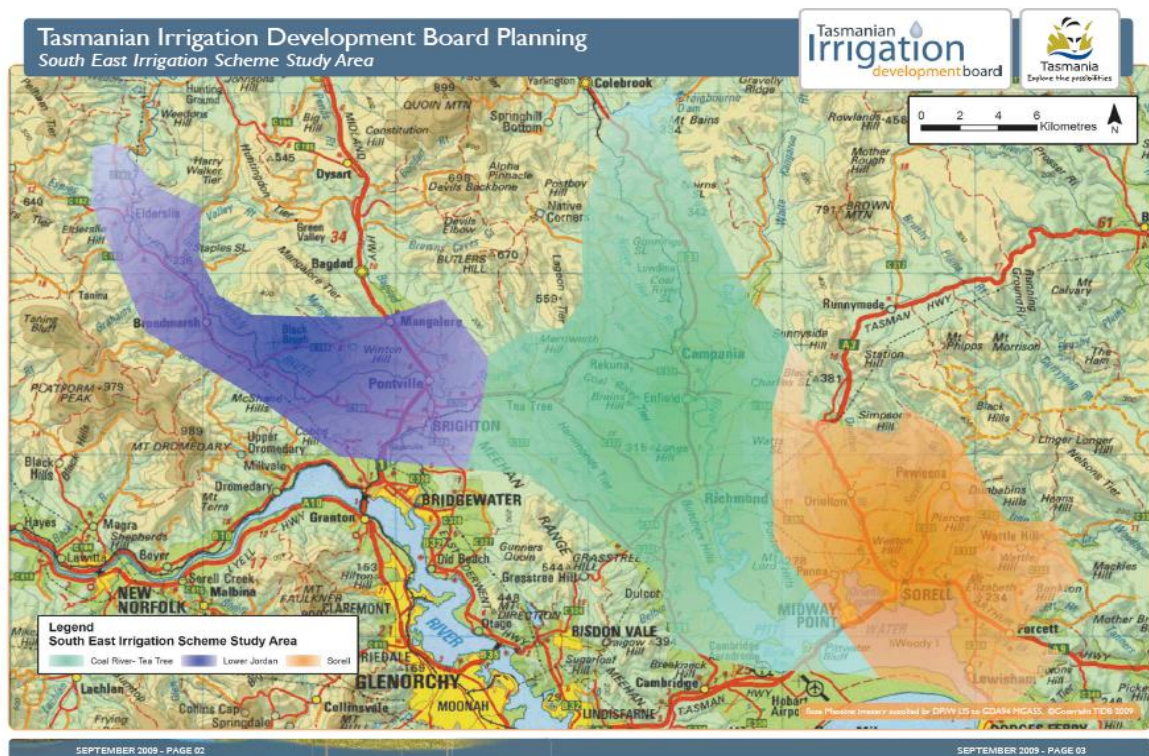


Figure 15 South East Irrigation Scheme Study Area. Source, http://www.tidb.com.au/userfiles/documents/South%20East%20brochure_Sept2009.pdf

The Settlement Strategy recognises the irrigational potential in the sub region with a key focus being the need to protect the productive agricultural land from fragmentation into small rural residential holdings. This is especially true in the Bagdad-Mangalore corridor and is reflected in the recommendations of the Bagdad-Mangalore Structure Plan.

7.3 Settlement Hierarchy

The sub region contains the main urban areas of Brighton, Bridgewater/Gagebrook and New Norfolk and its hinterland, which are all significant urban settlements with a wide range of services and facilities. It also contains a number of small towns such as Oatlands, and Bothwell, which act as service centres for their regional areas, along

with a range of smaller villages and settlements such as Kempton, Hamilton, Ouse, Bothwell and Ellendale which, to varying degrees, provide some local services. In addition the sub region contains a number of ‘rural living’ areas where the population is dispersed over a wide area on lots ranging in size from 2ha to 4ha or larger.

To recognise this hierarchy of settlements with different functions within the sub region, they have been divided into four categories:

- The Urban Development Areas of Brighton, Bridgewater/Gagebrook and New Norfolk and surrounds;
- The Service Centres of Oatlands, Kempton, Campania, Bothwell, Ouse and Hamilton;
- The Villages of Colebrook, Maydena, Ellendale, Glenora, Bushy Park and Gretna; and
- The Managed Rural Living Areas. These consist of the growth areas of the Pontville-Mangalore-Bagdad-Dysart corridor and the Derwent Valley Growth Areas along with the more remote rural areas of the Derwent Valley and Woodsdale and Levendale where either only moderate or no development pressure is occurring.

Many smaller settlements not specifically mentioned in this strategy also exist, such as Jericho, Tunbridge, Parattah, Melton Mowbray, Dysart, Tunnack and Lachlan. These small rural centres also provide a focal point for their surrounding communities and provide some limited services. This strategy does not focus on them though because ultimately the strategy is designed to assist with the formulation of the new planning schemes and thus settlements where some changes were likely to be recommended have been the priority.

The remainder of section 7 of this report deals with the settlements identified in the settlement hierarchy. It focuses on the needs and the opportunities that exist for each settlement as derived from the community consultation and from background research. It also makes some general and site specific recommendations focused on what changes might be appropriate to be introduced into the new planning schemes to facilitate meeting the needs of the settlements or to enhance the existing services in the settlements.

7.4 Urban Development Areas

7.4.1 New Norfolk Town

The focus of growth and development in the Derwent Valley Council has been in the town of New Norfolk, and its surroundings including Granton. Slow but steady growth has occurred in these areas since the early 2000’s. Table 10 illustrates the level of growth in subdivision, and building approvals since 2005. Whilst figures for 2009 only go to April 09, activity, especially subdivision activity appears to have dropped off from the previous year. 90% of this development activity is focused on New Norfolk.

Year	No. of new subdivision lots created	No. of new building approvals
2005	685 (661 lots created under DA 89/2005 - Gateway Estate in the Special Development zone)	182
2006	43	191
2007	95	175
2008	147	166
2009-to April	18	39

Data Source Derwent Valley Council records plus amended data provided on 13 October 09.

Table 10: Development Activity in the Derwent Valley Council area, 2005 - April 2009.

New Norfolk is the largest town in the Derwent Valley and is located on the Derwent River, situated 35km northwest of Hobart. New Norfolk town has a population of around 5,230. The town is one of the oldest towns in Tasmania, established in 1808 when a number of Norfolk Islanders were resettled here. The town has numerous historic buildings and structures spread through a number of its main streets including:

- St Matthews' church - the oldest church in Tasmania.
- The Close.
- Toll House.
- The Grange.
- The Old Colony Inn.
- Bush Inn - the oldest continually licensed hotel in Australia.

In 1827 the New Norfolk Insane Asylum was established at the top of Burnett Street and became known as Willow Court. Over the next 173 years it served as the largest mental institutions in Tasmania and contains a large number of historic buildings. The whole Willow Court complex of buildings is heritage listed (Tasmanian Heritage Register ID number 7091). It was later renamed the Royal Derwent Hospital (RDH) and expanded to a large adjoining site where the use continued until it was gradually phased out and completely closed in 2000.

'The entire Willow Court Complex, comprising 22 buildings, 2 structures and approximately 18 hectares of land was owned by the Derwent Valley Council in June 2002. Since then, Council has disposed of 50% of the buildings to multiple owners for a range of uses such as community purposes, retail, accommodation and a joinery shop. Council has a plan to reuse 4 buildings for Visitor Experience and is seeking proposals for adaptive reuse of the Oval Precinct that contains 5 buildings and 2.97 hectares. Council owns the child care centre on the former Royal Derwent Hospital (RDH) site. The balance of the RDH site is privately owned by multiple owners.' (pers comm, Ian Brown, Valley Vision)

The largest employer in New Norfolk is the Norske Skog timber mill at Boyer, which directly employs 470 people.

Key Issues

- Seven of the buildings owned by the private sector at Willow Court are being reused but the balance of the buildings on the site are vacant. The Willow Court historic complex is almost totally vacant and the historic buildings are being vandalised despite Council's and the private owners attempts to secure them. 'It

has proved very difficult to attract private investment for some buildings due to restrictive Conservation Management plans.’(pers comm. Ian Brown.)

- Both Willow Court and the RDH site have a “Special Development Zone’ over them in the New Norfolk Planning Scheme. The RDH site has some reuse occurring and all of the buildings and land are now in private ownership. The ‘Special Development’ zone provisions contained in Part 9 of the planning scheme detail a number of development standards, which include objectives, performance criteria and acceptable solutions regarding any potential use or development of the site. However Part 9 gives no guidance as to the preferred types of use and development. The two sites are both large sites. Willow Court alone covers 18 hectares whilst the two sites together, create a huge potential development area of 294.5 hectares, although the extremely high heritage values of Willow Court in particular create reuse challenges.

A Master Plan has been developed to assist with adapting the sites to other uses and Conservation Management Plans have been developed for most of Willow Court. The old RDH site to date has a mix of some light industrial/commercial uses already existing in Ring Road Lower Rd at the southern end of the site and off Hobart Rd. and residential development is occurring on the vacant land south of Glebe Road where there are plans to expand the residential development north of Glebe Road where the old hospital wards currently stand.

- The central business district has limited options for expansion.
- Light industrial land is scarce.
- There needs to be provision in the planning scheme to allow for jetties/marinas along the foreshore of the river to encourage river focused tourism business.
- By 2025 over 50% of the population will be 50 plus years of age. The aging population creates a need for good health services and improved access to services and facilities.
- New Norfolk has 16 ha of vacant Residential zoned land and 30.7 hectares of vacant Rural Residential Zoned land, giving a total of 49.7ha of vacant land with potential for residential development. This does not include the land within the Special Development Zone.

Values to be Protected

- Historic character.
- Heritage values especially Willow Court.
- Picturesque setting by the river with surrounding landscape views.

Needs as Identified by the Community

- Better use of and protection for Willow Court.
- Some land adjacent to the CBD for commercial use to allow the CBD to expand.
- Guidance in the planning scheme on what types of use and development should be allowed in the Special Development Zone.
- Protection of heritage values and heritage buildings.
- Protect existing industrial zoned land, create more.
- Provision for river related uses along the foreshore of the River Derwent.
- Cater for an aging population.
- Cycle track that links New Norfolk to Glenorchy- along the river, through Sorell Creek to Granton.

Opportunities

- Heritage based tourism. There is a need for huge investment in the protection and realisation of the heritage values of Willow Court. This is beyond the resources of the Council and needs all levels of government, as well as private investment to be involved.
- Develop a precinct plan for the Special Development Zone in order to clarify the preferred uses and developments for various sections of the land and to give direction to both Council and potential developers as to those preferred uses. These should not duplicate the existing detail in the Conservation Management Plans but rather give a strategic direction in terms of the preferred types of uses and developments considered appropriate for area and the type of zoning that should apply and will be consistent with the requirements of PD1.

General Recommendations

- Develop a Heritage Overlay to cover Willow Court. This will help link the existing Conservation Management Plans to the planning scheme requirements relating to heritage listed areas. Ensure that when specific planning scheme provisions are being drafted for the Heritage Overlay that the need to facilitate adaptive re-use of the land and buildings is a priority.
- Develop a Heritage Overlay to cover the areas of the town as indicated in the Heritage Management Plan.
- Remove the Special Development Overlay and replace with a mix of Residential Zone, Mixed Use, Local Business and Industrial Zones as per the recommendations map.
- Retain existing zonings along the river but include provisions in the new planning scheme for the area as indicated on the New Norfolk recommendations map, to allow for jetties/pontoons and river based tourist activities.

Site Specific Recommendations

- Kensington St - currently Future Residential. Rezone to Residential to facilitate affordable housing.

Recommendation relating to Open Space/Recreation/Tracks

- Expand the caravan park.
- Investigate the feasibility of a bike track along the River Derwent from New Norfolk to Glenorchy.

7.5 Service Centres

The Land Use Strategy (JLUPI Phase One) identified six service centres within the sub region being:

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

Whilst they vary in size, from the township of Oatlands with a population of 763 to the village of Ouse with a declining population of 138, they all act as service centres for

their surrounding districts and offer a range of services vital to the communities in those districts.

The following section details these six service centres, the values their communities wish to protect, the needs their communities have identified along with the opportunities that may exist to improve them. Recommendations are also made in relation to the land use, planning, urban design and open space issues where relevant for each service centre.

7.5.1 Oatlands

Oatlands is known for its built heritage within expansive rural and natural landscapes, growing super fine wool and as being directly adjacent to the State's principle north south transport route - the Midland Highway.

Oatlands is the largest town in the Southern Midlands. Oatlands was the administrative hub of the Oatlands Police District established in 1827 and has provided key services to the primary production sector since that time.

Oatlands has maintained its importance to the midlands by providing primary and secondary education, general health services and recently in the provision of housing and support services enabling older people to remain in the Midlands community. These facilities pull people into the town, providing the market for other service businesses. Oatlands and its surrounding area lies at the population threshold that makes such a range of services viable. There has been a recent (post 2006 census) inflow of new residents pursuing commercial interests and the small rural town lifestyle.

Oatlands is considered to have the largest number of Georgian style buildings of any town in Australia. There is a collection of approximately 150 sandstone buildings within Oatlands, of which many are situated on the Main Street. Its historic buildings include:

- The Commissariat;
- Oatlands Gaol;
- Callington Mill; and
- Oatlands Court House.

The 2006 census population for the Oatlands Urban Centre was 541, a decline of 44 from 2001. This decline occurred exclusively in the younger and working age populations (15 - 64), while the 65 + age group actually increased during this period. These demographic changes resulted in the median age for Oatlands Urban Centre increasing from 41 in 2001 to 49 in 2006.

As a town of 541 serving a catchment of 764 people and 35,000 visitors per annum, there is a requirement for commercial and public infrastructure.

Values to be Protected

- The natural and rural landscape setting of Oatlands 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.
- Lake Dulverton - both the "lake" itself and the surrounds. (Potential exists for the lake to be 'topped up' eventually with water from the Midlands Irrigations Scheme, when completed.)
- The rich European settlement history of the town and heritage character, including the Callington Mill and Military precincts.

- Permeability of streetscape.
- The village atmosphere and scale of the town.
- Oatlands provides primary and secondary education, general health services and housing and support services enabling older people to remain in the midlands community.

Key Issues

- Protection of heritage assets.
- Agriculture is an important contributor to the local economy both in its own right and because of the other industries / commercial activities that depend on it. Given the importance of rural industries and the emerging potential for irrigation of the agricultural lands surrounding Oatlands a significant demand for agricultural value adding and processing industries could emerge. For some of these activities proximity to their local community / agricultural activities is a key component of their operations. The Tasmanian Irrigation Development Board (TIDB) is currently well underway with the Midlands Irrigation Scheme which will, when completed dramatically increase the availability of water for irrigation purposes and the resulting agricultural potential of the district. The TIDB website describes the Midlands Irrigation Scheme aim as:

'To support the expansion of agriculture in the Tasmanian midlands through provision of high surety water to irrigable land lying within a region extending from the Conara area, through Campbell Town, Ross and Oatlands to as far south as Kempton.

The scheme comprises two components:

- *a 110km pipeline taking water from Arthurs Lake. The proposed scheme design includes several branch mains, including one which takes water from Oatlands to Lower Marshes to supply additional flow to the Jordan River to benefit farmers in the Jordan valley as far south as Kempton. The capacity of the Arthurs Lake pipeline to Mt Seymour (just south of Oatlands) is 31,000ML for an irrigable area of about 34,000ha. The capacity of the upper Jordan extension is 7,500ML for an irrigable area of about 8,500ha.*
- *a South Esk component. This will supply 9,000ML of irrigation water to the upper midlands (including Conara and Campbell Town areas) by harvesting winter water from the South Esk and storing it off-stream for later delivery.*

The Arthurs Lake Pipeline does not require additional water to be taken from the lake. It will use water which Hydro Tasmania has agreed to forgo for power generation purposes. There will be no additional draw-down on Arthurs Lake as a result of the Midlands Water Scheme.'

Source: <http://www.tidb.com.au/Project.aspx?Project=1e6731cd-849e-4f1c-aaff-ed3a59b9c57b>

The completion date for the project is aimed to be November 2012. The estimated cost of scheme is \$101.7 million. The areas anticipated to benefit are Conara, Campbelltown, Tunbridge, Oatlands, Mt.Seymour, Jericho and Kempton.

- Balancing the maintenance of the heritage and cultural landscape against the emerging agricultural services / value adding industries and residential growth.
- Ensuring linkage between key visitor facilities (Callington Mill) and the commercial aspects of the town.
- There are approximately 80 to 100 four hectare blocks of land on the southern perimeter of the town. These were laid out when Oatlands was first surveyed and was expected to become a larger place. They are mostly within the current Rural Agricultural Zone although a few are located in the Industrial zone. About 20 of

the blocks are developed and in effect the area is becoming almost a rural residential area. Houses are discretionary in this zone.

Needs as Identified by the Community

- Retention and enhancement of Heritage character of the town.
- Local identity.
- Cultural landscape of the town.
- Position as rural service centre.
- Adaptive reuse of heritage buildings.
- Accommodation and tourism facilities.
- Promote Oatlands as a residential location.

Opportunities

- There is a need to continue to build a strong and diverse economic base for the township. While tourism peaks do occur, there is a need for range of economic activities such as strengthening the rural service industries to ensure the towns sustainability and to reduce dependency on tourism.
- Oatlands is already well situated to build on the existing community and social services of the multi purpose health centre.
- The development of housing units with ready access to the Midlands Multipurpose Health Centre (MMPHC) and other services for people at risk of being unable to live independently.
- Replace the swimming pool in the old Gaol site with a new facility in the High St Depot Site, augment with Hydrotherapy and fitness facilities to optimize community and visitor use.
- To assist the town in capitalising on the increased visitation to Callington Mill as a result of its pending redevelopment, while also improving the liveability and accessibility for Oatlands residents it will be necessary to establish a clear pedestrian network to and from the key service and visitor precincts.

General Recommendations

- To support the expected growth in visitation to Oatlands there is a need for a diverse range of accommodation from high quality signature to creative and innovative budget/family accommodation and motor-home/ caravan and camping facilities.
- Ensure the planning scheme supports integration of tourism into the Heritage Precinct and the adaptable re-use of buildings and sites.
- Immediate residential development to focus on infill of existing Residential Zoned land south of High Street, allow for some sympathetic (see below) infill of key areas north of High Street. For the medium to long term the major focus for residential development should be the SE quarter of Oatlands.
- Future residential development needs to maintain existing predominant pattern of development of lots fronting the north south grid streets (and High Street), and larger internal / battle axe lots between these lots to maintain the important glimpses of the key views to the rural landscapes in the backdrop.
- No further expansion of the Residential zone is considered necessary as many vacant blocks of land already exist within the existing zone and provide an adequate supply in the short to medium term.

- Extend the Heritage Overlay to give additional controls over subdivision and development and ensure it retains the historic character of Oatlands (Note while the Heritage Management Plan recommends a Heritage Precinct to include the currently undeveloped land between the western boundary of the settlement and the Midland Highway, the Settlement Strategy Oatlands map suggests that it could be included in a Scenic Overlay instead. The critical issue is to protect the existing heritage landscape and views of Oatlands from the Midland Highway. Either mechanism can work to achieve this. The most appropriate mechanism will be decided on at the time of developing the individual planning schemes.)
- In areas covered by the Heritage overlay, introduce provisions that require subdivision (including for residential and commercial purposes) to reflect the mix of larger and smaller lots characteristic of the town, with:
 - a minimum lot size of 400 square metres. Eventual planning scheme provisions need to ensure that not all lots will be 400 sq metres but that any subdivision needs to include a mix of lot sizes.
 - generally with a long and narrow shape.
 - where a lot fronts onto one of the main north - south streets of the town (High, Church, Gay, Barrack, Campbell and Stutzer Streets), dwellings on those lots to address that street.
- Implement a policy of using soft and pervious urban roadside infrastructure within the streetscape in locations other than those where this places residents and visitors at risk, for example, in the Health and Aged Care Precinct and around higher use public facilities where hard surfaces provide safe access.
- There needs to be an adoption of urban design principles aimed at promoting walking and cycling.
- Ensure adequate availability of land with the appropriate zoning on which to locate heritage/ fabrication and industrial service.

Site Specific Recommendations

- Support the creation of an Oatlands Civic Hub with a neighbourhood cluster centred on the existing service and community facilities, as per the Oatlands Integrated Development Strategy, to encourage social interaction and to provide an important link to and from Lake Dulverton, the residential areas to the south west and the community facilities to the north of High Street.
- Protect the rural buffer between the highway via the extension of the scenic protection overlay.
- Locate shops, cafes and other facilities within close walking distance (1 km) to the Civic Hub.
- Ensure zoning and services support the establishment and protection of an Equestrian Training and Event Centre on the old Oatlands racecourse land.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Replace the swimming pool in the old Gaol site with a new facility in the High St Depot Site, augment with Hydrotherapy and fitness facilities to optimize community and visitor use.
- Design a network of street corridors and linkages that provide direct and leisurely paths to neighbourhood destinations and safe and easy access across streets that are characterized by shade trees, are visually attractive and encourage walking and cycling as a means of transport.

- Establish an Oatlands Civic Hub and open space that includes the forecourt of both the Council Chamber and Old School and extends as open space towards the Supreme Court.

7.5.2 Kempton

Kempton is a small historic town located just off the Midlands Highway, 49 kilometres north of Hobart. In the 2001 census it had a population of 310 persons, consisting of 49% males, 51% females, 22.5% under the age of 14, and 28% aged over 55. In the 2006 census this had changed to a population of 357 persons, with the same gender distribution and 28% under the age of 14.

The town has a number of community facilities including a primary school, post office, council office, shop, recreation ground, memorial hall, doctor, hotel and a bus service to Hobart. A feature of the town is the number of historic buildings including former hotels such as Dysart House and the Wilmot Arms. There are 32 historic places listed under the current Southern Midlands Planning Scheme, 1998 including:

- St Mary's Church of England and cemetery;
- The Congregational Church and cemetery;
- The Wilmot Arms Inn; and
- Dysart House.

The town acts as a small and very local service centre for the surrounding large agricultural properties although the larger settlement of Brighton, just 20 minutes drive south towards Hobart, fills this role to a much greater degree.

Values to be Protected

- Heritage character.
- Rural setting and feel.
- Open spaces of the town.
- Existing subdivision form - ie mix of large and small lots.
- Active small community.
- Scale and shape of the town.

Key Issues

- Expected increase in subdivision pressure due to the Brighton and Bagdad bypass's, allowing quicker access to Hobart when completed. A 48 lot subdivision at 142 Grange Road, Kempton (DA 07/2009) was recently given approval by the Resource Management and Planning Appeals Tribunal (RMPAT) following successful mediation.
- New subdivision layouts need to be in keeping with the existing layout of the town in order to respect and retain its heritage character.
- Ensure development between the Midland Highway and Main Rd, Kempton is compatible in terms of its impact on the heritage character of the village.
- As with Oatlands the rural land in the vicinity of Kempton will have significantly increased irrigation potential once the Midlands Irrigation Scheme is completed, which will have spin off economic benefits for the settlements in the area.

Infrastructure

- Minor water main infrastructure upgrades required - final loop along Burnett Street needs completion. Sewerage capacity for 100 more lots.

Needs as Identified by the Community

- More employment opportunities and activities for young people needed.
- More tourist attractions needed.
- Need appropriate growth and enough people to retain services.
- Need a service station/mechanic.
- Public/bus transport must include stops in Kempton. Community transport/private cab possible.
- Quality open space and facilities for juniors and seniors.
- Bike tracks needed.
- Retirement village.
- Allow for granny flat/care unit on the same block of land as an existing residence.
- Need traffic calming to stop hooning.
- Improve the caravan/camping ground.

Opportunities

- The Kempton Coaching Initiative is a local tourism initiative being promoted by the Kempton Tourism Hub Group. Its focus is on the establishment of a coaching museum and a heritage coaching theme to the Kempton streetscape, the project has council support. To date the group has received a \$36,000 grant under the State Government's Main Street Makeover Program, which focused on streetscape design with coaching elements and a coaching silhouette at each of the entrances to Kempton from the highway⁵. A further grant from Tourism Tasmania allowed the purchase of a coach and the donation of three carriages and two coach horses has brought the group to the stage where they now can operate rides around the village. They hope to progress the development of a coaching museum and associated infrastructure such as stables, coachhouse and a café on existing council owned land next to the recreation ground.
- Kempton also has an opportunity to upgrade and expand its caravan/camping grounds. The grounds are well located close the town centre and given the towns relative proximity to Hobart and on the Heritage Highway has the potential to improve on its existing usage. The development of the coaching museum would be an added attraction for "caravaners" to stop in Kempton. There is a clear synergy between promoting both of these projects. Recent research conducted by Tourism Tasmania indicates that numbers of campervan/motor home renters increased from 8800 in 2003/04 to 14600 in 2006/07 for Tasmania as a whole. In addition the report found that:

those who travelled in their own campervan/motorhome spent the fourth highest amount, behind those who scuba/snorkelled (\$3002), those who trout fished (\$2647), and those who went on cruises (\$2576).⁶

⁵

http://www.southernmidlands.tas.gov.au/webdata/resources/files/Southern_Midlands_Coaching_Initiative_Promo_Jan_2009.pdf

⁶ Sinclair Knight Mertz, Central Highlands Council Economic Development Plan, 2008. Data sources -Tourism Tasmania.

The research also found that RVers' (those who travel by campervan/motor home) most popular activities included, in order of preference: visiting historic sites and attractions, visiting national parks, visiting craft shops, browsing at markets and visiting historic houses.

General Recommendations

- No further expansion of the Village zone is considered necessary as many vacant blocks of land already exist within the existing zone and provide an adequate supply in the short to medium term.
- Extend the Heritage Overlay over the land between the Main Street and the Midland Highway to give additional controls over subdivision and development and ensure it retains the historic character of Kempton. An alteration to the existing Heritage precinct was discussed by Council in 2007 but has not been progressed; see the Kempton Heritage Overlay Map in the Heritage Management Plan. The recommendation is to further extend the heritage overlay to include land adjacent to the Midlands Highway.
- In areas covered by the Heritage overlay, introduce provisions that require subdivision to reflect the mix of larger and smaller lots characteristic of the town, with:
 - a minimum lot size of 400 square metres. Eventual planning scheme provisions need to ensure that not all lots will be 400 sq metres but that any subdivision needs to include a mix of lot sizes.
 - generally with a long and narrow shape.
 - where a lot fronts onto one of the main streets of the town (Main Street and the parts of Burnett, Erskine, Sophia, Elizabeth and Stratton Streets as well as the parts of Old Hunting Ground Rd and Sugarloaf Rd that are contained within the Heritage Overlay), dwellings on those lots to address that street.
- Landscape the Midland Highway between the two entrances to Kempton to screen the rear of properties but do so in groupings of plantings so that glimpses of the historic buildings can be seen from the highway, to entice the traveller to turn off the highway into Kempton.

Site Specific Recommendations

- Rezone land between the Midland Highway and Main Street, Kempton and between stock underpass and Burnett St from Village to Rural to prevent the town sprawling between the Main road and the Highway and impacting on its historic character.
- Rezone land at the southern entrance from Village to Rural as indicated on the Kempton recommendations map.
- Progress the development of the Council owned site adjacent to the oval for a coaching museum/interpretation centre and associated facilities.
- Investigate the sale of the Council owned block of land at Old Huntingfied Rd, and if sold utilise the funds to develop the recommended trail along Memorial Avenue.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Develop and promote a short multi use trail along Memorial Avenue, commencing from the southern end of Main Road walk, south along Memorial Avenue.
- Develop and promote a Heritage walking trail around the main streets of the village.
- Develop and promote a coach ride route around the town.

- Investigate the potential to develop a riparian walking trail along the Green Ponds rivulet between Erskine Street and Sugarloaf Road.
- Investigate the feasibility of establishing a bush walking trail along the old rail alignment.
- Upgrade/expand the existing caravan/camping park.
- Investigate sale of some spare Council land at the rear of the Kempton Hall to assist with funding improvements to the recreation grounds, as recommended in the Southern Midlands Recreation Plan, 2006⁷.

7.5.3 Campania

‘Campania developed during the 1870’s around the railway station built to service the Coal River, Richmond and Sorell districts. The township was laid out by the landowner James Brock and the streets named by him after local young ladies and railway identities. The scale of the railway station (demolished), Nichol’s store and Campania Hotel (both still extant) all reflected the expectation that Campania was to grow in to a large, important settlement.’ (pers comm. Alex Green).

Campania is located 25km north east of Hobart and is a village of 237 according to the 2006 census. This was an increase of 11 persons from the 2001 population of 226. (The wider district of Campania had a population of 741 at the time of the 2006 Census). The village acts as a service centre for the surrounding agricultural area. The District High School is located here and has 160 pupils.

Due to Campania’s relatively short driving distance to Hobart and affordability of land / housing, in recent years it has attracted a small numbers of commuters who wish to live in a village rather than a suburb of Hobart. Additionally there has been a demand for rural residential land in the surrounding area.

Services include reticulated water and sewerage, a district high school with a student population of 150, a community hall with a full size billiards table, memorial hall, pub, shop and takeaway, recreation ground, Flour Mill Park reserve and Campania bush reserve. The service station has recently reopened.

Historic buildings include:

- The Old Flour Mill;
- The General Store;
- The Campania Tavern; and
- St. George’s Church.

Values to be Protected

- The ‘real feel’ to the town of being an agricultural town that serves the surrounding farming area.
- Good value blocks of land.
- Community hall.
- Historic character.
- Sense of a community.

⁷ Inspiring Place, Southern Midlands Recreation Plan, 2006.

Key Issues

- Maintain the feel and character of the village whilst encouraging and accommodating growth. In recent years new subdivision development has occurred in the Village zone in the NE corner of the village and has had a strong take up. Currently under the *Southern Midlands Planning Scheme, 1998*, approximately 37.5 hectares is zoned Village. This covers all of the Campania built up area and includes existing developed land, land such as the School and school farm (12 ha), part of the bush reserve (6.5 ha), the recently subdivided land (6 ha), and some semi undeveloped land between Reeve Street, Water Lane and Kandara Court and between Estate Road and the sewerage ponds. Much of this land is unavailable for development. For example the school farm is ideally located for residential expansion, but the community feels that it needs to be retained by the school as a valuable educational asset and have resisted it being sold for development.
- In recognition of the need to allow for some further residential development close to the existing village, that can utilise existing services and develop at a normal residential density, the Resource Planning and Development Commission (RPDC) recently approved a rezoning of 8.1 ha of land at 8 Hall Street to Village zone (Reference Amendment 02/2008.) Whilst the accompanying subdivision permit was for only 3 lots, in the long term the Village zoning could yield about 70 to 75 lots. This in effect provides a bank of land that will provide for the likely future growth needs of Campania in the foreseeable future.
- The school farm is being underutilised, but the community feels strongly that it needs to be retained and become part of the school curriculum again.
- Unit development on some blocks has begun to occur. It needs to be designed to ensure it is compatible with the character of the village.
- The Flour Mill reserve is located in a prominent part of the village. The reserve and the historic flour mill building are underutilised, with a number of the facilities needing upgrading.
- The Bush Reserve is getting damaged by illegal motor bike riding through it, and needs better management.

Infrastructure

- The town has reticulated water and sewerage. The existing sewerage lagoons have spare capacity for approximately 20 more connections. Headworks are collected on any new subdivision approvals and will facilitate upgrades to the lagoon when needed for new development.

Needs as Identified by the Community

- Child care facility.
- Facilities for the aged.
- Better management of the reserve area.
- Protect historic properties e.g. the pub.
- Area is attractive to people because it is considered to be slightly warmer than other places, is near to Hobart and has a nice 'feel' to it.

Opportunities

- Further development of the South East Irrigation Scheme as mentioned in section 7.2.5 of this report will increase the agricultural production capacity of the Coal River Valley area and has the potential to improve the economic viability of the settlements in the area including Campania. According to the TIDB website the South East Irrigation Scheme will potentially provide 12,500ML of water and will

irrigate 7,000ha of land within the areas of Broadmarsh, Brighton, Elderslie, Coal River Valley, Sorell, Orielton and Forcett. The map illustrating the study area included under the SE Irrigation Scheme is shown as Figure 15 in section 7.2.5 of this report.

- Potential for the pub to be redeveloped and become more of a focal point for the village.
- Recent rezoning allows the potential to increase the population within close proximity to the school, the reserve and other village services, to increase their usage and improve their long term viability. A larger population will also enhance the opportunities for new employment in the village.
- Redevelop the historic flour mill building as a tourist venture showcasing fine foods and wines from the area.
- Upgrade facilities in the Flour Mill Reserve to encourage better utilisation of the area by both the local community and visitors.

General Recommendations

- Ensure productive agricultural land is protected from rural residential fragmentation.
- Protect historic ‘feel’ and historic buildings by extending the Heritage Overlay south to Hall Street and on the western side of Reeve Street to include the Flour Mill and reserve and the community hall.
- In areas covered by the Heritage overlay (see the Campania Heritage Overlay map in the Heritage Management Plan), introduce provisions that require subdivision which has frontage to the main streets to reflect the mix of larger and smaller lots characteristic of the town, with:
 - a minimum lot size of 400 square metres;
 - generally with a long and narrow shape; and
 - where a lot fronts onto one of the main streets of the town (Reeve Street and sections of Climie, Lee and Hall streets that are covered by the Heritage Overlay), dwellings on those lots to address that street.
- Improve footpaths along Reeve Street and extend them as illustrated in the Campania recommendations map, Appendix A.
- Investigate reduction in speed limit on Reeve Street within the area indicated on the recommendations map to 50 km/h to send the message that this section of Reeve Street is considered part of the village and not just a thoroughfare for vehicles.

Site Specific Recommendations

- Develop the old Flour Mill as a tourism venture, showcasing fine foods and wine from the area and providing tourist information services.
- Support and encourage the use of the section of the Campania School farm that fronts onto Reeve Street for “urban” agriculture. This will help tie the northern section of the village to the centre of the village and reinforce the sense of a more consolidated village.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Subdivide a section of the council owned Campania Bush reserve with frontage onto Kandara Court, as indicated on the Campania recommendations map and sell for residential purposes. This will provide funds to develop a management plan for

the reserve, upgrade the trails, provide a good standard trail linking the bush. Develop and implement a Bushfire Management plan for the Bush Reserve.

- Improve the walking tracks within the Bush Reserve and continue the ban on trail bike riding.
- Continue the implementation of the recommendations of the Campania Sport and Recreation Facilities Master Plan Committee, as illustrated in the Campania maps, Appendix A. (A number of these have begun to occur. Library facilities are included in the school upgrade recently approved under the Australian Government Nation Building program and the Council has tendered for the replacement of the toilets in the Flour Mill Reserve).
- Upgrade and extend the footpaths along Reeve Street.

7.5.4 Bothwell

Bothwell is a small historic town at the southern gateway to the Highland Lakes area, located about 75km from Hobart and 155km from Launceston. It has experienced some modest growth in population in recent years with the population of 379 people in 2006, up from 350 people in 2001. (The wider district of Bothwell had a 2006 population of 555.)

The township has a number of community facilities including a police station, fire station, ambulance station, post office, library, swimming pool, district high school, council offices, several clubs and a community hall.

Historic buildings are a central feature of the town. The Central Highlands Planning Scheme 1998 lists 47 historic places for protection under the scheme.

Values to be Protected

- Historic atmosphere of the town.
- Heritage values.
- Character of the town created by existing layout, large lot size, sense of space within and around the town, wide streets, grassed street edges.
- Sense of community.
- Good value housing.
- Pleasant quiet town.
- Tree covered hills.
- The in-town private open space with grazing (part of the character of the town).

Key Issues

- Part of the town is zoned Rural because it is prone to flooding and the rural zoning prevents residential or commercial development in the zone. However this area is within the developed part of the town and has access to Council services and infrastructure. Also the extent of the Rural zoning is not considered to accurately reflect the area of land that is genuinely flood prone. In a 2007 decision by the RPDC in relation to 14 Patrick Street, Bothwell, the issues of rezoning land from Rural to Village and the level of flood risk were the critical considerations. (Ref DA 1/207 and DA 24/07). The Commission approved the rezoning with a permit condition requiring the construction of any habitable buildings to have a floor level above 345.8 AHD.
- Retain existing services and facilities.
- Protect historic character and buildings of the town.

Infrastructure

- Sewerage services are available to most of the town. The wastewater treatment plant has a capacity to service a town of 600 persons. No stormwater reticulation exists.
- A 2006 infrastructure study conducted by CSL Engineers, as reported in the Inspiring Place study found that:

The 1985 water treatment plant is in good condition. However the water quality is heavily depending on the quality of supply from the Clyde river and the careful operation of the treatment plant. The Clyde River is only a small river and is subject to potential pollution from the farming activities. Therefore in the long term Council may have to take actions on pollution issues or seek alternative supply or upgrade water treatment facility

⁸The current water supply capacity has limited ability to service future population growth due to limited storage capacity and the age and condition of the reticulation. Currently it is unable to meet the desired fire fighting capacity of 10L/sec.⁹

- CSL Engineers recommended that an additional reservoir is required to meet the water supply standard, along with upgrading of water mains, control valves and hydrants, replacement of some water mains, and upgrading of the east Bothwell sewerage pump station. They recommended that the effluent holding lagoon is too small for the re-use scheme and should be enlarged from the current capacity of 6 ML to 22ML. In addition they suggested that a wetland could be created to control stormwater discharge as well as encouraging residents to install stormwater holding tanks.

Needs as Identified by the Community

- Sensitive development - slow and steady.
- Better information and provisions for heritage and historic tourism.
- A variety of block sizes.
- More interpretation sites including Tasmanian Aboriginal History before settlement.
- Employment especially for young people.
- More shops and restaurants.
- Parking:
 - Provisions for Trucks - don't want trucks parking in residential areas overnight;
 - Provisions for parking on street-side; and
 - Protect grassed street-sides from parking.
- Parts of the town are zoned as Rural when they should be probably be residential/village (need for more clearly defined borders to the town).
- Some residential properties on the outskirts of town and on the west side of Clyde River are not sewered.
- Pedestrian safety: delineated walkways and crossings needed and a walkway between the bakery and supermarket.
- No industrial area.
- Disabled access to buildings.

⁸ CSL Engineers, Dec 2006 Bothwell Infrastructure Assessment

⁹ Inspiring Place Pty Ltd. Bothwell Town Urban Design Framework Plan, 2008

- Need better definition of flood areas, inadequate drainage of some areas in flood times.
- Directional signage on roads needs to be improved.
- No buildings over 2 stories high.
- Heritage overlay should be extended to include cemetery.
- Minimum lot sizes in village zone could go down to 1000m² (currently 1500m²) with larger lots coming into town 2000 - 3000m².
- Reduce speed limit in town to 50km/h.
- Rural min lot size should be 50 ha to prevent 20 ha lots scattered around being used for recreation / lifestyle. Grazing areas could have lot size of 100ha.
- Buffer along boundary of village zone to deal with spraying.

Opportunities

- Gateway to the Highland Lakes.
- Heritage related tourism. Keep it more 'real' than Richmond though. Develop a tourist focal point in the town.
- Allow for smaller lots within the Village zone to cater for ageing population and better utilisation of existing services.
- Identify if there is a need for a defined industrial area.
- Allow some larger blocks close to the town that don't require sewerage or water but can benefit those who wish to be close to town to use town facilities, but want larger blocks.
- Progress the findings of the Inspiring Place Bothwell Town Urban Design Framework Plan, 2008.
- Agricultural based opportunities. The Tasmanian Irrigation Board has investigated the increased irrigation potential for the Clyde catchment. The Bothwell maps in Appendix A includes an Irrigation Board map illustrating the extent of the land in the Clyde catchment with irrigation potential, areas based on land capability.

The aims of the water demand and land-use capability assessment were 'to conduct a high level review of the land capability and other constraints to determine the potentially irrigable area, to verify the potential cash and fodder crops that could be grown in the irrigable area and assess the current and potential water demand in the region that could be provided with water from the preferred scheme.'¹⁰

The analysis concluded that not all the land indicated as Class 4, 5 and 6 without native vegetation constraints can be irrigated, but about 65% of the Clyde region could potentially be irrigated.

General Recommendations

- Update planning scheme maps to accurately reflect extent of flooding. (Community consultation and knowledge indicated that flooding can occur to the extent as indicated in the Bothwell recommendations map, Appendix A. However this has not been verified or ground truthed.) Define the flood prone area accurately on the planning scheme map (level of inundation in 1960 flood was 344.89 AHD). Base the defined area of the flood prone land on the 1% Annual Exceedance Probability. Include an Inundation Overlay in the new planning scheme requiring development within the overlay to be discretionary. Development Applications to be accompanied by an appropriately qualified persons report

¹⁰ Tasmanian Irrigation Development Board

indicating that land is suitable for development and the mitigation measures to be taken to prevent inundation of any habitable rooms of the development from a 1 in 100 year flood. The planning scheme provisions relating to the Inundation Overlay need to clearly state that development will not be approved unless a detailed risk assessment strategy has been conducted and approved by a suitably qualified person and no development will be permitted below the level of inundation as defined in the planning scheme. The scheme provisions should also allow for the level of inundation to be updated should research indicate that a higher level is required.

- Extend Village zoning west of its current location to the eastern side of Barrack Street and Arthurs Crescent as indicated on the Bothwell recommendations map.
- Reduce minimum lot size within the Village zone to 1000 square metres. It is currently 1500 which is an exceptionally large minimum lots size for a village zoning. A reduction to 1000 sq metres will retain the sense of a spacious town while consolidating services and providing more affordable living opportunities for the ageing population.
- Rezone the larger blocks in the Rural zone on the entrance to the town to Low Density Residential with a minimum lot size of 3000 sq metres. These will not be serviced blocks but can benefit those who wish to be close to town to use town facilities, but want larger blocks than those available in the Village zone.
- Slow traffic in village area to 50 km/h as indicated on the recommendations map.
- Extend Heritage Overlay to include land north of Elizabeth St., cemetery and additional houses within Village zone on eastern side of the town, as per the recommendations map.
- Implement the recommendations of the Inspiring Place Bothwell Town Urban Design Framework Plan, 2008 namely:
 - Entry signs at the 5 proposed locations;
 - Removal of illegal signage and new directional signs and visitor information ‘i’ signs, as recommended;
 - Upgrading of footpaths around central block of the town and in Market Street between St Lukes Church and the intersection with Patrick Street;
 - Define parking areas with line marking and wheel stops;
 - Make provision for large vehicle parking, especially near the Post Office and bakery;
 - Installation of advanced trees within the commercial core of the town;
 - Upgrading of Queens Park as per section 4.3.4 of the Plan;
 - Upgrade the surroundings to the current visitor information centre as recommended;
 - In the longer term work towards the implementation of the Inspiring Place Highlands Heritage and Tourism Centre Plan, 2007;
 - Development of series of short and longer historic walks around the town and brochure promoting them; and
 - Upgrade street signage as recommended.
- Ensure land identified as potentially irrigable is retained in an agricultural zoning.

Site Specific Recommendations

- Rezone existing Industrial zoned land at Franklin Street to Agricultural.

- Upgrade the surroundings to the current visitor centre as recommended in the Inspiring Place Plan whilst working towards the long term goal of developing a Highlands Heritage and Tourism Centre on the site.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Upgrade Queens Park as recommended in the Inspiring Place Bothwell Town Urban Design Framework Plan, 2008.
- Develop a new walks brochure marketing a range of long and short walks as recommended in Inspiring Place Bothwell Town Urban Design Framework Plan, 2008, namely:
 - A short walk (30 mins) around the town centre (Market Place, Queen Street, Alexander Street, Dalrymple Street and Patrick Street).
 - A short walk (30 mins) that winds through the historic cemetery and links the two historic churches.
 - A longer town heritage walk (1 hour) that builds upon the first short walk route but adds in historic places on High Street.
 - A longer walk (1-1.5 hours) to Mt Adelaide with the option for a short natural walk from the scenic lookout.¹¹
- Upgrade existing caravan park with shade trees and better defined spaces. In the long term if demand warrants it relocate the caravan park to the sports ground.

7.5.5 Ouse

The present village of Ouse was originally known as the Ouse Crossing and the area was first settled before 1820. The first bridge was built in 1833, alongside the old Bridge Hotel. The old bridge was replaced by a truss bridge in the present site and rebuilt with the current structure in the 1950's.¹²

The population of Ouse in 2001 was 165 people. By 2006 the population had declined to 138. The predominant age group in Ouse is 50 - 59 years.

Services include a supermarket, roadhouse, golf course, bowling green, online centre, health centre, district high school, which all service a wider population extending from Ellendale to Derwent Bridge.¹³

The town is experiencing little development and has been losing services in recent years. The school has a student population of 45. The hospital and associated aged care beds recently closed and has now become a community health centre, but does not provide out of hours services.

Ouse and surrounding area has 12 heritage sites listed in the planning scheme including:

- The Bridge Hotel and stables;
- St Johns Anglican Church and cemetery;
- The Catholic Church; and
- 'Lachlan Vale'.

¹¹Inspiring Place Pty Ltd. Bothwell Town Urban Design Framework Plan, 2008, pg 53

¹² <http://www.tasmaniacentral.tas.gov.au/site/page.cfm?u=293>. Accessed July 09

¹³ <http://reareports.realestate.com.au/viewFreeReport.do?state=TAS&suburb=OUSE&postcode=7140>

Values to be Protected

- Rural landscape and setting.
- The sense of Ouse being a service centre for the surrounding district.
- Lake Meadowbank as a scenic location and public resource.

Key Issues

- The population is changing and declining, with more older people and retirees. It is vital to maintain a critical population mass and good age mix in order to maintain existing services.
- The school population is only approximately 45 students.
- Ouse exists as a service centre for the surrounding agricultural area rather than as a tourist destination.
- There is little subdivision demand and the existing Village zone can cater for what demand does occur. The minimum lot size in the Ouse Village zone is 750 square metres.
- Lot sizes in the Agricultural zone are considered a critical issue for the surrounding area. Farmers in the locality suggested that the minimum lot size should be linked to the ability to access water. Land below the 65m contour (approx) is economic to irrigate. Above that the pivot needs more than one lift and becomes uneconomic. The current 20 hectare minimum lot size in the Agriculture zone may require review - it has been suggested that clusters of smaller lots on poor quality agricultural land would be better and would protect the rural landscape more, whilst the good quality agricultural land is kept as larger lots.
- Subdivision occurring around Lake Meadowbank needs to be controlled. It was suggested that the lake has tourism potential but this needs to be allowed only in small clusters with shared access to the lake, avoiding strip development. Hydro Tasmania is the manager of Lake Meadowbank. In discussions with Hydro Tasmania it was stated that usage of the lake for a variety of recreational pursuits, including fishing, camping and various water sports including water skiing is increasing. This is leading to pressures for more camping facilities, boat ramps and access points to the lake. Hydro Tasmania have developed a draft management plan for the lake to assist in allocating areas of the lake for the various uses and to give guidance on the locations of facilities along the lake shore.

Infrastructure

- The town has reticulated water and sewerage. The waste water treatment plant is located close to the river Ouse. It has adequate capacity.

Needs as Identified by the Community

- Need to have services and facilities for young and old - health services, school and educational services.
- Health services needed - personnel who can deal with first stage emergency care.
- Need to protect the rural landscape. Need to allow some small scale development (clusters) in areas of lesser quality rural land but need to protect the rural landscape.
- Need to protect Lake Meadowbank from subdivision along its banks.

Opportunities

- Potential for small lots for the elderly on flat ground at south-eastern boundary of town (the State government has committed to the construction of four elder care residential units behind the community health centre).
- Wetland on north side of highway, near the centre of town being rehabilitated under an NRM grant.
- Nearby Lake Meadowbank has tourism potential. Hydro Tasmania recognises this potential and supports some tourist based subdivision provided that shared access points are utilised and a riparian buffer is maintained around the lake, to protect the lake shore and to take account of the fluctuating lake levels.
- The existing Recreation ground has a toilet block - and is used by those walking or riding the Tasmania Trail. There is potential for upgrading the facilities to cater for a wider range of users such as RVers. Currently the only toilet dumping area is at Hamilton. If a small section of the Recreation ground was landscaped and the toilet block upgraded, it could assist in preventing the informal camping occurring on Crown land along the river.
- A 2008 review of the decision to close the Ouse Hospital and replace it with a multi purpose health centre made a number of recommendations relating to health services, including that the golf club rooms could be utilised for day health care programs for older people.¹⁴

General Recommendations

- Nearby Lake Meadowbank has tourism potential. Allow tourist accommodation clusters adjacent to the lake but not directly on the lake. Retain the current 100m buffer around the lake. The lake needs a specific management plan for the lake to designate areas suitable/unsuitable for development along the lake shore and design controls. The current Hydro draft management plan deals mainly with recreational use of the lake waters rather than the surrounding land.
- Meadowbank has a toilet block and potential for some upgraded facilities for caravans/campers.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Develop a multi use trail from the southern end of Ouse as indicated on the Ouse recommendations map.
- Upgrade the existing toilet block at the Recreation Ground to better cater for those walking or riding the Tasmania Trail. Provide for caravan/Rver's to dump their black water and provide a small hard standing area with some landscaping. Alternative is to properly develop near the river with some camping facilities where currently some informal camping occurs in the Crown reserve.

7.5.6 Hamilton

Hamilton is located 50km north west of Hobart. The population has experienced a population growth rate of 11%, from 269 in the 2001 census to 300 in the 2006 census. The predominant age group in Hamilton is 50 - 59 years.

Services at Hamilton include a general store, cafe, visitor accommodation, pub, council office, caravan park, police station, fire station, regional waste disposal site and showground.

¹⁴ MMC Consultancy Services, June 2008. Review of a proposal to establish a Multipurpose Service for the Central Highlands in the context of the Tasmanian Health Plan

Hamilton has 13 heritage sites listed in the planning scheme including:

- Old Hamilton Inn;
- Glen Clyde House;
- Prospect House;
- The Old School House;
- The Central Highlands Council Chambers; and
- St. Peters Church.

Values to be Protected

- Heritage character and historic buildings.
- Sense of community.

Key Issues

- Land capability data is high level and needs to be more detailed.
- Sewerage - an issue to growth in low lying land, clay soils.
- Parking for trucks in town.
- Lake Meadowbank - needs to have a riparian buffer to protect it from ribbon development.

Infrastructure

- Good water and good sewerage.
- Currently got ADSL 1 (up to 8 MB) - exchange.

Needs as Identified by the Community

- Village needs to grow. It is more appropriate to expand Hamilton than other areas as it has a good and plentiful water supply.
- East area best area for residential expansion - not high value agricultural land.
- Hamilton Plains - is a rural residential area in effect. Does it require special zoning?
- A future sewerage zone is needed as the current sewerage plant is right in town) 20 years down track - A sewerage re-use scheme should be considered. Bothwell have got one.
- The minimum lot size of 1500 sq metres in the Village zone is too large. The village needs to be walkable and needs smaller lots to cater for older people. (The suggestion at the community forum was not to have a minimum lot size but instead have performance measures to achieve objectives such as higher density, protection of heritage, a walkable village and passive solar lot design).
- Need for independent living - this means health facilities and services, flexibility of lot sizes, and safe walking areas.
- Need a semi-industrial base to provide consistent income not just tourism - need light industrial area.
- Reroute heavy traffic around central Hamilton.
- Need to protect the Broad River camping area (Hydro land) - "so people don't trash it".

- Green zones have lost protection - parks and green spaces face development threats (e.g. Caravan park on the village green).

Opportunities

- Optic fibre - currently have it to the exchange (exchange is enabled) opportunity to reticulate optic fibre through town. Currently got ADSL 1 (up to 8 MB) - exchange.
- Develop heritage focused tourism.

General Recommendations

- Develop a Heritage Overlay for Hamilton as illustrated in the Hamilton Heritage Overlay in the Heritage Management Plan.

Site Specific Recommendations

- Allow some low density residential development along remainder of the Circus (Arthur Street) to cater for those who would like larger than typical “village” lots, where the existing lots do not have water and sewerage reticulation and where the lots are located close to the village so that future residents are able to utilise the services and facilities of the village easily.
- Rezone the block of land between Clyde Street and Torless Street from Agriculture to Village. The land is already subdivided into lot sizes typical of the Village zone in Hamilton and is connected to sewerage and water reticulation thus is more appropriately zoned Village.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Maintain the village green as community land for passive and active recreation.
- Improve the maintenance of the River walk and keep free of weeds.
- Provide for public access to the lake from the town (see Hamilton recommendations map).
- Upgrade playground equipment in the green space.
- Group recreation activities in one centre - the Landcare centre.
- Investigate the feasibility of upgrading the existing private access track into a public access from Mount Road along to Lake Meadowbank.
- Landscape the west side of the Lyell Highway - with trees for shade protection.

7.6 Villages

JLUPI Phase One did not identify all of the many villages and small settlements that exist in the sub region but it identified the need to concentrate any growth that occurs in these areas, within or as close to the existing settlement as possible, in order to utilise existing infrastructure and services.

This section of the report details a number of the smaller villages and settlements across the subregion, that share the characteristics of an ageing population and/or population decline and a resulting loss of services. The following settlements, with perhaps the exception of Colebrook are considered to be too far removed to be within easy commuting distance of the larger towns and cities and thus are particularly affected by population loss. The villages and settlements covered are located mainly in the more remote parts of the Southern Midlands Council (Levendale and Woodsdale) and the Derwent Valley Council (Glenora, Bushy Park, Maydena, National Park and Westerway) or sit on the border between the Derwent Valley Council and the Central

Highlands Council (Gretna and Westerway). The small settlements in the Highland Lakes area of the Central Highlands Council have their own unique issues and thus are dealt with separately with their own Highland Lakes Settlement Strategy report.

It should be noted that whilst all of the issues raised by community members, particularly in the smaller settlements, are extremely relevant, not all of them can be easily addressed by a settlement strategy, which by its nature is designed primarily to focus on land use and development issues and give direction to subsequent planning schemes.

Some small settlements and districts in the sub region have the opposite issue - they are close to Hobart and Brighton and are experiencing growth pressure especially in their surrounding rural areas, for rural residential development. This is particularly true of the Pontville-Bagdad-Kempton corridor, the land around Granton and the rural living areas around Brighton town. These areas with growth pressures were referred to in the JLUPI Phase One report as Managed Rural Living Areas and their issues and recommendations in relation to them are covered section 7.6 of this report.

7.6.1 Colebrook

Colebrook was originally called Jerusalem but by 1824 had been gazetted as Colebrook. The general district of Colebrook had a population of 350 (53.6%, 46.4% female) at the time of the 2006 Census.

Colebrook is a small village with reduced services to what it once had but it still contains a number of important historic buildings and services such as a pub, shop, community hall, tennis courts, on line access centre, recreation ground, reserve - Colebrook Park, golf club, history room and rural fire brigade.

Historic Buildings include:

- Jerusalem Probation Station.
- St James' Anglican Church.
- St Patrick's Catholic Church designed by Augustus Welby Pugin.

Values to be Protected

- Historic buildings and sites that illustrate the previous convict history of the settlement.
- The rural landscape setting and historic 'feel'.
- "Openness" of the village.
- Small community atmosphere.
- The ability to do informal cycle and bushwalking trips nearby.

Key Issues

- Ageing population.
- Losing services.
- Spring fed water supply dried up in 2008. The first time since 1876. Currently water is being trucked by Council to the settlement.
- Protect historic building and sites.

Infrastructure

- Colebrook has a sewerage scheme although septic tanks are still used for primary treatment. Recent dry conditions have created a water supply problem with the original spring from which the settlement gets its water drying up.

Needs as Identified by the Community

- More employment.
- Maintain existing services and facilities.
- Footpaths and sympathetic street lighting.
- A coffee shop and tea rooms.
- Aged care services. (Units for elderly could be built on the back of blocks but should not be located in the heritage part of town).
- Protect historic buildings.
- Improved drinking water supply.
- More irrigation water.

Opportunities

- Heritage related tourism. St Patricks Catholic Church was designed by Augustus Welby Pugin, who designed the exterior detail and all the interior detail of the British Houses of Parliament. A Pugin Foundation has been established and now owns the church and consider the church to be of international heritage significance. A townscape plan has been developed which examines how St Patricks and the other historic buildings in the settlement can be conserved.¹⁵ The church has the potential to be used more fully for arts and cultural events, concerts, dramas, weddings etc.
- Potential to use the train station for steam train tourist rides.
- Build the nature based tourist attractions in the area by the development of long and short trails in the Colebrook River Gorge Nature Reserve. Access to the gorge is considered an issue though. This was one of the recommendations of the Southern Midlands Recreation Plan.

General Recommendations

- The settlement has ample land available within the existing Village zone for any future development that might occur and no increase in the Village zone is recommended.
- Include a Heritage Overlay in the Planning Scheme as illustrated in the Colebrook Heritage Overlay map in the Heritage Management Plan. The extent of the overlay should allow for the setting of St Patricks Church to be protected, as well as giving protection to the other historic places within Colebrook and protecting the overall historic feel to the settlement.

Specific Recommendations relating to Open Space/Recreation/Tracks

- As recommended in the Southern Midlands Recreation Plan, assess the potential for developing a walking trail, lookouts and visitor interpretation at Colebrook River Gorge Nature Reserve. The Reserve has strong appeal given the dramatic landscape, natural bushland, river and wildlife that can be observed. Options may consider a short walk to viewing of the Gorge and a longer distance bushwalk along the river course.

¹⁵ Gulson Lesley, St. Patricks Church Colebrook: Townscape Notes

- Ensure the Heritage Schedule in the Southern Midlands Planning Scheme is correct in terms of its listing for all of the relevant buildings in Colebrook, including the old probation station, as per the recommendations of the Gulson briefing notes.¹⁶

7.6.2 Maydena

Maydena is a village located on the Gordon River Road, 82km west of Hobart and 52 km west of New Norfolk. It was formally an Australian Newsprint Mills (ANM) town, built for its forestry operations workforce. However ANM has now sold off all its land and buildings in the town. Maydena is the closest township to the Styx Valley. At the time of the 2006 census it had a population of 245.

As with many of the villages and small towns in the remoter parts of the sub region, Maydena was once a much busier place with a large timber based industry, a railway line and many clubs and services. Today Maydena is a much smaller and quieter place. However it retains a number of services and facilities such as a primary school, police station, fire station, RSL club, post office, shop, service station, community hall, church, on-line access centre and accommodation.

Values to be Protected

- Picturesque setting.
- Community spirit.

Key Issues

- Ageing and declining population.
- Critical mass of population needed to retain services.
- Employment opportunities.

Infrastructure

- Water and sewerage reticulation available.

Needs as Identified by the Community

- Business growth.
- Population growth.
- Enhance townscape.

Opportunities

- Gateway to the Styx Valley - eco tourism, adventure tourism. Forestry Tasmania's Adventure Hub Project first stage is the Eagles Eyrie at Abbots Peak opened on May 14th. The Maydena Hauler project has been shelved, but opportunities still exist to build on the tourism potential of the forests in the area.
- An active Community association which is already working on a number of projects such as the Kallista Road makeover, with a grant of \$250,000 plus \$50000 from Derwent Valley Council. The makeover is underway and involves the construction of fencing features at the town entrance, narrowing the road in places to slow traffic, tree planting, differentiated car parking, paving, art works, seating and lighting.

¹⁶ Gulson L Briefing Notes to the Southern Midlands Council: Preliminary notes about heritage places associated with St Paul's, Oatlands and St Patrick's, Colebrook and incidental comments about wider Colebrook heritage values

- The Railtrack Riders Pt Ltd project - The Maydena Community Association Newsletter describes the project as:

'A Rail Track Rider is a four-wheeled, lightweight vehicle that is powered by pedals and only travels on railway tracks.

The RTR concept aims to give patrons a unique tourism experience in Tasmania, providing an opportunity for adventure into an historic area of Tasmania and its forest industry heritage. The concept also encourages physical activity and active participation in exploring Maydena's landscape.

Patrons will hire a specially designed Railtrack Rider and travel on the rail line between Maydena and the site of the former station in the Florentine Valley, a 2.5 kilometre section of disused rail track. Timetabled tours of the RTR route will be facilitated by RTR staff.

The journey will take approximately one hour return. It is envisaged that patrons will be able to disembark from the RTR at the halfway point of the journey and enjoy refreshments at facilities to be located at the Florentine Station and take in historic displays and information on the regions forestry heritage. Starts in Sept 2009'.¹⁷

General Recommendations

The existing Village zone is sufficient for any foreseeable growth that might occur. The current minimum lot size of 450 square metres is appropriate to retain the character of the existing village which is one of containment and small lots.

Little demand exists for rural residential development in the area and given the amount of state forest, high bushfire risk and the landscape protection constraints and it is not considered appropriate for the area. Any new residential development is to be focused on the settlement itself, to help retain its existing services.

7.6.3 Ellendale

Ellendale is located in central Tasmania in the Central Highlands Council area, approximately 75 km from Hobart. The settlement of Ellendale is spread along Ellendale Road, mainly between the road called The Avenue and Curleys Lane, and consists of a few dozen houses. The general district of Ellendale has a population of 476 (51.3% male, 48.7% female). 134 families live in the area and of those 34.3% have one or more children under the age of 15.

Existing services include a community hall, church, shop, post office, rural fire brigade and recreation ground.

Values to be Protected

- Rural landscape setting - preserve agricultural land.
- Maintain rural landscape views.

Key Issues

- The area has an annual rainfall of 1200mm but areas away from the river need water storage capability for the summer months.
- The settlement has a water supply but no sewerage treatment - An open sewer runs along the north-west end of the settlement on either side of main road. Currently all septic drain into a common drain and then into the river. The nearby

¹⁷ <http://www.tco.asn.au/oac/news.cgi?articleID=189336&oacID=58>

settlement of Westerway experiences similar problems with no reticulated sewerage and poorly operating septic tanks in a number of the properties along Bridge Street.

- No emergency facilities exist in the district.
- Logging in the catchment area is affecting water flows in the Jones River.

(Note - The planning scheme contains requirements for 50 metres setbacks from the Jones River but has little ability to influence the amount of logging in a catchment as forestry in the Rural zone is a permitted use once it is in accordance with an approved Timber Harvesting Plan)

Infrastructure

- The settlement has reticulated water running down along The Avenue and Ellendale Rd has recently had an upgrade to the pipework and the water storage tank is to be upgraded.
- No sewerage reticulation exists.

Needs as Identified by the Community

- Water storage needed for irrigation.
- Small scale irrigation needs to be easier.
- Better services needed.
- Need for smaller lots to attract those seeking rural residential living (2 - 4ha). Ability to subdivide small lots off main family lot.
- More public space.
- Hall needs commercial kitchen.
- Campervans using little park - needs upgrading.
- No more logging trucks in Ellendale.

Opportunities

- Area is good for cool climate stone fruit production.
- Walking tracks - potential for track from Ellendale up Dillons Road to Brown Mountain and into the back of Mount Field.
- Tourism potential - timber focus and food focused (Old McDonalds farm being upgraded).
- Potential for intensive farming (small scale).

General Recommendations

- The area of Ellendale within the 'Preferred Business' designation in the current Central Highlands Council Planning Scheme needs to be seweraged. As most of the lots appear to be large enough to be seweraged using a domestic aerated waste water treatment system (AWTS), this may be the most appropriate way to solve the current sewerage problem. Individual lots would need to be assessed to ensure they are suitable for an AWTS.
- Westerway needs a similar sewerage assessment and plan to replace the existing septic tanks with AWTS.
- In light of the significant environmental problems associated with poor servicing in Westerway it is recommended that a detailed precinct planning exercise be undertaken in collaboration with the local community and Southern Water.

- Once the sewerage treatment upgrades have occurred the 'Preferred Business' designation should be replaced by a Village zoning, with a minimum lot size of 3000 sq metres to ensure future lots have adequate area for an AWTS. The Village zoning would assist in allowing a more contained settlement to develop around the existing services and assist in retaining a critical mass of people to sustain those services. This is considered more sustainable than increasing the number of rural residential lots available in the area.
- Investigate the Irrigation Board map for the area and the need to change some of the Agric zone to Intensive Agriculture - see zoning map.
- Investigate the feasibility of constructing a community water storage for irrigation purposes for summer months - possible location based on the community consultation is up The Avenue.

Site Specific Recommendations

- Upgrade open space area around the existing hall.

Specific Recommendations relating to Open Space/Recreation/Tracks

- Investigate feasibility of developing walking track from Ellendale up Dillons Road to Brown Mountain and into the back of Mount Field.
- Upgrade council owned land (School Reserve) with a hard stand area, basic facilities and landscaping for campervans/campers.

7.6.4 Glenora/Bushy Park/Gretna District

Glenora, and Bushy Park are located in the Derwent Valley municipal area with Gretna just over the border in the Central Highlands Council area.

Gretna is located on the Allanvale Rivulet, 40km north of Hobart and 16 km from New Norfolk and has a population of 256 (50.8% male, 49.2% female) based on the ABS 2006 census data. 70 families live in the area.

Gretna's services include a hall, church, fire station, recreation reserve, hotel, and cricket club.

Bushy Park is located on the Styx River, 41 km west, north west of Hobart and has a population of 268 (50.4% male, 49.6% female), based on the ABS 2006 census data. 77 families live in the area.¹⁸

Glenora located on the Styx River is 42 km, west, northwest of Hobart. The district high school for the area is located at Glenora. As at 2008 it had a population of 208 students from Kinder to Year 12.

Glenora and Bushy Park are only 1km away from each other but have low lying and flood prone land in between them. All three settlements are located on good agricultural, Class 3 and 4 land, with Bushy Park and Glenora renown for the hops grown in the area. All three settlements have areas zoned Village in the Derwent Valley Council Planning Scheme with Bushy Park's Village zone located in the flood prone area. Gretna has a particularly large Village zone with a substantial area of land on the eastern side of the town undeveloped, but with a Village zoning over it.

¹⁸

<http://maps.bonzle.com/c/a?a=p&cmd=sp&zix=r&p=6631&st=TAS&s=glenora%20%20tasmania&pg=1&m=0&c=1&x=146%2E88907&y=%2D42%2E6979&w=40000#map>

Values to be Protected

- Attractive rural landscape.
- Views to the river.
- Rural character showing many eras of development and settlement since the 1820's.

Key Issues

- Lack of employment.
- Declining populations.
- Loss of services.
- About 15 to 20% of the working population commute to Hobart.
- Ribbon development along Glenora Road, especially in the Bushy Park area.

Infrastructure

- Glenora and Bushy Park have no reticulated water or sewerage.
- Gretna has no treated water with the main water pipe drawing water directly from the river. It has a small sewerage system which is at capacity.

Needs as Identified by the Community

- More employment.
- Retain services.
- Health services needed.
- Improved infrastructure (sewerage) in Gretna.
- Need access point to the river for kayaking (Gretna).

Opportunities

- Adventure tourism - kayaking, campervan touring.
- Improve general streetscapes with landscaping.
- Allow small subdivision in agricultural areas with irrigation (20 ha minimum lot size) for more intensive agriculture such as cherries, but in dry areas with no access to water keep minimum lot size in agricultural areas large - 100ha minimum lot size.

General Recommendations

- **Gretna** - rezone the current Village zoned land on the eastern side of the town to Low Density Residential with an average minimum lot size of 0.5 hectares. This would allow a transition between the village and the rural land, provide for large blocks relatively near the village and allow plenty of space for an AWTS system. Some small lots of 3000 square metres could be allowed if waste treatment studies indicate the land is suitable for this size, but not all lots should be at this minimum size.
- Establishment of a caravan park in Gretna (around the sports field) as currently a number of motor homes use the sports oval and associated facilities (identified by community).
- **Bushy Park** - retain Village zoning as is, with no expansion, due to the lack of demand and the flood prone nature of the area.

- **Glenora** - encourage any future development to locate within the existing Village zone around the Kenmore Rd area. Minimum lot size should be 3000sq metres to allow for sufficient area for an AWTs. Locating growth within the Village zone will help consolidate development, close to the school and out of the flood prone area.

(The Village zone minimum lot size is currently 450 sq metres in the New Norfolk planning scheme and varies depending on the settlement in the Central Highlands planning scheme. In many small rural settlements such as Gretna and Glenora small lots are generally not in demand and not considered appropriate in such villages. Many of these rural villages have either none or very limited reticulated sewerage thus such small lots create problems if sewerage treatment has to be via a septic tank or an AWTs. Also the character of these villages, with perhaps the exception of Maydena is one of openness with large lots, allowing space for sheds and fruit and vegetable gardens. This character should be retained. If in the future reticulated services should be provided and a demand for smaller lots occurs, then re-subdivision of some of these larger village lots could occur.)

7.7 Managed Rural Living Areas

7.7.1 Pontville – Mangalore – Bagdad – Dysart Corridor

The area between Pontville and Dysart including the townships of Bagdad and Mangalore has traditionally been a rural farming district although it has become popular in recent years as a rural lifestyle area. The region's attractive rural landscapes, quietness and proximity to Hobart, Brighton and Kempton (commuter distance) make it a desirable place to live. The demography is characterised by an ageing community however the local primary school in Bagdad has approximately 150 enrolments.

The corridor is valued for its rural landscapes particularly the rolling hills and valleys and treed hilltops. The topography ranges from gentle undulations to steep slope and valley areas. Settlement, farming activity and major transport routes, like the Midland Highway, are generally concentrated in the valley areas and many treed hilltops remain undeveloped or are commercial forest plantations.

The corridor contains some agricultural areas generally in the valleys/river flats which have very fertile soils and good water catchment/access. Agriculture remains a significant industry in the region and is a valued asset. Agricultural activities are predominantly sheep and cattle grazing and cropping (including viticulture).

Dysart is a small settlement with a population in the general locality of 385 persons (2006 ABS census data). Dysart has limited existing community facilities other than an enterprise centre.

Bagdad is approximately 40km north of Hobart with a population of 997 persons (2006 ABS census data). Bagdad is an active and engaged community and has a community hub in the centre of the town that accommodates a community club (including a tavern) with a golf course, sports oval, hall, child care services and internet access facilities. The town also has a state police and emergency headquarters, primary school that accommodates approximately 150 students and an Anglican church. The school and church are located to the south of the community hub heading towards Mangalore

The Bagdad-Mangalore area contains some important heritage features including a number of old homes that reflect the prosperity of early European settlers who were successful wheat growers. The Chauncy Vale Wildlife Sanctuary east of Bagdad is one of Tasmania's oldest private conservation areas and has both Aboriginal cultural

heritage significance as well as European settlement heritage value. It was also the home of the children's author, Nan Chauncy.

Mangalore is located just south of Bagdad and has a population of 982 persons (2006 ABS census data). Given the close proximity of Mangalore and Bagdad, many community facilities are shared. Existing facilities in Mangalore comprise a sports ground and enterprise centre.

Pontville is located just north of Brighton urban centre and has a population of 2167 persons (2006 ABS census data). It is a small town valued for its heritage buildings including sandstone churches, a convict-built bridge, hotel and a number of stately homes and workmen's cottages. Pontville has a number of community facilities including a sports ground, church and a couple of community buildings and is generally well serviced by Brighton's community facilities.

Existing Settlement Pattern

The subdivision pattern of the corridor generally reflects the topography with smaller lot sizes in valleys and flat areas and irregular shaped larger lots on slopes and hills.

All of Dysart's residential land is zoned Rural Residential B. There is no village zone in the town centre of Dysart.

Bagdad has a significant area of land to the west of the town centre that is zoned Rural Residential B. There is also some Rural Residential A zoned land within Bagdad.

Mangalore has Rural Residential A zoned land south of the town centre.

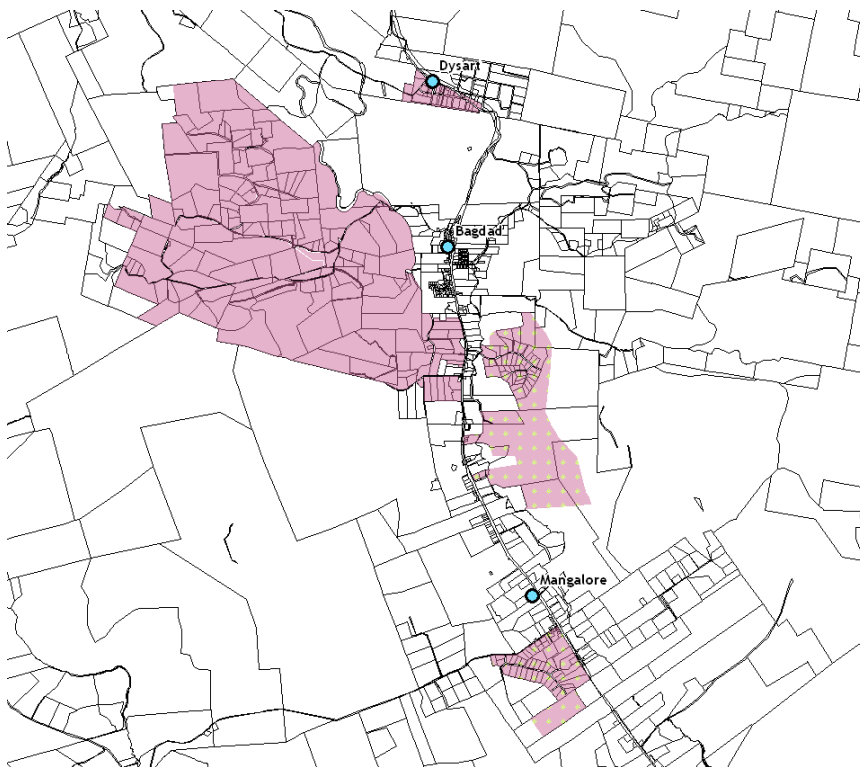


Figure 16: Map showing rural residential land within the Pontville - Mangalore - Bagdad - Dysart corridor. Pink shaded properties indicate land zoned Rural Residential A or Rural Residential B. (It should be noted that a number of the blocks are landlocked, which limits their development potential)

Development Trends

Approximately 20% of all new dwellings constructed in the whole study area (including all Southern Midlands, Derwent Valley and Central Highlands municipalities) over the last 20 years have been built in Rural Residential zoned areas (also includes Holiday Residential, Rural Retreat).

The Southern Midlands has experienced moderate growth in population and household numbers over the last 10 years which is anticipated to continue. In the Bagdad area there has been small, slowing population increase with an average annual change of 1.4% between 1996 and 2006.

Area of rural residential zoned land	Total number of properties (approximate)	Number of vacant parcels	Number of parcels with buildings* (approximate)	% of land developed
Bagdad	315	206	109	34.6%
Dysart	44	17	27	61%
Mangalore	84	43	41	48.8%
Total	443	266	177	

Table 11: Developed rural residential zoned land

The figures above indicate that Bagdad appears to have a large number of vacant lots (approximately 206). The township of Dysart is zoned Rural Residential B and it is fairly well developed with 17 vacant parcels. Mangalore's rural residential land is almost 50% developed and currently has approximately 43 vacant parcels.

*Buildings are defined as "residences" or "unknown". It is difficult to ascertain what proportion of buildings classified as 'unknown' are residences. Generally buildings defined as a 'shed' were excluded where identifiable. Some buildings defined as "unknown" may not be dwellings. The data may therefore indicate a higher total count than the actual total number of existing dwellings.

Description	Bagdad	Mangalore	Dysart	Total
Rural Res A total supply	700.74 ha	133.03ha		
Rural Res A total with buildings	217.07 ha	85.81 ha		
balance (vacant)	483.67 ha	47.22		530.89 ha
Rural Res B total supply	1654.37 ha		39.33 ha	
Rural Res B total with buildings	836.35 ha*		24.34 ha	
balance (vacant)	818.02 ha		14.99 ha	833.01 ha
Total Area Vacant				1363.90 ha

**(It should be noted that a number of these blocks are landlocked, which limits their development potential)*

Table 12: Stock (ha) of rural residential zoned land, the Pontville - Mangalore - Bagdad - Dysart corridor

There are approximately 1363.90 ha of land currently vacant and zoned for rural residential purposes in this corridor. There is considerable supply west of the Bagdad village centre zoned Rural Residential B.

Existing Planning Scheme Provisions

- Rural Residential A:** The minimum lot size is 0.5 ha, subject to a maximum density of 1 lot per 1 ha
- Rural Residential B:** The minimum lot size is 2 ha, subject to a maximum density of 1 lot per 4 ha
- Single dwellings:** Single dwellings are permitted in rural residential zones with or without conditions provided it complies with all relevant development standards

Bagdad-Dysart-Mangalore housing approvals

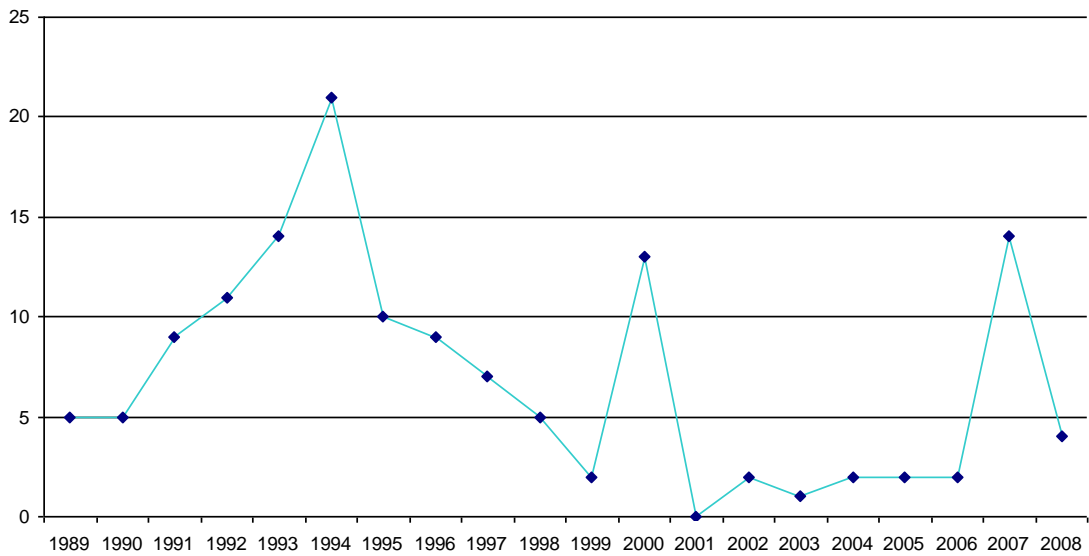


Figure 17: Rural residential housing approvals between 1989-2008 for the Pontville - Mangalore - Bagdad - Dysart corridor (Rural Residential A and B zones)

Housing approvals for new buildings in the rural residential zones has fluctuated over the last 20 years with some significant spikes likely to be based on development of a number of houses in the one subdivision. Overall there have been 138 houses developed over the last 20 years which is an average of 6.9 houses per year.

Available Supply

Mangalore-Bagdad-Dysart	
Total supply vacant land	63.90 ha
Less 5% for infrastructure (68.195)	1295.71 ha
Average lot size (based on existing lot range)	5.8 ha per dwelling
Total potential parcel supply (supply/density)	223.40 parcels
Average take up of land	6.9 dwellings per year
Potential years of supply available	32 years

Table 13: Available supply the Pontville - Mangalore - Bagdad - Dysart corridor rural residential zoned land

Based on the existing supply of vacant land and the existing average lot size it is estimated that there is up to 32 years of supply in existing vacant rural residential

zoned land. It is important to note that this calculation is an estimate and does not take into account lots that have physical constraints, environmental values or consideration of on site waste management requirements.

It is noted that there is considerable areas of Rural Residential B land west of Bagdad which is vacant but contains native eucalypt forest and woodlands and may have limited potential for development for residential purposes. The Bagdad-Mangalore corridor will be investigated in detail as part of the Bagdad-Mangalore Structure Plan.

Values to be Protected

- Rural landscape amenity (particularly treed hilltops/ridges).
- Agricultural land.
- Conservation areas.
- Water catchment quality.
- Heritage assets.
- Built form character (namely heritage architecture).
- Rural setting (green open spaces and surrounding farming activity).
- Mixed subdivision pattern (varying lot sizes).

Key Issues

- The proposed Bagdad Bypass and the impact this has on properties directly affected and growth of the town.
- Ribbon development along main roads is not desired.
- Threat of the area becoming something like Brighton in the future and the desire to retain the existing rural character and sense of place.
- Infrastructure access and provision limitations.
- There is concern for commercial plantations being used as “tax haven” and the impact of large scale clearing on landscape.
- The impact of rural subdivision on landscape and settlement patterns.
- There is concern that we don’t know enough about the ecology of the area and that a better understanding is required.
- The impact of upstream development on downstream ecology (water catchment issues).
- Concerns for the ability to maintain sufficient water supply in the region.
- The desire for new development to be more energy efficient.
- There are not many vacant existing rural living blocks.
- Some rural living land within the river flats is good agricultural land.

Needs as identified by the Community

- There is a need for a mix of lot sizes (as the traditional pattern is mixed).
- Advisory group for natural systems to assist in building greater understanding of ecology of area.
- Aged care facilities and smaller lots that can accommodate unit development.
- Discreet nodes or pods for settlement growth that reflects existing patterns and avoids ribbon type development (Bagdad-Mangalore area).

Opportunities

- Potential to back-zone some rural residential zoned land to agriculture use where identified as high value agricultural land and particularly where irrigation is available (Clarence City Council reuse scheme).
- May have potential to be irrigated by the next stage of the Clarence City Council reuse scheme and back zoning to rural could be investigated. (note: irrigation potential for the area needs to be investigated more in relation to the current schemes being suggested by the State government).

General Recommendations

- Develop criteria to require a range of lot sizes within the Village Zone to provide greater housing diversity.
- Develop criteria to require subdivision and housing development is energy efficient (such as criteria to require maximising northern orientation etc).
- Investigate potential for development of housing (i.e. smaller lots or villa units) to accommodate diverse housing needs, particularly older persons within the community.
- Ensure a mix of lot sizes is provided for in the Rural Living zone to accommodate different needs and housing types.
- Average 1 ha lot size for parcels that are close to the existing highway, have access to sealed road, and can access most or all services. Minimum lot size of 0.5 ha may be appropriate.
- Average 4 ha lot sizes for parcels located away from the highway, with unsealed roads and limited access to services. A minimum lot size of 2 ha and maximum size of 5 ha.

Specific Recommendations

- Rezone Rural Residential A and B land to Rural Living Zone, with the exception of land south of Winstead Road which is to be rezoned to a rural zone, and similarly for land at the end of Mountford Drive.
- Rezone land currently Rural Agriculture and Forestry Zones to Rural Resource Zone.
- Rezone land at Black Brush Road and Quarrytown Road to Rural Living Zone.
- Limit rural residential growth to the west of the Bagdad Bypass. The proposed bypass will provide a boundary for growth and generally proposals for rural residential east of the Bypass would not be supported. This is reviewed as part of the Bagdad-Mangalore Structure Plan.
- Review potential heritage overlay application to the Shene property in Pontville and Mangalore historic properties. A separate study is being undertaken to review heritage assets in the region.

7.7.2 Derwent Valley Growth Areas

The growth areas of the Derwent Valley are generally areas either close to New Norfolk town itself such as Magra or else within easy commuting distance of Hobart, such as Sorell Creek, Malbina, Glen Dhu and Granton. These areas differ to the other districts of the Derwent Valley in that their proximity to Hobart make them attractive locations for people looking for a rural residential lifestyle within commuting distance of the city.

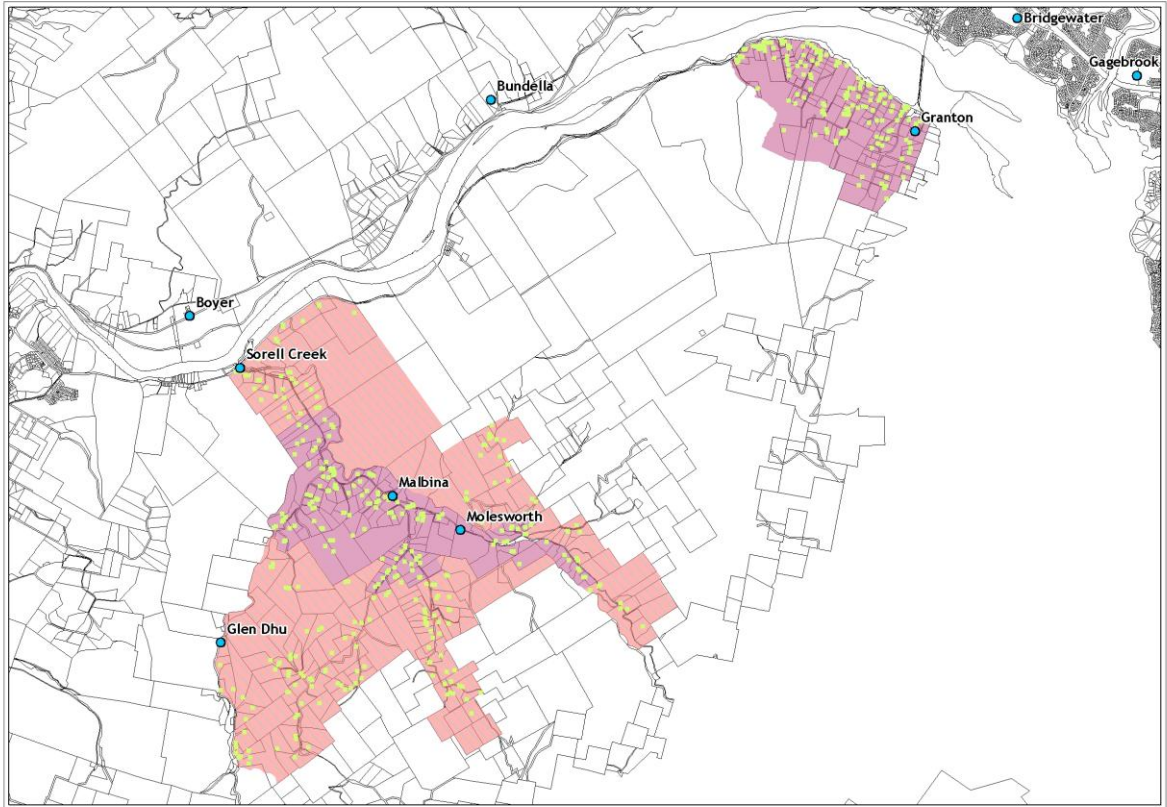


Figure 18: Map showing rural residential land within the Derwent Valley part of Granton and the Malbina, Molesworth and Glen Dhu areas. Pink shaded properties indicate land zoned Rural Residential B and Purple Rural Residential A.

Area of rural residential zoned land	Total number of properties (approximate)	Number of vacant parcels	Number of parcels with buildings* (approximate)	% of land developed
Granton	175	62	113	65%
Malbina	146	55	91	62%
Molesworth	119	65	54	45%
Glen Dhu	202	126	76	38%
Total	642	308	334	52%

Table 14: Developed rural residential zoned land

The figures above indicate that Granton still has a reasonably supply of vacant lots (approximately 62). While the combined areas of Malbina, Molesworth and Glen Dhu are almost 50% developed (246 lots vacant of a total supply of 467).

*Buildings are defined as “residences” or “unknown”. It is difficult to ascertain what proportion of buildings classified as ‘unknown’ are residences. Generally buildings defined as a ‘shed’ were excluded where identifiable. Some buildings defined as “unknown” may not be dwellings. The data may therefore indicate a higher total count than the actual total number of existing dwellings.

Description	Granton	Malbina	Molesworth	Glen Dhu	Total
Rural Res A total supply	361ha	270ha	79ha	43ha	753ha
Rural Res A total with buildings	130ha	167ha	38ha	43ha	378ha
balance (vacant)	231ha	103ha	41ha	0ha	375ha
Rural Res B total supply	NIL	419ha	295ha	347ha	1061ha
Rural Res B total with buildings	NIL	120ha	166ha	204ha	490ha
balance (vacant)	0ha	299ha	129ha	143ha	571ha
Total Area Vacant					946ha

Table 15: Stock (ha) of rural residential zoned land

There are approximately 946ha of land currently vacant and zoned for rural residential purposes in the areas highlighted.

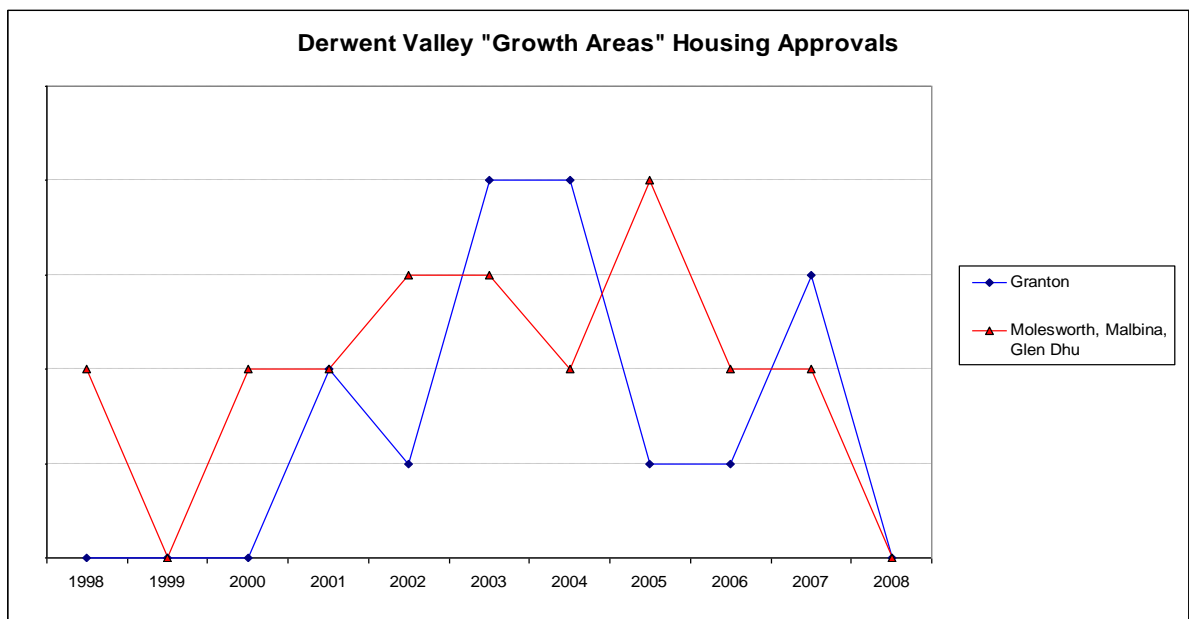


Figure 19: Rural residential housing approvals between 1989-2008 for Granton and Molesworth, Malbina and Glen Dhu combined (Rural Residential A and B zones)

Housing approvals for new buildings in the rural residential zones has fluctuated over the last 20 years with some significant spikes likely to be based on development of a number of houses in the one subdivision. Overall there have been 38 houses developed over the last 20 years which is an average of 1.9 houses per year. For the Molesworth, Malbina and Glen Dhu area there has been 22 houses developed averaging 1.1 per year, Granton has seen 16 houses at 0.8 per year.

Available Supply

Moleworth, Malbina & Glen Dhu	
Total supply vacant land	733 ha
Less 5% for infrastructure (36.65)	696 ha
Average lot size (based on existing lot range)	9.93 ha per dwelling
Total potential parcel supply (supply/density)	70 parcels
Average take up of land	1.1 dwellings per year
Potential years of supply available	64 years

Table 16: Available supply Moleworth, Malbina and Glen Dhu rural residential zoned land

Granton	
Total supply vacant land	231 ha
Less 5% for infrastructure (11.55)	219 ha
Average lot size (based on existing lot range)	21.7 ha per dwelling
Total potential parcel supply (supply/density)	10 parcels
Average take up of land	0.8 dwellings per year
Potential years of supply available	12 years

Table 17: Available supply Granton rural residential zoned land

Based on the existing supply of vacant land and the existing average lot size it is estimated that there is up to 62 years of supply in existing vacant rural residential zoned land in Molesworth, Malbina and Glen Dhu. In Granton the available supply is more limited at 12 years, however it should be noted that the existing average lot size would allow for further subdivision of existing lots.

It is important to note that this calculation is an estimate and does not take into account lots that have physical constraints, environmental values or consideration of on site waste management requirements.

In general these areas have little or no defined 'village' area to them but are rather dispersed settlements. The traditional pattern of settlement followed along the river valleys and creeks and the road network today reflects that. This is also where the better soils are and berry and stone fruit farming was popular. These lower, flatter areas were cleared of vegetation with the higher parts of the valleys generally maintaining their native vegetation cover.

Today whilst some agricultural activities continue, the areas are generally characterised by rural residential allotments. In the lower areas around Malbina and, Molesworth the land is zoned Rural Residential A under the New Norfolk planning scheme. The minimum lot size is 2ha in this zone. This zone is then surrounded by the Rural Residential B zone, which generally has larger lot sizes with a minimum lot size of 4ha.

The Rural Residential B zone extends up the steeper slopes of the valleys - north to Sorell Creek and the Lyell Highway, east and south east of Molesworth Rd and south west to Glen Dhu Rd. The eastern side of Glen Dhu Rd is zoned Rural Residential B, whilst the western side is zoned Agriculture.

Key Issues

- The valleys contain very small scattered settlements with no reticulated sewerage or water (a small part of Sorell Creek, closest to the Lyell Highway does have access to reticulated water) but due to their relative proximity to Hobart are experiencing growth pressure for rural residential living.
- The roads are narrow and winding, the increasing traffic volumes are also increasing the maintenance requirements. Some road junctions, such as the Molesworth Rd junction with the Lyell Highway at Sorell Creek, are deficient.
- The valleys are heavily forested, especially on the upper slopes, and the area is bushfire prone, with the narrow winding roads and hilly terrain exacerbating the risk.
- The area is experiencing pressure for the minimum lot sizes to be reduced to either 1ha or 2 ha lots depending on the existing zoning.

Values to be Protected

- Existing landscape of small holdings, mix of larger and small lots, cleared low lands and wooded upper slopes of the valleys.

Recommendations

- Rezone the existing Rural Residential A and B zones to Rural Living. Introduce a minimum lot size of 5 ha to ensure existing lot densities are maintained, but not increased. The Rural Living Zone will more accurately reflect the on-ground situation. To decrease the minimum lot size and thus increase the density of residential properties in the area would have a number of consequences, such as increased traffic, increased road maintenance needs and critically, increased numbers of people living in a bushfire prone area. Decreasing the minimum lot size would still mean that residential properties are widely scattered making them difficult to service and provide facilities for.
- Consider establishing a small Village zone at Malbina (at the junction with Glen Dhu Rd and the Molesworth Rd), as indicated on the Malbina/Molesworth recommendations map, Appendix A.

(The rationale for the Village zoning for Molesworth is that the land is already extensively cleared thus no further veg removal needed and easier to maintain good bushfire buffers. It is located along a sealed road and has some education facilities nearby. By providing for a village zone it gives the potential for a more critical mass of dwellings to be located here and some local services to develop thus reducing the reliance on travelling to Hobart for everything. This local village would have the potential to service the scattered areas of Glen Dhu, Molesworth and Malbina. It also allows some further development that is more sustainable than the large lot sizes of 2 or 4 hectares but still gives people a large amount of garden space around them. This would assist in reducing the pressure in terms of the demand for smaller lots in the area and it would be safer than allowing a continuing build up of people residing in a highly bushfire prone area, on large lots that they struggle to maintain in a bushfire safe condition. As there is no reticulated water or sewerage a minimum lot size within the Village zone of 3000 sq metres is required to ensure adequate space for a waste water treatment system, but ideally should be a mix of smaller and larger lots to reflect the type of mixed sizes that traditionally occur in the settlements of the sub region.

Note: Initially Molesworth was examined as a possible location for a village zone because of the school and hall already there. The land at Malbina does not have the advantage of a school to create a hub for the village zone, as Molesworth does but it is flatter and more open than the land at Molesworth, more removed from the existing

bushland and more centrally located in the valley, with a considerable number of small holdings in the general vicinity. For these reasons Malbina is considered to have better potential for a Village zoning.)

Granton

Granton is located only 18 km north of Hobart, close to the River Derwent and straddles the municipal boundary with the Glenorchy City Council. It is the rural living area of the Derwent Valley under the most pressure for rural residential development given its particularly close proximity to Hobart and to the Lyell Highway. Granton continues into the Glenorchy City Council municipal area where substantial rural residential development pressure also occurs.

On the Derwent Valley side of Granton the land is zoned Rural Residential A with a minimum lot size of 2ha but where there is access to a reticulated water supply a minimum lot size of 1ha can be permitted.

On the Glenorchy City Council side of Granton the land is zoned Rural A with a 10 ha minimum lot size. However a 2005 Scheme Amendment for land along Blacksnakes Lane allows for a Blacksnakes Lane Rural Village designation on much of the land between Blacksnakes Lane and the Derwent Valley municipal boundary, with minimum lot sizes varying between 1000 sq metres and 7000 sq. The 1000 sq metre minimum lot size is allowed only where the lots can be accessed by reticulated sewerage and water.

Key Issues

- The area is experiencing development pressure, with pressure in particular for the minimum lot size to be reduced.
- The roads which access Granton off the Lyell Highway are small, and often unsealed with deficient junctions to the Lyell Highway.
- Parts of Granton has access to reticulated water but there is no sewerage infrastructure.
- The area has some services such as a community hall and recreation ground but no real 'village' focal point.
- The area experiences dry summer conditions and while not as thickly forested as the valleys around Molesworth and Malbina retains a significant amount of bush making it bushfire prone, with the narrow winding roads and generally north facing hilly terrain exacerbating the risk.

Values to be Protected

- Existing rural landscape of small rural residential allotments.
- Views of the River Derwent.

Recommendations

- Rezone to Rural Living and retain the existing minimum lot sizes via a Density Overlay until the road network in the area is upgraded and especially the junctions with the Lyell Highway.
- Improve pedestrian and cycling opportunities in the area by the provision of a multi use track along the River Derwent connecting to the Glenorchy City Council section of Granton and also continuing to New Norfolk.

7.7.3 Derwent Valley Rural Living Areas

Overview

The Derwent Valley region comprises the main urban centre of New Norfolk and a number of small settlements mainly clustered in the north eastern sector of the municipality along the River Derwent and Lyell Highway and including some area of the Central Highlands Council. Many of these settlements form a gateway to some of Tasmania's most spectacular wilderness areas including Mt Field National Park and the Western Tasmanian World Heritage Area. The conservation areas are highly valued assets in the region and important tourism destinations.

The region is also valued for its lakes and river water supplies as well as its highly fertile soils. Agriculture in the region is predominantly beef and sheep farming and hops. Essential oils and cherries are emerging niche agricultural industries in the region. There is also a significant forest and timber industry and hydro electricity generation in the region.

The area is scattered with heritage buildings, predominantly colonial architecture, and a heritage railway that links many of the historic towns and villages.

Generally the rural areas east of New Norfolk are subject to greater development pressures as they are within commuting distance from Hobart and these have been discussed in earlier sections.

Generally the larger settlements are clustered around the New Norfolk area. Throughout the region the townships range from around 150 persons (e.g. Westerway) to larger settlements around 500-1000 persons (e.g. Lachlan).

Westerway is situated on the Tyenna River approximately 68 km west of Hobart in close proximity to Mt Field National Park. The Derwent Valley rail line traverses the town and was originally used to transport timber to Hobart from timber mills in the area. In recent times the railway has been used by tourists.

Other than a railway station, the town also has an existing sports ground, a school, tourist accommodation, a commonwealth government site, post office, local shop and a town hall.

Existing Settlement Pattern

In the Derwent Valley region west of New Norfolk there is existing rural residential and rural retreat zoned land concentrated around the following townships: Lawitta, Magra, Westerway, Ellendale, Glenfern and Lachlan.

There is also extensive rural residential zoned land clustered east of New Norfolk which is identified as commuter belt / urban development area and includes Sorell Creek, Glen Dhu, Molesworth, Malbina, and Granton. These rural residential areas have been discussed in earlier sections of this report.

The Glenora/Bushy Park/Gretna district, Ellendale and Maydena have also been discussed in earlier sections of this report as they are defined as 'villages'. There is no existing rural residential zoning in the townships of Adamsfield, Strathgordon, Plenty, Feilton, Mt Lloyd, Uxbridge, Moogara, Rosegarland, Boyer, Hayes, Macquarie Plains or Fentonbury.

Water and sewer reticulation is limited throughout the Derwent Valley rural residential areas. Generally there is some water reticulation to towns but very limited sewer reticulation which is common for rural residential land.

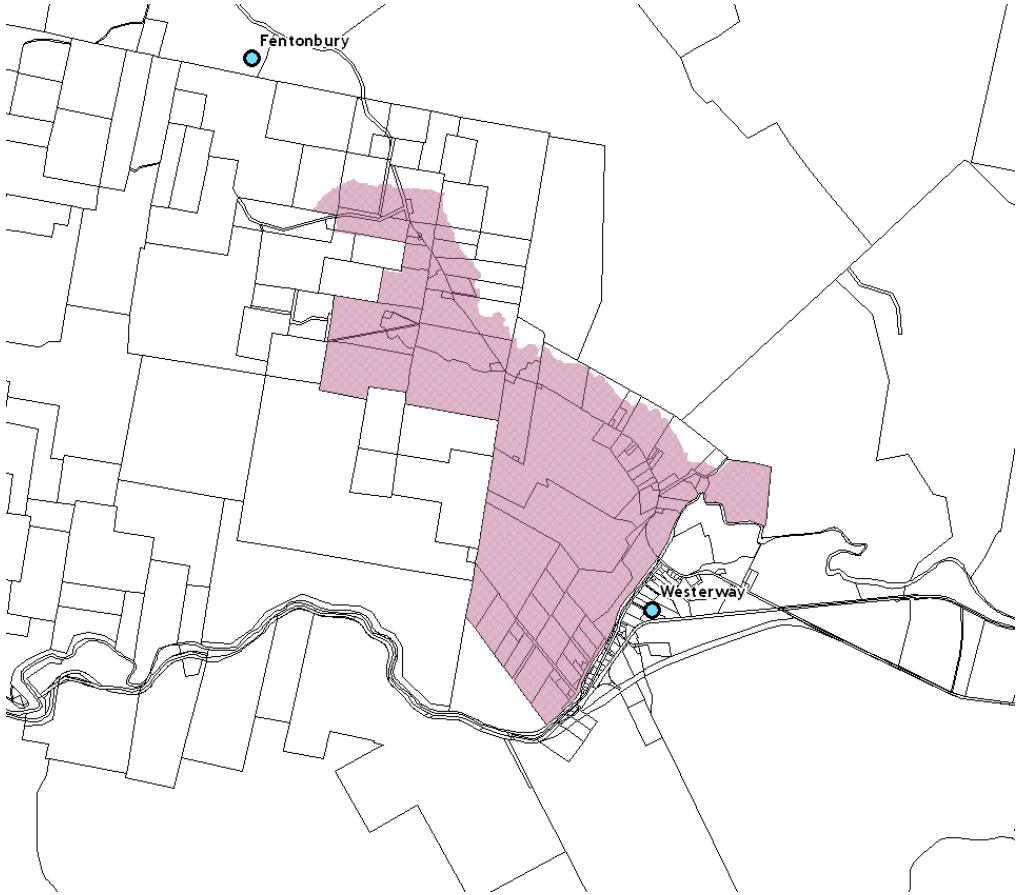


Figure 20: Map of Westerway rural residential zoned land. Pink shaded properties indicate land zoned Rural Residential A or Rural Residential B.

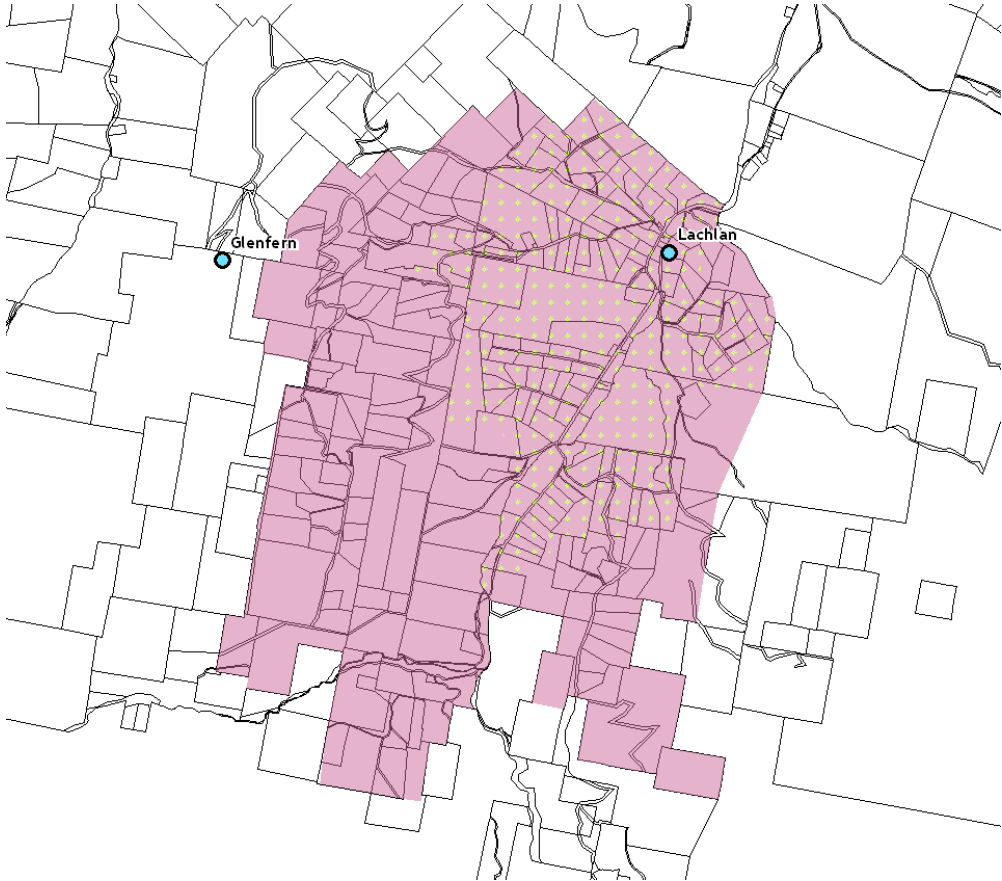


Figure 21: Map of Lachlan - Glenfern rural residential zoned land. Pink shaded properties indicate land zoned Rural Residential A or Rural Residential B

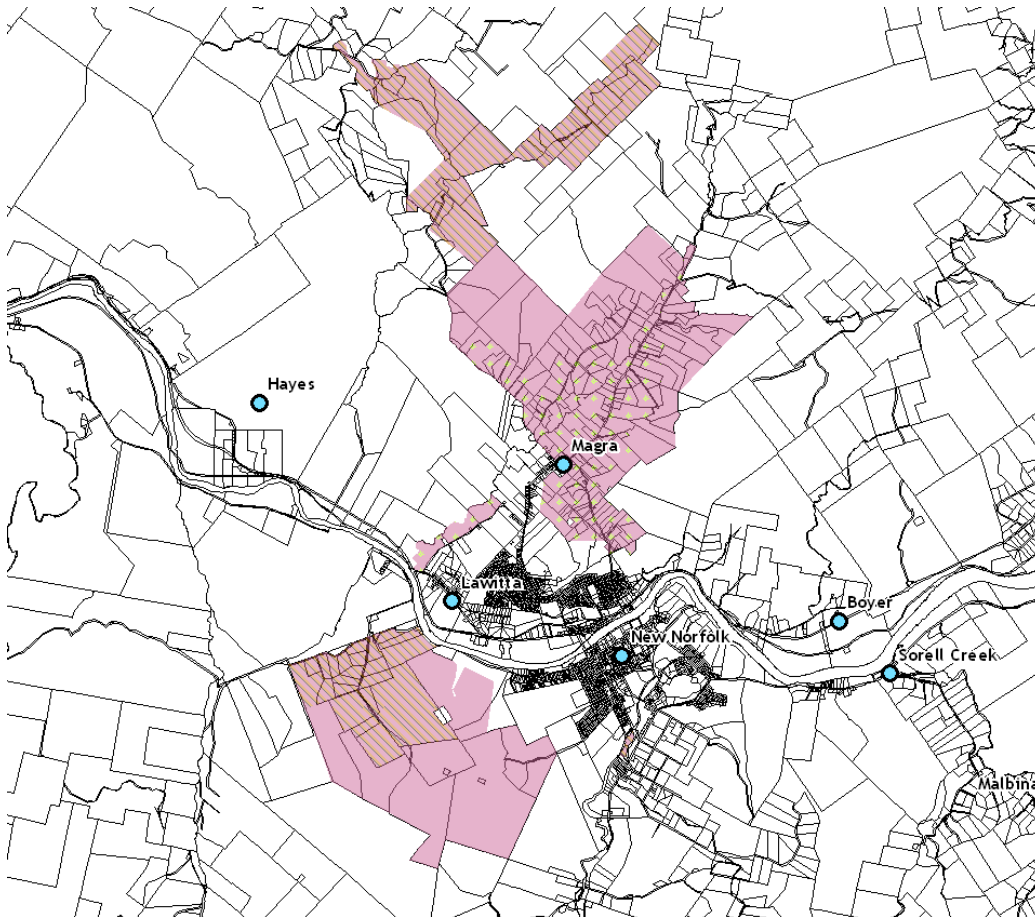


Figure 22: Map showing rural residential land around Magra and Lawitta. Pink shaded properties indicate land zoned Rural Residential A, Rural Residential B or Rural Retreat.

Development Trends

As discussed earlier, approximately 20% of all new dwellings constructed in the whole study area over the last 20 years have been built in Rural Residential zoned areas (also includes Holiday Residential and Rural Retreat).

The Derwent Valley region has experienced population decline in recent decades although there was some growth during 2001-2006. Projections for future growth indicate that there could be continued moderate increase, stability or decline in population.

Location	Total number of properties (approximate)	Number of vacant parcels	Number of parcels with buildings* (approximate)	% of lots developed
Lachlan/Glenfern	410	193	217	52.9%
Lawitta/Magra/ New Norfolk	400	162	238	59.5%
Westerway	103	49	54	52.4%
Total	913	404	509	55.8%

*buildings are defined as “residences” or “unknown”

Table 18: Developed rural residential zoned land

The Derwent Valley rural living areas are generally around 50% developed. The figures above indicated that there is a considerable number of vacant land parcels around the Lawitta-Magra rural residential areas. This is mostly concentrated in the Lawitta area.

It is difficult to ascertain what proportion of buildings classified as ‘unknown’ are residences. Generally buildings defined as a ‘shed’ were excluded where identifiable. The data may therefore indicate a higher total count than the actual total number of existing dwellings.

Derwent Valley housing approvals

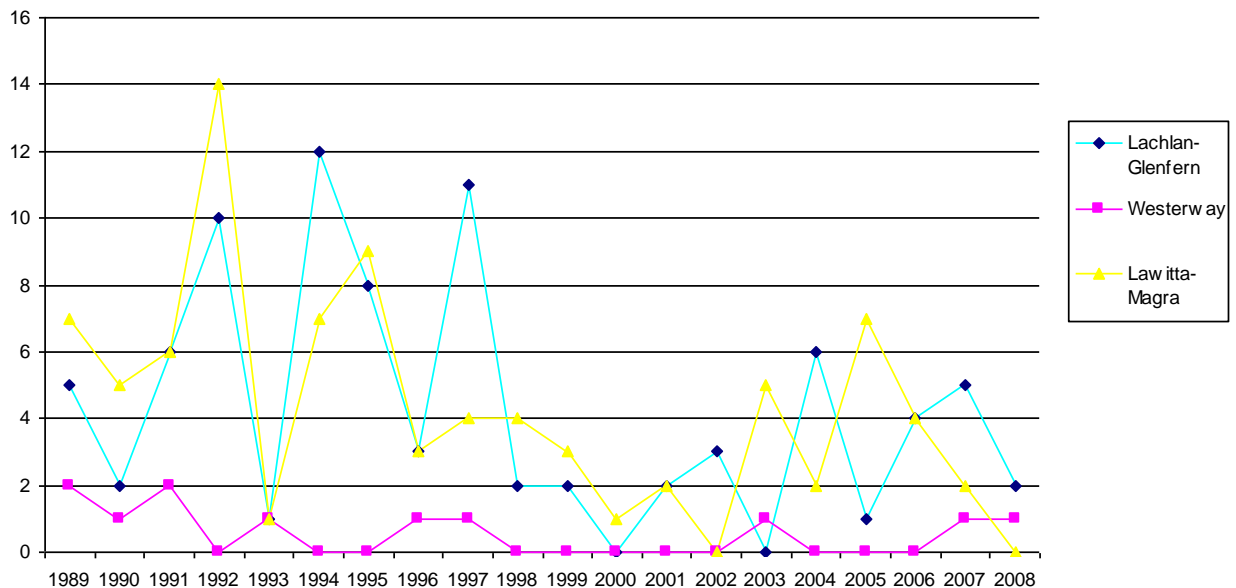


Figure 23: Rural residential housing approvals between 1989-2008 for the Derwent Valley region (Rural Residential A and B, Rural Retreat zones) Note - the Derwent Valley Council side of Westerway does not have any rural Residential A or B land.

	Lachlan-Glenfern	Westerway	Lawitta-Magra	Total all areas
Total number of house approvals (1989-2008)	85	11	86	182
Average rate of development (dwellings per year.	4.25	0.55	4.3	9.1

Table 19: Rate of development in Derwent Valley Region rural residential areas

Housing approvals in the Derwent Valley region have fluctuated over the last 20 years, particularly during the 1990s. There were some significant building periods during the early 1990s in the New Norfolk and Lachlan-Glenfern regions. Westerway has experienced low growth that has fluctuated slightly over time but generally is only about 1 housing approval per year. 1993, 1996 and 2000 appear to be years of slow growth in all rural residential areas.

Available Supply of Land

Derwent Valley Region combined	
Total supply vacant land	2002.13 ha
Less 5% for infrastructure (100.11)	1902.02 ha
Average lot size (based on existing lot range)	5.5 ha
Total available parcel supply	345.82 ha
Average take up of land	9.1 dwellings per year
Year supply	38 years

Table 20: Available supply Derwent Valley Region rural residential zoned land

Based on the existing supply of vacant land and the existing average lot size it is estimated that there is up to 38 years of supply in existing vacant rural residential zoned land. There is considerable supply of vacant parcels in the townships of Lachlan/Glenfern and the Lawitta/Magra area (there is also considerable vacant supply in Ellendale). The region in total (which includes parts of the Derwent Valley Council area and parts of the Central Highlands Council area) has considerable supply of vacant rural residential land. It is important to note that this calculation is an estimate and does not take into account lots that have physical constraints, environmental values or consideration of on site waste management requirements.

Existing minimum subdivision provisions in Derwent Valley:

Rural Residential A:

The minimum lot size is 2.0 ha provided that:

- (a) There is a good standard of road access to the site.
- (b) Subdivision of the site and subsequent development would not cause adverse environmental or land management problems.
- (c) There is a low risk of bush fire hazard in the area and good access in cases of emergency situations.
- (d) There is a minimal number of new access points created to the existing road by virtue of the proposed subdivision.

In Magra and Granton subdivision of lots to a minimum of 1.0 ha is allowed provided that a reticulated water supply is provided to the site.

Rural Residential B:

The minimum lot size is 4.0 ha. The scheme also has an exception for land rezoned as part of Amendment N1 (New Norfolk Planning Scheme 1985) where lots less than 4.0 ha in size are allowed provided no more than 97 lots are created for the total area that was rezoned.

Single dwellings

Single dwellings are permitted in rural residential zones conditionally or otherwise provided that they comply with all relevant Development Standards of the planning scheme.

Values to be Protected

- Conservation areas and natural values.
- Heritage assets:
 - Including in Bushy Park / Glenora:
 - Hop kiln;
 - Text kiln (so named due to religious text written over the inside of the building);
 - Water wheel; and
 - Trees including poplars and willows.
- Rural landscape amenity.
- Prime agricultural land.
- Water catchment quality.
- Built form character (namely heritage architecture).
- Mixed subdivision pattern (varying lot sizes).
- Tourism and the values it relies upon.

Key Issues

- Areas of Westerway are subject to flooding, affecting the road, on-site wastewater systems and other infrastructure.
- Limited reticulated water and sewerage in region.

Needs as Identified by the Community

- Most of the areas are looking for more commercial development, especially for tourism (such as cafés, restaurants, bed & breakfasts and other accommodation).
- More commercial land for tourism facilities including accommodation, cafes and so on.

Opportunities

- Commercial development for tourism.
- Synergy with Heritage Tourism and establishment of Microbreweries in this hop-growing district.
- Tourism opportunities in Westerway based around the railroad.
- Utilise the railway corridor for some tourism opportunities in National Park.
- Building on existing local projects in Maydena including refurbishment of the railway line and the establishment of several activity clubs (archery, mountain biking, bush walking).

General Recommendations

- There does not appear to be demonstrated demand for any areas to be zoned to rural living in this region as the existing vacant rural residential zoned land should be able to provide adequate supply for the next 10+ years.
- Rezone Rural Residential A land to Rural Living zone.
- Rezone Rural Residential B land to Rural Living zone.

- Rezone Rural Retreat land to Rural Living zone?
- Establish a minimum lot size based on criteria.
 - infrastructure provision (smaller lots where reticulated services and access to sealed road, larger lots where reticulated servicing and road access is deficient or unsafe); and
 - biodiversity values.

Site Specific Recommendations

- Investigate potential to provide zoning to accommodate future tourism needs.

Magra

Magra is located on the Back River Road about 27km west-northwest of Hobart and 2.7 km from New Norfolk. It is a sprawling district of residential density and low density development spread along the Back River Road and Black Hills Road, with a population of approximately 900 people (50.4% male, 49.6% female). Its proximity to New Norfolk, views over the Derwent Valley and altitude generally above the winter fogs that the valley is prone to, have made it a popular location for rural residential living. It functions in effect as a suburb of New Norfolk.

The existing small lots along Back River Road with reticulated water are currently zoned Residential, with land immediately to the west of these residential blocks zoned for Future Residential. Much of the remaining lots with frontage to Back River Road, Black Hills Road or part of Daniels Road are zoned Rural Residential A, with a Rural Residential B zoning surrounding that land to the north and north east. The Rural Residential A land that has access to reticulated water is allowed a minimum lot size of 1ha.

Key Issues

- Demand for further subdivision and smaller lots.
- Demand to extend the water supply further up hill but the gradient creates constraints on doing this.
- Lack of local services and facilities.
- All of the Future Residential zoned land is located on good quality agricultural land with a Land Capability of 3 to 4. However there are already a number of dwellings scattered across this zone, thus it is considered unreasonable at this stage to attempt to rezone the land back to Agricultural.

Recommendations

- Rezone existing Rural Residential A and B land to Rural Living with Density Overlays continuing the existing minimum lot sizes.
- Should water be provided in the future allow the Density Overlay that allows for a minimum lot size of 1ha to be extended over the area with reticulated water.
- Rezone a section of the existing Residential zone located adjacent to the existing Take Away shop to village as indicated in the Magra recommendations map, Appendix A. The small area as indicated allows some potential for a few local services such as a shop, hairdresser, or doctors surgery to develop, within walking distance for local residents. The scale is such that they would only attract local residents and would be unlikely to detract from New Norfolk as the main retail centre.
- Investigate the feasibility of developing a multi purpose track connecting Magra to New Norfolk along Back River Road.

7.7.4 Levendale and Woodsdale

Levendale is a small settlement located 53 km or 45 minutes drive north east of Hobart on the Woodsdale Road, servicing the local farming community. The settlement once had a population of nearly 200 in the late nineteenth century but has lost population over the years to now consist of a few dozen families. The settlement has a historic primary school, established 15 April 1901, which also serves as a community centre, child care centre, library, and focal point for the community. The school currently has a student population of 14. It has an active community with a Levendale Light Horse and Pony Brigade, a cricket ground and a Community Hall.

The Woodsdale district is located in east Tasmania and had a population of 349 at the time of the 2006 Census. Around 101 families live in the district and of those, 51.5% have one or more children under the age of 15.¹⁹ The small settlement of Woodsdale itself is located around the junction of the Buckland Road with the Woodsdale Road and accounts for only a small number of the houses in the district, but has a community memorial hall, church, a heritage listed cottage and a historic school rooms now converted into a community centre and principals house converted into museum, a recreation grounds and football club and a rural fire brigade.

Both communities share much in terms of a vibrant community spirit, shared values, issues, needs and opportunities. The key issues identified during the community consultation were as follows:

Key Issues

- Lack of population.
- Lack of education and employment opportunities especially for teenagers and young adults.
- Geographical isolation.
- Lack of public transport.
- Lack of services such as mobile phone coverage and broadband.

Infrastructure

- No reticulated services exist in either Woodsdale or Levendale. Community facilities exist as described.

Values to be Protected

- Community spirit and values, volunteer spirit.
- Reasonable commuting distance to regional services.
- Healthy sustainable lifestyle.
- Sustainable farming.

Needs as Identified by the Community

- Planning scheme changes to allow for village style planning in and around the community infrastructure, (school, halls, churches etc). This would encourage people to move to the area and help keep these assets viable and add to the population.
- Allow more than one dwelling on a title.

¹⁹ <http://maps.bonzone.com/c/a?a=p&p=288583&cmd=sp>. Accessed July 09

- Fire management and wildlife management on government land next to private farms is not adequate - more controlled burns are needed.
- Issue of clearing of vegetation on land that was once pasture.
- A school bus to get children to the high school.
- Subdivision controls should allow flexibility for family members to subdivide land.
- Reuse of heritage properties needs to be allowed.
- Plantation purchases changing the character of the area.
- Farms aren't big enough.
- Too much red tape around getting farm dams approved.

Opportunities

- Old School History. Use school as a farm education facility such as a TAFE Agricultural Diploma. Forest Industry Training (Woodsdale).
- There are a number of historic houses in the district - Stonehenge, Runnymede, Font Hill, Lemont, which have potential to develop historic coach tours around visiting them.
- Have a sealed road and could be an alternative route to Hobart via the Midlands - Oatlands to Runnymede to Hobart.
- Community water - develop a community "farm" dam for the whole community to use (Woodsdale).
- Boutique/Niche farming. More intensive small farms with high value crops. Have good access to the airport.
- Develop a Farmers Market - direct sell produce (Woodsdale).
- Horse/trail riding.
- Population showing some growth and some younger families.

General Recommendations

- Investigate the feasibility of providing a community dam to store water during the dryer summer months.

Specific Recommendations relating to Open Space/Recreation and Tracks

- Upgrade toilets at Levensdale Hall and Woodsdale cricket ground.
- Map existing trails suitable for riding on private and government land. This would assist in providing an avenue for the numerous horse riders in the area to be able to get together and participate in riding.

7.8 Rural Areas

The four Councils subject to this strategy contain significant natural values, agricultural potential and landscape amenity. Reflecting the diversity of topography and landscape, these natural values include open plains and grasslands, productive forests, remnant vegetation and highland lakes. Accordingly these natural values support a range of rural land uses including dryland and irrigated agriculture, forestry activities and ecosystems services.

The focus of this strategy is the sustainable management of residential development throughout the four Local Government Areas. However, the strategy recognises that

sustainable development of non-residential areas is critical to securing the long term future of key rural land uses that contribute to the sustainable development of the region through economic growth, maintenance of rural landscapes and health of natural systems.

Agriculture²⁰ is a key economic driver within the region providing approximately 15% of employment within the region with a farm gate value of \$80 million per annum. The region also contains a recognised World Heritage area - part of the Cradle Mountain/Lake St Claire World Heritage Area- & - Mt Field National Parks.

Aligned with this diversity of land form and rural uses, the JLUPI report identified five broad areas of rural land uses throughout the region. These included the following:

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

In response, the strategy suggests an approach that aligns with these categories protecting current core activities and providing surety for investment and maintenance of key assets within each area.

Farming activity in the region contributes to economic development and the viability of towns. It also contributes to the landscape around the towns. Ongoing agricultural use and development is dependant on minimising land use competition and maintaining operational flexibility.

The planning scheme provides the opportunity to define those areas that have value for agricultural use and set minimum lot sizes for dwellings and subdivision. Such sizes should be responsive to local agricultural prospects.

7.8.1 Draft State Policy on the Protection of Agricultural Land 2007

The Premier, pursuant to Section 15A(8) of the *State Policies and Projects Act 1993* has instructed the Resource Planning and Development Commission to review the State Policy on the Protection of Agricultural Land. An Interim Policy for the Protection of Agricultural Land was introduced in 2007 and the previous State Policy on the Protection of Agricultural Land 2000 was abandoned at that time. The Interim Policy has not expired and the current Draft State Policy on the Protection of Agricultural Land 2007 is due for adoption by the Upper House during September of this year.

The fundamental recommendations arising out of public exhibition of the Draft State Policy on the Protection of Agricultural Land 2007 as it relates to the development of the Settlement Strategy includes, the need to:

- *“recognise that impacts on agricultural land may come from nonagricultural uses adjacent to or in the vicinity of the land”;*

²⁰ For the purposes of this strategy Agriculture includes most rural activities where primary production of goods drives land use activity. This includes grazing, cropping, dairy operations, forestry.

- allow for conversion to non-agricultural uses, where appropriate and in accordance with specific criteria;
- accept that controlled environment agriculture may be allowed on prime agricultural land and that plantation forestry is an agricultural use;
- provide for the protection of land in irrigation districts and land serviced by irrigation infrastructure; and
- allow for councils to require a discretionary permit for plantation forestry in accordance with specific criteria”²¹

Values to be Protected

Agriculture and Forestry provide significant employment in the region, particularly throughout the Southern Midlands and Central Highlands. This is reflective of their proximity to urban centres and availability of large properties available for primary production. At the last Census well over a 1/3 of employed persons over 15 years of age were employed in the Agricultural sector in both these municipalities.

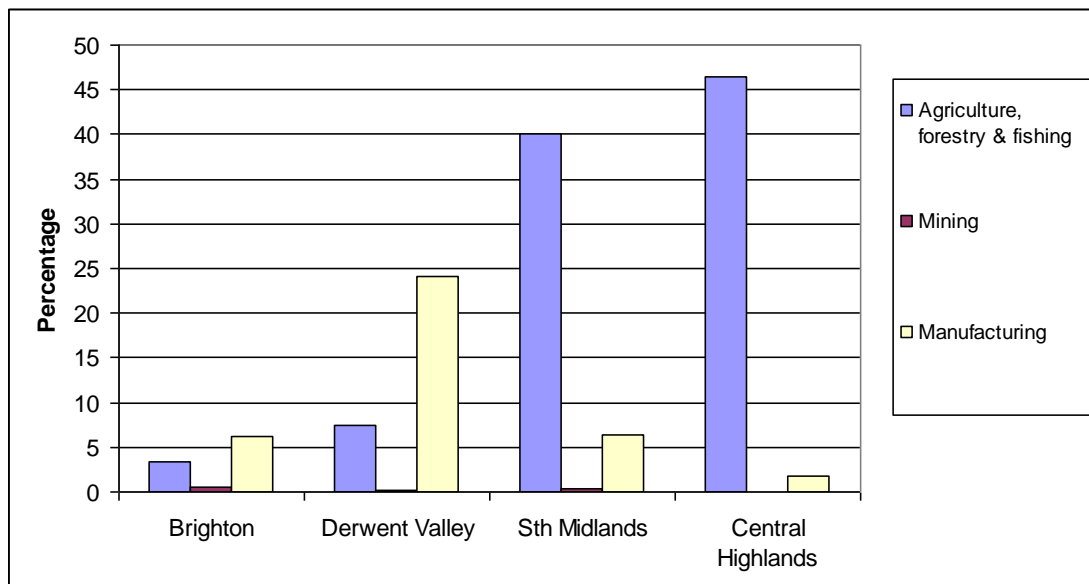


Figure 24: Persons aged 15 years or above employed in agriculture, mining or manufacturing within the region (ABS 2006)

In terms of commodities the region is well known for livestock and associated products including beef, lamb and wool. When compared at the scale of the Natural Resource Management (NRM) regions, the Southern Region’s gross value does not match the output from areas in the north of the State with richer soils and higher rainfall. However, at a regional scale the contribution to the economy remains significant and given the value of cropping within areas predominantly outside of the study area, the opportunities that irrigation infrastructure may provide for higher value crops is an important consideration for ongoing regional development.

²¹ Report on the draft State Policy on the Protection of Agricultural land 2007. Resource Planning & Development Commission. 2009.

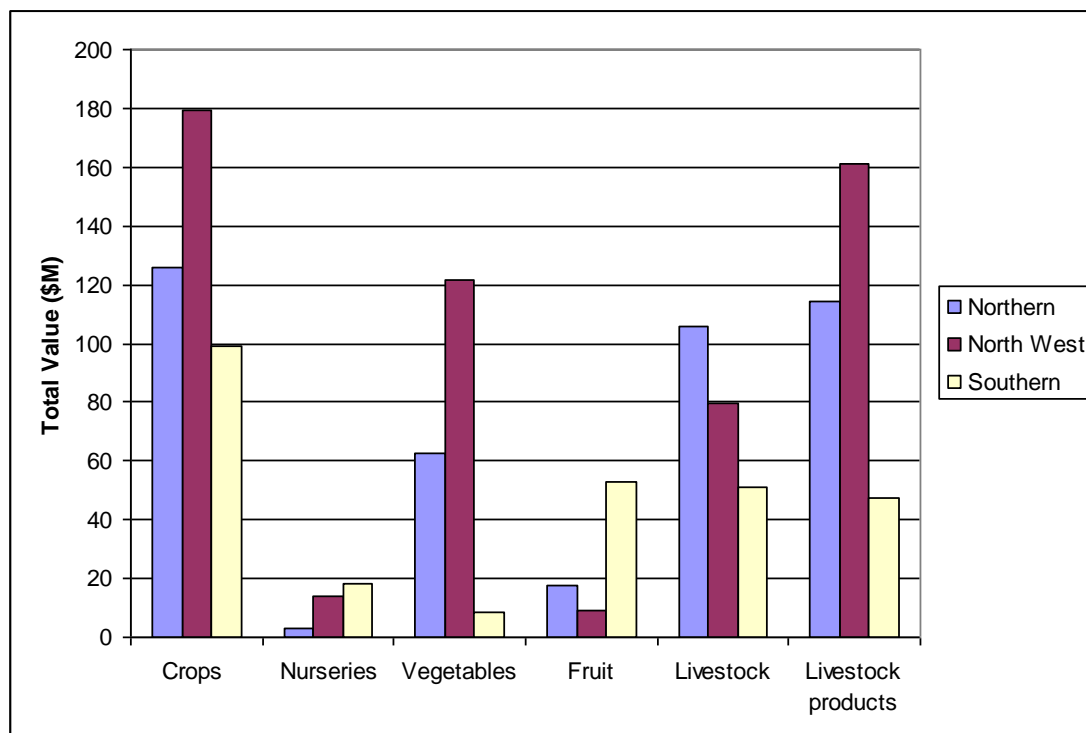


Figure 25: Gross commodity value within Tasmanian NRM Regions: 2006 -2007. Source ABS 2006:7215.0.

Management of the environment and rural landscape is also an important planning objective. Planning authorities have a responsibility to protect environmentally significant places and features from development through the planning scheme. As well as contributing to the environmental condition of the broader area, protection of the environmental assets and landscape of the local area is important as they contribute to amenity, character and liveability. Housing, subdivision and other development needs to be minimised in environmentally significant areas.

Additionally identified and established areas of World Heritage, National Parks and Conservation reserves provide important refuge for flora and fauna species and maintenance of ecosystem services. The alignment of land use policy with these identified protected areas is an important focus of the strategy.

	Total Local Government Land Area (ha)	Private Property Land Area in Local Government Area (ha)	Private Plantation as a proportion of LGA	Private Plantation Area as a proportion of total Private Plantation Area in Tasmania
Brighton	17987	15710	0.2%	0.0%
Central Highlands	797694	341971	0.9%	4.6%
Derwent Valley	410461	51879	1.5%	4.2%
Southern Midlands	261326	243888	1.7%	2.9%

Table 21: Extent of Private Plantations within the Southern Sub Region²²

²² "Private Property Plantations in the Landscape in Tasmania as at 31 December 2006". Private Forests Tasmania Information Paper No. 1 June 2007, Private Forests Tasmania

Forestry is a significant rural activity within the study area. Approximately 19.4% of Tasmania's Private Plantation resources are located in Southern Tasmania²³. The north and northwest of the State account for 33.2% and the four Councils contribute approximately 12% of Tasmania's private plantation area. Forestry is generally a permitted use in the sub-region which limits third party rights during planning permit including notification of the Development Application and opportunities to make submissions. It is noted the recommendations relating to the Draft *State Policy on the Protection of Agricultural Land 2007* may equip Councils with the ability to set criteria in certain locations for Plantation Forestry to seek a discretionary permit.

Significant water assets are managed in the sub-region including 1/3 of the State's hydro electricity generation and important potable water storages. Protection of catchments to ensure water quality and supply is a fundamental objective for land use planning in the region.

A range of policy instruments provide mechanism for the protection and enhancement of Tasmania's threatened species and vegetation. These include 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. Planning Schemes provide an important mechanism for recognising these values and triggering sustainable development through inclusion of planning scheme overlays and associated planning policy.

Key Issues

Rural areas will continue to undergo structural changes. In general agriculture and rural production face a long term decline in terms of trade. In response, farms will generally expand or increase their productivity to ensure competitiveness and viability. Planning for this significant economic driver needs to protect the right to farm agricultural areas and ensure competing land uses do not fetter opportunities. Other land uses including managed water resources and protected conservation areas require similar management in terms of the introduction of uses that may impact on their long term viability.

Generally competition from land uses in rural areas results from the introduction of non-agricultural land uses, commonly residential development. This settlement strategy provides adequate land for residential development to meet the needs of a relatively stable population base throughout the region. Therefore, land use policy in the rural areas of the four councils needs to ensure protection of key rural values including:

- The right to farm agricultural land;
- Protection of natural values and associated regionally significant natural resources;
- The opportunity for significant investment into rural areas (ie. Irrigation schemes); and
- The ability for rural areas to remain flexible given uncertainties regarding climate change and market movements.

Put simply the focus on controlling housing and subdivision is a fundamental land use planning tool that can assist in the protection of current agricultural activities and provide security for the long term investment in new land or infrastructure for agricultural and farming activity. While it is recognised that dwellings associated with the primary activity on farm or property can assist with productivity and ensure safe

²³ Southern Tasmania includes areas of the East Coast Forests including Tasman and private land south of Hobart within Huon Valley LGA.

property operations, the introduction of non farm housing and small lot subdivision removes land from agriculture and introduces a potentially sensitive land use.

As farms become more intensive and operate outside established working hours, sensitive land uses can affect the ability for a farmer to operate unhindered. Additionally, the increase in land value that result from dwellings and small lots being introduced into farming areas can also affect the ability of farmers to acquire additional land to grow their businesses.

Expansion and business growth are fundamental activities that farmers need to undertake to ensure long term viability. Minimum subdivision size, as nominated in the Rural Resource Zone should reflect the growth requirements of the prevailing agricultural industry and be of a size that enables transfer of ownership for ongoing rural uses.

Detailed assessment of the agricultural market drivers with respect to commodities within the region is beyond the scope of this project. However, a clear understanding of land use requirements to support farming is required to support policy. Supporting this understanding is an analysis of land that is constrained for ongoing agricultural use. This analysis must include a through spatial assessment of a range of criteria that includes, but is not limited to, lot sizes, farm or tenement connectivity, proximity and density of sensitive non-agricultural uses and access to infrastructure. The Land Use Strategy has recognised the diversity of rural lands that exist across the region. Further detailed work is required to ensure that land use policy supports this diversity and protects opportunities for growth of enterprise that is aligned with significant public investment.

Needs as Identified by the Community

- Need for flexible minimum lot sizes, some members of the community wanted 20 ha minimum lots, others recommended 100 ha. Other members of the community suggested performance criteria should guide minimum lot sizes, eg. Access to infrastructure and water.
- Excisions for family members and expansion of opportunities for family residential opportunities.
- Protection of natural and cultural assets and opportunities for tourism.

Opportunities

Planning for development of an irrigation scheme in the north of the Study area, including the Shannon-Ouse-Clyde Project and the Midlands Water Scheme (Arthurs Lake Tailrace to Oatlands Pipeline). Development of an irrigation scheme within region provides significant opportunity for structural modifications and changes to the agricultural enterprises. Combined, the two schemes within the region amount to \$153 million in capital expenditure with an estimated value of production at the farm gate of \$55 million per annum. The introduction of sensitive uses within potential irrigable areas can undermine the significant public and private investment proposed for these areas. Land Use Planning needs to support government policy and investment to enable ongoing regional development, including more intensive agricultural activities.

Land use activities in rural areas provide significant opportunity for regional development and investment attractions within townships and across the region. Community consultation provided insights into opportunities for expansion of Heritage based tourism throughout a number of localities. This is most evident in the Central highlands where redevelopment of local housing, tourism business development and increased visitation result from both intra and interstate visitors.

Ecosystems Services - An emerging opportunity available to farmers and other rural land owners to enhance their return from their land as well as enhance the condition

of their properties and the catchment, is ecosystem services. Effectively ecosystem services are market based instruments (MBI) whereby land owners are paid to manage aspects of the natural environment on their land. This payment may come from the Government, where they have identified particular natural assets that require protection and management, or private developers, who are required to protect and enhance stands of native vegetation to offset vegetation removed for development. Eco services may involve revegetation work, fencing and pest plant and animal management. Development of MBI programs such as Bush Broker, Bush Tender and Eco Tender (Currently under development following Federal Government funding in the region) also complement programs such as Protected Areas on Private Lands. Carbon storage is an emerging eco service that rural landholders may be able to use their land for.

General Recommendations

- Investigate the application of the Rural Resource Zone to existing rural areas of the four Councils. One zone across such a diverse mix of rural landscapes, with varying soil capabilities, irrigation potential, levels of native vegetation, natural values and development pressures is challenging in terms of deciding on issues such as describing the character of the rural area and the most appropriate minimum lot sizes.
- Investigate the application of Density Overlay's that supports the Rural Resource Zone (RRZ) through establishment of a number of density ranges for minimum lot requirements that trigger a permit requirement for houses and subdivision in the RRZ including:
 - Broadacre agriculture - requiring larger contiguous areas of land to support agricultural enterprise that are predominantly dryland operations;
 - Intensive agriculture - requiring smaller areas of land that have good attenuation to ensure the sustainable management of agricultural enterprise that meet Occupational Health and Safety requirements; and
 - Predominantly forested areas - requiring smaller areas whereby uses can be managed to ensure maintenance of natural values and protection of landscape assets.

Currently the only option available under PD1 is to apply the Rural Resource zone and use overlays to differentiate between the different areas within that zone, as described. However PD1 is being reviewed including the number of zones to be utilised. There may be an opportunity to argue the point that three types of rural zone are more appropriate and cater better for the needs of rural areas. The suggested rural zones are the Intensive Agriculture Zone, the General Agricultural Zone and the Rural Bushland Zone.

- Apply the Environmental Management Zone to existing protected areas including World Heritage Areas, National Parks, managed Water resources.
- Investigate the application of an Overlay that recognises threatened species, vegetation types and poorly represented ecosystems and ensures sustainable development of these areas.
- Investigate the application of an overlay that recognises flooding constraints and ensures protection of riparian areas and waterways.
- Investigate the application of a Salinity Management Overlay for known areas within the study region that are affected by salinity.
- Assessment of the true value of each market sector is outside the scope of this project, however analysis is recommended to identify whether additional support or security for identified industries is required through land use policy.

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APPENDIX A

Settlement Maps



transport infrastructure | community infrastructure | industrial infrastructure | climate change



pitt&sherry

Brisbane
3rd Floor
87 Wickham Terrace
PO Box 825
Spring Hill QLD 4004
T: (07) 3832 7455
F: (07) 3832 7466

Canberra
1st Floor
20 Franklin Street
PO Box 4442
Manuka ACT 2603
T: (02) 6295 2100
F: (02) 6260 6555

Devonport
1st Floor
35 Oldaker Street
PO Box 836
Devonport Tasmania 7310
T: (03) 6424 1641
F: (03) 6424 9215

Hobart
LGF
199 Macquarie Street
PO Box 94
Hobart Tasmania 7001
T: (03) 6210 1400
F: (03) 6223 1299

Hobart Building Surveying
GF
199 Macquarie Street
T: (03) 6210 1476
F: (03) 6223 7017

Launceston
4th Floor
113 - 115 Cimitiere Street
PO Box 1409
Launceston Tasmania 7250
T: (03) 6323 1900
F: (03) 6334 4651

Melbourne
3rd Floor
147 Eastern Road
PO Box 259
South Melbourne Victoria 3205
T: (03) 9682 5290
F: (03) 9682 5292

E: info@pittsh.com.au
www.pittsh.com.au

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Bendigo VIC 3550
Australia
Telephone +61 3 5430 3400
Facsimile +61 3 5430 3401
Email bendigo@pb.com.au

ABN 80 078 004 798
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