



BURNIE WEST COASTAL AREA STUDY STAGE 1
Appendices

APPENDIX 1: COMMUNITY CONSULTATION

Consultation meetings

Background

Community consultation meetings were conducted in February 2009.

Meetings focused on issues as identified by those present, with prompt questions if required, relating to particular areas in the Study Area (and for the Cooee-Parklands meeting the transport issues raised in earlier groups).

Camdale–Ocean Vista residents

Burnie Golf Club 10.02.09

Camdale–Commercial and business interests

Burnie Golf Club 10.02.09

Cooee–Parklands residents

St David’s Hall 10.02.09

Greater Burnie business interests and Environmental Interest Groups

Burnie Council 11.02.09

TOPOGRAPHIC/USE AREAS

Foreshore, beaches and the rock platform

General

Values

The foreshore, coastline, beaches have very high values: scenic, recreation, public open space.

Issues/Opportunities

Retaining beautiful beaches, foreshore must be given priority.

Creeping encroachment by transport corridor.

Remove industrial and inappropriate uses.

No highrises on points or along the coast road to block views to the water.

Land use

Remove any foreshore landuses that can be accommodated in other locations.

Recreation

Values

The foreshore is attractive and attracts high numbers of users:

- Mostly locals, but also the school
- Up to 50 in evening walking along the beach, past Cooee carpark

- Use by non-locals limited
- Tourists prefer and know about patrolled beaches, West Beach and Somerset

Changes to the presentation of the foreshore, new entrances, carpark have attracted more people to Cooee Beach.

Issues / Opportunities

Lack of toilet facilities limits use to primarily locals, creating difficulties for use by Greater Burnie residents and tourists.

Lack of toilets leads to some unhealthy litter.

Bio-Diversity

Values

- Penguin habitat
- Significant vegetation, rare succulent, on Cooee Point
- Whitebait in Messenger Creek

Issues / Opportunities

Weed spread and the requirement for continuing weed management to keep coastal areas looking and being healthy. Currently relies on Coastcare - is that viable.

It was suggested that penguin colony areas require:

- Vegetation to be retained to protect penguin burrows

- Up to 500m inland is ideal - there isnt 500m along most of the Study Area and available area will be further squeezed if the sea level rises. Colonies may require more land to be viable.

- Minimising human impacts - no dogs, no cats, no night-lighting. No activities drawing people, especially tourism or young near birds. Penguins can adapt to non-polluting industry if not being worked at night, e.g. penguins find area around the Cooee Point Abattoir attractive, because the abattoir activity discourages people from using areas close to it.

- Fishermen bring dogs. Dogs roam from dog-run areas. Damage from dogs loose at night and dogs from the Cooee Creek (Brickport Bay) dog beach.

- Timing of impacts Spring to Autumn critical. Timing of construction.

- DIER upgrade of the Highway created access points to the west end of Cooee Beach from Ocean Vista, drawing people into areas previously safe for penguins. Ocean Vista beach access stairway has encouraged night use includes - incidental and malicious compromising of penguin habitat.

Penguin habitat potentially being squeezed if sea level rises, requires reviewing current positions of the penguin fences to see whether rookeries will have enough area.

Land uses

On the urbanised coast continuing land management is required to keep areas suitable for penguin colonies.

Complementary land uses could establish and pay for recurrent conservation or land management, e.g. on the points which tend to be favoured by penguins, an aged care/retirement village with no dogs and limited night activity would be compatible.

Define and separate recreation facilities and penguin-attractive areas. Recreation areas and dogs areas – toilets, seats, benches, access points - need to be established in areas least attractive to penguins. Areas for penguins made more attractive for the birds.

Transport corridor strip

General

Conflict between those wanting road upgraded and the lack of available space without encroaching on the beach or private property.

Rail

Issues/opportunities

Range of opinion:

- Retain easement as a long term asset, never get it back - v - better used for foreshore trail or cycleway - v- interim uses (recreation) become permanent
- In poor condition too costly to revitalize - v - to would be upgraded if a significant project required it
- Opportunity for:
 - tourist rail link between Devonport and Smithton. Restaurant train with brilliant views – the only coastal rail trip in the southern hemisphere
 - contemporary technology local light rail, local commute
 - busrail options
 - multi-use for modern rail and cycleway, stack transport uses vertically

Bass Highway

Described background

Bypass planned since 1950s - recent DIER (early 1990s) feasibility assessment with community consultation, preferred to upgrade the Bass Highway and land now

released. Perception consultation was token and undertakings not honoured.

Highway upgrade appears to be tested beyond capacity and has outlived its described design life (12-15 yrs).

Traffic movement

Consistent comment about hold ups, traffic jams and traffic congestion associated with 2 lane section and exacerbated by:

- Businesses with frontage onto the highway without a sliplane particularly Youngs veggie shed (since changed in part)
- Too many traffic lights, especially East Cam Road lights
- Cam River bridge

Some questioning of local intolerance of any delay in traffic.

Consistent comments about difficult access onto/across the highway:

- Businesses at Camdale disadvantaged by people avoiding them due to holdups/delays getting back onto the Highway
- Impossible to get out of Ocean Vista
- Cant get out of Cooee North and turn west in commuter times

Heavy traffic (includes school buses) diverting through Cooee residential areas. Parking displaced into side streets.

Refuges not adequate for pedestrians crossing the Highway.

Fast traffic through Cooee and difficulty parking has accelerated decline of the town.

Crossing the Cam River Emergency response

Needs dual bridge or another crossing. Potential delay if re-routed via Ridgely unacceptable.

Cycle lane

Currently there are cycle lanes on the shoulders of the Bass Highway carriageway.

Opinions regarding use and options were varied:

- Many described the shoulder lane as underutilized and vacant - except for a few weeks in summer - v- well-used
- Suggested existing usage was not representative of the demand. Currently under-utilised due to poor design - too narrow and not self-sweeping. Cyclists do not feel safe - too close to fast trucks with noise and slipstream. Unsafe for cyclists because sand blows across the lane and often stones and gravel along it

- Upgrade - construct one wide lane on the north - v - relocate close to the Highway, along foreshore

Issues/opportunities

The range of responses reflected the differences in appreciation of the existing situation:

- Revisit the Bypass, various options and/or heavy vehicle route
- Needs to be 4 lane (duplication) to at least Falmouth Street (Somerset)
- Remove cycle lane, north footpaths and carparking and make 4 lane whole route
- Remove underutilised cycle lanes and space made available for another road lane -v- 3 lanes options are resource heavy and lead to confusion and accidents
- Relocate cycles onto the rail line or onto the road easement
- Refine the timing of lights to improve access off on side streets
- Better crossing opportunities
- Build second lane in the Bay like in Singapore

Escarpment and above

Issues / Opportunities

- Protect farming on the rich uplands areas within the Study Area
- Pressure for residential development above and on the escarpment
- Visual impact, no highrise

GREATER BURNIE CONSIDERATIONS

Smart development required in Burnie. Development to achieve wider nett benefit where practical.

Integrate transport, infrastructure and open space planning.

Regional centre for tourism and touring

Issues / Opportunities

Any provision for tourism should not compete with existing development in Burnie CBD or at West Park. Specifically, any development using penguins as a drawcard should not compromise the West Park penguin interpretation centre.

As a regional centre 3-3.5 star touring

accommodation, low compared to, for instance, Warrnambool. Nothing for larger vehicles other than sub-standard camping facilities currently at Cooe Point.

People working in tourist information said that touring visitors would stay in Burnie if they could - but other areas are more attractive. Somerset and Wynyard have higher quality parks and there is nothing for larger vehicles in Burnie or the Study Area other than the poor area at Cooe Point.

Industry

Issues / Opportunities

In current areas (Cooee, Camdale and outside the study area Wivenhoe) uses are mixed irrespective of their zoning with potential for conflict.

Strengthen co-location for commercial and industrial - prefer fewer, stronger and centralised areas.

Open space

Issues / Opportunities

Provide areas of public open space (trend to alienate areas over time unless very specific lease to Council).

No new areas - additional maintenance cost for Council and cant keep up with existing areas.

Commercial operators to pay for maintenance of open space areas with public access and to resouce conservation and habitat management.

Infrastructure

Water

Water - spring water in the escarpment an issue all along the escarpment.

Stormwater

Flooding in various locations:

- Stormwater over the top from the farm - into Kennedy St - 4 times in the last 50 yrs
- Bank up of stormwater, in Kennedy and Arthur Street, mainly an issue at top of Ocean Vista
- Flooding associated with the Cooe Creek

Sewer

Camdale Point fine - massive pipe remains from previous uses.

Power

Power house down at Smithton - good supply

Social infrastructure

Aged care facility, nursing home.

COMMENTS FROM GROUPS ABOUT SPECIFIC PLACES

Camdale

Cam River

Values

Highly valued local recreation area

Used by people from the motel (Murchison Lodge) - young families

Issues/opportunities

River lovely, but dangerous - 4 deaths due to changes in the current.

Suggest a walk around the river, along both river banks.

Factories along this section not appropriate, poor use of river frontage: but people are established and have no reason to move – v- incentivise businesses relocating.

Camdale industrial

Values

Besser Drive area is a success for industry in Burnie, large lots, cheap, easy to get started.

Scarfe Street – old, noisy, impacts on Somerset.

Rocky beach in front of Besser Drive, less attractive for people and access currently difficult, a default penguin refuge.

Issues/opportunities

Besser Crescent – successful - v- these areas with Bass Strait views wouldn't be industrial in any other place.

Access/egress from the highway can be an issue for businesses

Pollutants from industry getting into Messenger Creek and causing iridescence - bad habitat for penguins and whitebait. Low residential population in Messenger Creek good for penguins, less interference.

Flat area – close to Somerset could be good for older people

Camdale Point

History

Originally a sand dune, cleared for the meatworks

A recently proposed development was going to cross-subsidize improvement to penguin habitat

Values

High value as a natural area

Currently used for fishing, and part of people's use of the Somerset Beach

Issues/opportunities

Noise from traffic

Seen as small

Impact of sealevel rise

Access difficult, traffic not expect turn – v- already lights, access easy and arrive by train

Prefer people go to patrolled beach at Somerset, safer.

Opportunity for recreation - with minor amenities that support recreation, possibly a restaurant/

Golf Club

Values

Valuable as real estate, close to Cam River and Somerset

Issues

Golf Club too small 9 hole – not 18

No money to develop – too steep

Too many golf clubs in this area, all struggle

Opportunities:

- Develop residential with connection to Somerset
- Recreational waters edge connection to Somerset along the Cam

Ocean Vista

History as described

Post war development of suburb

Access to Cooee Beach from Bass Highway, relatively recent

Issues/opportunities

Small park beside the Bass Highway (Arthur Street), fenced, with no shade and minimum of seat and bench, seen as under-developed: children think it is 'boring'. Too steep to be usable. It's apparent real use is for holding stormwater.

No flat area in Ocean Vista other than the difficult to reach beach. Difficult to cross section of the highway to access steps to Cooee Beach.

School ovals - Cooee Beach area

Values

School uses the ovals and the beach for open space

Access to the beach highly used and improved since carpark and entry

Issues/opportunities

Resolve summer dusk and night use of beach and responsible impact on penguins

Cooee

General

Planning

Frustration at another planning exercise after the Cooee Strategic Plan relatively recently, why are we doing this again –v- enthusiasm for change and wanting a locally specific planning control to pick up the subtleties of their area.

Transport issues

Heavy vehicles diverting through south Cooee, including Metro Buses to the school, Thirkell Street badly effected.

Commercial parking in residential streets.

Hard to get onto or off the Bass Highway. The Highway has become a real barrier, difficulty turning west to the Primary School.

North Cooee residential area

Values

- Heritage houses or area – v – old and rundown
- Blighted by vacant houses and the Abbatoir
- New residents moving in doing up older houses

Issues/opportunities

- Antisocial behaviours in Cooee Point –

drugs – hoons – people sleeping rough

- Bridport Bay Beach a dogbeach, and dogs escape into and harass the penguins
- Opportunity - could become a good residential area

Cooee Strip

Issues/opportunities

The rundown character is bad for business. The strip isn't a local centre any more, it is a ghost town, with no life, going backwards. It has lost shops, café, too many lots are overly large. Commercial zoning should be for commercial use. Businesses too often are bought up and demolished - impacts everyone who's left. Recent investment in some properties is pulled down by:

- Run down parts of the strip, with others not improving
- The Point and the Abbatoir in the background

Opportunities:

- Make Cooee attractive as a local centre
- Needs more residential in North Cooee and residential development on Cooee Point

Cooee Point

Values

- Fantastic views, windswept
- Good penguin habitat; Orange bellied parrot food (a succulent); bandicoots
- Close to Cooee Beach
- Close to North Cooee and establishing residential that appreciates the funky heritage values of Cooee
- On the rail line – still has its platform

Issues/opportunities

- Right on the point - continuing abbatoir workings
- Touring vehicles , limited and need their own toilet.
- Good penguin habitat – rocks less attractive to people and abbatoir movements predictable
- Dumped concrete around rocks and likely other contaminants
- Only 1 access point onto the Bass Highway, traffic wont allow turn west

Opportunities:

- Anything here to be complementary to – not competing with West Park
- 3 times the size of Camdale - more opportunities

- Flat, close to Cooee if it was a functioning local centre, could provide the critical mass to allow local service businesses to re-establish
- Flat suitable for older people – retirement village
- Tourist park - nice looking cabins in prime sites and caravans and large touring vehicles areas provided – comment from a number of groups
- Land uses complementary to the penguin colony - retirement villages, tourism, visitor education, ecotourism providing better habitat for penguins (supported by environmental and business representatives, suggest working together)
- No highrise to spoil the natural coast view - not industrial - parkland or open space would be OK
- Retain right of access to the foreshore

Cooee/Parklands

Red rock

Issues/opportunities

Old service station is an eyesore, pulls down the coast and obstructs views to the Strait.

Written submissions

Background

Following community consultation meetings Council also requested submissions in the local paper 'The Advocate' 4 March 6 submissions received

Peter Mudford	Received 10-03-09
George H. Scheper	Received 11-03-09
Perviz Markham	Received 12-03-09
Simon Crombie	Received 12-03-09
Mr Des Shield	Received 20-03-09
Mr Martin Kjar	Received 23-03-09

TOPOGRAPHIC/USE AREAS

Foreshore, beaches and the rock platform

General

Beaches – implicit value and protection (Simon Crombie)

- Provision of Foreshore Trail not to encroach on beaches, rail easement preferred
- North facing beaches relatively rare in Tasmania and their value and amenity readily under-appreciated

Better facilities at the beaches (Des Smith)

Recreation

Foreshore Trail (Martin Kjar)

10 yr "Biking and hiking" plan

- Route along rail from West Park to the Cam
- Either on the rail line formation or within the easement
- All weather protection in places

Land Use Mix

Rezone much of the Study Area to residential (Simon Crombie)

If a southern highway bypass constructed, and paper mill land become the primary

industrial location in Burnie, would support backzoning of most of the Study Area to residential

Bio-Diversity

Study focus – concern not sufficient emphasis on Little Penguin population (Perviz Markham)

- Concerned Little Penguin populations not mentioned as a key issue in the press release requesting additional written comments
- Noted Little Penguin habitat considered even more critical in the light of current modelling regarding climate change and predicted sea level rise of up to 1 m
- Proposed a follow-up meeting.

Follow-up meeting took place.

Transport corridor

Retain rail easement (Simon Crombie)

Short term use as cycling, skating, walking trail

Long term plan retain easement - Relocate rail underground (Martin Kjar)

- Long term– 50 yrs
- Feasibility – sandy subsoil - Employ "rack and pinion" technologies to allow

entry into rail tunnels

- Proposed route from "wharf" into West Park oval

Bass Highway – relocate cycleways out to road reserve (Simon Crombie)

- Relocated into road easement
- Highway safer if shoulder available for emergency stopping

Bass Highway Bypass – Long term (Simon Crombie)

- Congestion, traffic jams up to 2 km long
- Duplication impact beaches or residential/industrial areas
- Red Rocks to Doctors Rocks southern inland arterial bypass. Linking to West Mooreville Road and East Cam Road, to take highway traffic

Emergency response/Cam River Bridge (Martin Kjar)

- Needs dual bridge or another crossing of the Cam River (implicit)
- 25 yr plan
- Protect land suitable for a bridge duplication
- Incorporate separated cycleway and walking trails and possibly underpass

COMMENTS IN SUBMISSIONS ABOUT SPECIFIC PLACES

Camdale

General

Trails and Passive Recreation (Des Smith)

Provide good walking trails and opportunities for passive recreation

Cam River

Trail along east bank of the Cam River (Des Smith)

Trail through the plantation along eastern shore of the Cam River:

- Allow for dogs
- Interpretation of old bridges
- Bird watching point

Camdale Point

Passive recreation area with improvements (Peter Mudford)

Increasing popularity noted beach walks or fishing and use of the carpark, also rubbish being left:

- Paved/sealing surface parking area and trails
- Concrete steps for easy access to the beach on the eastern side of Cam River and to protect against erosion.

- Install several large rubbish bins
- The eradication of the rabbits (problem in the area)
- Dog control – signs no unleashed dogs (penalties) on the Camdale beach and the Camdale Point area and policing
- Weed management blackberries etc – assist Cooee-Camdale coast care
- More erosion control planting -marrum grass and boobialla
- Restore “the wide plank over the Camdale Creek adjacent the rail bridge” to allow better access to the Camdale Beach from the Camdale Point parking area. In winter it is difficult to cross this creek because of the amount of water crossing the beach.

Passive recreation use – with improvements (Martin Kjar)

- 5 yr plan to develop for public purposes open space including fishing
- Expansion of the existing indigenous vegetation and cultural park with reference to aboriginal history of the area (subject to agreement and liaison with local aboriginal representatives)
- All weather facilities including toilet – subject to aboriginal community comment

Passive recreation use – with improvements (Simon Crombie)

Notes access into and out of the reserve is dangerous – more room if cycle path on south side of the road, recreation facilities on the Somerset side and need for a gateway.

Significant developed beach side reserve with restaurant, mobile home park toilet and picnic barb/b/q facilities

Cooee

Cooee Point

Caravan/camper van development (Des Smith)

- Needs to be revegetated
- Preference a caravan/camper van development

Major Hotel (Simon Crombie)

- Take advantage of 180 deg views
- Proven chain and operator, e.g. Federals

Cooee/Parkland

Foreshore trails (Des Smith)

- Trail from Small Cooee beach to Red Rock Point
- Walking track from West Park to Cooee Point

Paved bikeway and paved pathway (George H. Scheper)

- To connect from Cooee Point to the current end of the Burnie boardwalk
- To allow walkers a safe walking surface and people with peddle bikes a safe roadway off the Bass Highway
- Located alongside the existing railroad tracks, but far enough away from the tracks that it does not create a hazard

Red Rocks derelict service station (Des Smith George H. Scheper)

Remove the derelict service station – as a priority.

Red Rock Point (Des Smith)

Construct a viewing platform at Red Rock Point.

APPENDIX 2: PLANNING FRAMEWORK

State Coastal Policy and LUPAA

1.0 STATE COASTAL POLICY 1996

1.1 The *State Coastal Policy 1996* ('SCP') provides for substantial development, protection of natural and cultural values, and integrated management in the coastal zone.

A number of separate specialist reports exist that address the range of prescriptions including but not limited to the protection of marine and estuarine environments, coastal processes, flora and fauna, water quality, risk from sea level rise and storm action, and so on.

1.1.1 The prescribed outcomes relevant to strategic planning for the study area are provided in the table below:

POLICY OUTCOME	SIGNIFICANCE
1.1.1 <i>The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes.</i>	Both physical processes and habitat need to be considered.
1.1.2 <i>The coastal zone will be managed to protect ecological, geomorphological and geological coastal features and aquatic environments of conservation value.</i>	As above
1.1.3 <i>The coastal zone will be managed to conserve the diversity of all native flora and fauna and their habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies</i>	The most obvious element in this consideration is the Little Penguin, however other floral and faunal values need to be cross referenced, or researched if required.
1.1.4 <i>Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.</i>	Various rehabilitation projects have been undertaken, and on-going management occurs through Council and Landcare groups. Areas that are subject to high usage require an extra layer of consideration.
1.1.5 <i>Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.</i>	Anecdotal evidence suggests potential stormwater issues. Council officers to investigate.

1.1.6 <i>Appropriate monitoring programs and environmental studies will be conducted to improve knowledge, ensure guidelines and standards are met, deal with contaminants or introduced species and generally ensure sustainability of coastal ecosystems and processes and ensure that human health is not threatened.</i>	Any strategic approach to a coastal area requires provision for on-going monitoring of the health of the environment. This an initiative that falls within Council's purview, but can be facilitated with community involvement (eg Landcare groups)
1.1.7 <i>Representative ecosystems and areas of special conservation value or special aesthetic quality will be identified and protected as appropriate.</i>	Penguin habitat has been identified. What other features prevail in the area?
1.1.9 <i>Important coastal wetlands will be identified, protected, repaired and managed so that their full potential for nature conservation and public benefit is realized. Some wetlands will be managed for multiple use, such as recreation and aquaculture, provided conservation values are not compromised.</i>	No wetlands exist in the study area.
1.1.10 <i>The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.</i>	Future proposals adjacent to foreshore areas will be masterplanned having regard to a range of detailed specialist assessments to ensure delivery where possible of compatibility with natural landscapes. I
1.3.1 <i>Places and items of cultural heritage will be identified, legally protected, managed and conserved where appropriate.</i>	Anecdotal recognition of potential heritage values needs to be compared with formal listings and records. Further heritage studies may be indicated (eg the wharves at Cooe Point)
1.4.1 <i>Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea level rise will be identified and managed to minimize the need for engineering or remediation works to protect land, property and human life.</i>	Refer separate specialist reports. Any development must be designed to be constructed at a level that ensures adequate protection.
1.4.3 <i>Policies will be developed to respond to the potential effects of climate change (including sea-level rise) on use and development in the coastal zone.</i>	Refer separate specialist reports. Any proposed development must provide a best practice engineering response to the potential threats represented by climate change in the subject environment.

2.1.1	<i>The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.</i>	The majority of foreshore in the study area is not available for development and is prevented by current zonings. However opportunities exist for appropriate development at Camdale Point and Cooee Point.
2.1.2	<i>Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.</i>	No comment necessary
2.1.3	<i>Siting, design, construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to the natural and aesthetic qualities of the coastal environment.</i>	No comment necessary.
2.1.4	<i>Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes. In particular the Land Use Planning Review Panel, the Resource Management and Planning Appeal Tribunal and the Marine Farming Planning Review Panel Planning schemes, marine farming development plans and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.</i>	Any proposal for development or planning scheme amendment is subject to a prescribed process including the consideration of the RPDC. Integration into the current planning scheme is required whereafter it will be subject to the jurisdiction of Council, the RMPAT.
2.1.5	<i>The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.</i>	No comment necessary.

2.4.1	<i>Care will be taken to minimize, or where possible totally avoid, any impact on environmentally sensitive areas from the expansion of urban and residential areas, including the provision of infrastructure for urban and residential areas.</i>	This outcome is of key significance in all aspects of development potential within the study area.
2.4.2	<i>Urban and residential development in the coastal zone will be based on existing towns and townships. Compact and contained planned urban and residential development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.</i>	The urban development pattern for the study area is well established, such that this outcome should not prevent further urban and residential development.
2.4.3	<i>Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.</i>	It is one of the intents of the BWCA study to address this outcome.
2.5.4	<i>Marine structures will be designed, sited, constructed and managed in accordance with best practice environmental management and subject to environmental impact assessment having regard to statutory requirements.</i>	This is a matter for future development assessment.
2.6.1	<i>The public's common right of access to and along the coast, from both land and water, will be maintained and enhanced where it does not conflict with the protection of natural and cultural coastal values, health and safety and security requirements.</i>	No comment necessary.
2.6.2	<i>Public access to and along the coast will be directed to identified access points. Uncontrolled access which has the potential to cause significant damage to the fragile coastal environment and is inconsistent with this Policy will be prevented</i>	As above.

2.6.3	<i>Agreements between landowners, landholders and councils or State Government to grant public access to the coast, and Aborigines access to Aboriginal sites and relics in the coastal zone over private and public land will be encouraged and shall be considered when preparing plans or approving development proposals.</i>	Refer separate specialist reports.
2.6.4	<i>Public facilities such as life saving facilities and essential emergency services, parking facilities, toilet blocks, picnic sites, rubbish disposal containers, boat ramps and jetties will be provided at appropriate locations consistent with the objectives, principles and outcomes of this Policy to facilitate access to and enjoyment of the recreational amenity of the coast and estuarine foreshores.</i>	These are matters raised also through public consultation. A review by Council officers is suggested.
2.6.5	<i>Councils will ensure that there will be a coastal safety assessment for any new coastal development likely to attract people to the coast to indicate the level and type of lifesaving facilities and personnel required.</i>	Individual development proposals will be required to address this outcome.
2.6.6	<i>Developer contributions will be encouraged in respect to the costs of providing public access and safety services for the community.</i>	This requirement is dependent upon Council policy.
2.8.1	<i>Recreational use of the coastal zone will be encouraged where activities can be conducted in a safe and environmentally responsible manner.</i>	The strategic future must facilitate this outcome by increasing the range of opportunities and providing higher quality of appropriate access to the broader community. This does not preclude appropriate development opportunities, so long as they are integrated and complimentary.
2.8.2	<i>Suitable recreation opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated</i>	The strategic future should facilitate this outcome by maintaining a range of open spaces and recreational opportunities with access both to the inhabitants of the development and the broader community.

3.1.1	<i>Provision will be made for consistency in policy interpretation and implementation by all spheres of government throughout Tasmania, including consistency in changes to planning schemes affected by this Policy</i>	N/A
3.1.2	<i>Coastal management should be considered as an integral component of regional planning undertaken in the State.</i>	At the time of preparing this report regional planning initiatives were at an embryonic stage not yet able to inform strategic planning. However integration with adjoining planning areas and facilities is part of the overall consideration, and further refinement can take place as regional planning develops.
3.1.3	<i>Provision shall be made for effective coordination of the activities of governments, industry and local communities in interpreting and implementing the State Coastal Policy.</i>	This strategic planning process provides for input from all stakeholders. However there are several key matters that are yet to be determined that will influence the outcomes of land use planning for the study area – notably the future of the railway, and the longer term future potential for any highway bypass or second bridge crossing of the Cam River.
3.1.5	<i>Planning authorities, the Land Use Planning Review Panel and the Marine Farming Planning Review Panel will use their best endeavours to function in a coordinated and collaborative manner to effectively and efficiently implement the State Coastal Policy.</i>	N/A
3.1.6	<i>Councils will prepare strategic and operational plans for their municipal areas having regard to the principles, objectives and outcomes of this Policy and will be encouraged to function in a coordinated and collaborative manner with adjacent councils and other planning authorities.</i>	A full discussion is provided on Council's strategic planning in the body of this report. One of the intents of this report is to add further layers of detail to the strategic planning for the study area.
3.1.7	<i>State Government agencies and planning authorities will participate with other State Territory and Commonwealth agencies in relevant forums to foster a national approach to coastal zone management</i>	Effective strategic planning for the future of the study area will not be achieved simply by producing a strategic document. Such a document will, however, form the basis for future planning and coordination at all levels. The exact mechanism for coordination is yet to be determined.

4.1 <i>Implementation of the State Coastal Policy will be coordinated through the State Coastal Advisory Committee</i>	The input of this committee or its contemporary will need to be sought at the appropriate time. In the past this has been through the RPDC assessment process.
4.2 <i>The main vehicles for implementation of this Policy will be land use planning controls, marine farming development plans and local council strategic and operational plans</i>	The BWCA project is consistent with this outcome.

1.1.2 The range of considerations under the SCP is therefore extensive.

Not only do environmental impacts need to be carefully considered, but ongoing monitoring and possibly management offsets are also indicated.

Issues in respect of public access and recreational activity have the potential to engender support for the proposal.

Administrative and jurisdictional issues are also raised, particularly within the context of the "...fair, orderly and sustainable use and development of air, land and water..." prescribed in Schedule 1 of LUPAA (see below).

Finally it is recognized that both development, and the implementation of the SCP are indicated as required to be in "...a coordinated and collaborative manner" Both regional and State endorsement of the study and any recommendations is therefore a relevant outcome.

2.0 LUPAA OBJECTIVES

2.1 Any proposal, either for development or planning scheme amendment is required under LUPAA to further the following objectives of the *Resource Management and Planning Scheme System* (RMPS). These form Schedule 1 of LUPAA. They are reproduced in full in Appendix 1 to this report.

2.1.1 *Part 1 - Objectives of the Resource Management and Planning Scheme System of Tasmania*

An assessment of the ability to further the Part 1 Objectives is provided in the following table:

OBJECTIVES	RESPONSE
(a) <i>to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</i>	It is generally accepted that the study area contains locations that support significant habitat such that they might contribute to key ecological processes or genetic diversity. Any recommendations or outcomes arising from the study must ensure that the identified values will benefit from offsets created by potential development or at least not be damaged or harmed in any way. The intent ought to be to provide a nett environmental gain.
(b) <i>to provide for the fair, orderly and sustainable use and development of air, land and water;</i>	The study has the potential to consider the eventual conversion of underutilized land into a residential and recreational resource. The provision of additional housing choice and recreational opportunities arguably meets a demand, and reduces pressure on other areas with higher order or competing values (eg rural, environmental, visual). Any specific proposal should be masterplanned to provide an integrated development whilst also providing offsets to ensure nett environmental benefits elsewhere in the vicinity. This study seeks to provide a balance between loss of perceived natural amenity and gain of residential and recreational amenity, whilst maintaining or improving environmental values.
(c) <i>to encourage public involvement in resource management and planning;</i>	The study has been subject to a public consultation process including meetings, representations and information and display sessions. Changes to statutory instruments (eg the planning scheme) resulting from the study will be the subject of a prescribed process requiring public notification, hearings etc.

<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c), and</i>	A fundamental premise of the study is to facilitate a viable development whilst ensuring environmental sustainability in the locality and remedying or mitigating any likely adverse effects.
<i>(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</i>	The consultation process and the level of involvement of a range of agencies is essential to the relevance and future application of strategies that result from this study. Steps have been taken to keep the relevant agencies and Council informed of the progress of preparation of the study and its content where relevant, and to invite feedback. Public display and consultation days have been held in the locality to help inform the community. Ultimately in the case of any planning scheme amendment, a formal exhibition period and public hearings will complete the process.

2.1.2 **Part 2 - Objectives of the Planning Process established by the Land Use Planning and Approvals Act 1993**

The following objectives of the planning process established by LUPAA are, in support of the objectives set out in Part 1 of this Schedule 1 of the Act (above):

OBJECTIVES	RESPONSE
<i>(a) to require sound strategic planning and coordinated action by State and local government</i>	The analysis of the strategic framework of the current planning scheme and the land use zonings that pertain to the study area demonstrates that it needs updating to reflect changes to Burnie City Council and the State Government's strategic direction, and the differential supply of housing in Clarence and the Hobart metropolitan area. Suggested changes are foreshadowed as part of this analysis.
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The outcomes of the study are conceived on the basis that they will be consistent with the provisions of the current planning scheme. The analysis of the scheme provisions (land use zonings) has unearthed the need for potential revisions regardless of the ultimate determination of the likely development for certain key sites. The mechanism for integrating the strategic recommendations into the scheme is to use where possible

	potential revisions regardless of the ultimate determination of the likely development for certain key sites. The mechanism for integrating the strategic recommendations into the scheme is to use where possible existing provisions and methodology currently within the scheme, and accepted as standard practice, ie: <ul style="list-style-type: none"> Zone the 'land' that will result from strategic recommendations using the existing scheme zonings; Introduce a minimum number of additional provisions in the form of a Development Plan Overlays. These provisions deal with the idiosyncrasies of the key sites, or allow for as-yet-to-be-determined alternative futures that are not presently met by the scheme, and to not undermine its intent or detail.
<i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land</i>	Existing specialist reports assessing and address the social, environmental and economic effects of the study area. This information has been relied upon in the development of strategic futures.
<i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels</i>	The strategic process requires a holistic approach to future land use, taking into account levels of consistency with all relevant policies and statutes. The resultant determination should be one is consistent with this objective.
<i>(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals and related approvals</i>	This study will underpin future consolidation of approvals, and better coordination of other approvals as relevant.
<i>(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania</i>	A fundamental premise of the study is to provide an attractive integrated precinct to ensure viability.
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	The recognition and coordinated planning of the area to achieve protection and appropriate management of the range of values is a underlying premise of the study.
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community</i>	The study provides the opportunity to review the location and significance of key infrastructure and its role in determining both current and possible future land use patterns.
<i>(i) to provide a planning framework which fully considers land capability</i>	The study has been conceived with the objective to provide a more comprehensive and strategic understanding of the land capability of the study area.

Planning Scheme

BWCA – Existing planning scheme implications

Burnie Planning Scheme 1989

OVERVIEW

The study area includes a range of 7 land use zonings reflecting in some cases established development and activity, and in other cases a strategic intent. The nature of the zonings represents a more detailed and specialised approach to land use planning than that which prevails in the adjoining *Waratah Wynyard Planning Scheme 2000*.

The zonings for the BWCA study area include:

- Rural;
- Open Space;
- Residential A;
- Residential B;
- Reserved Residential/Deferred Urban;
- Commercial; and
- Industrial.

In some cases the spatial juxtaposition of incompatible zones creates the potential for land use conflict, contrary to fundamental planning principles. An example of this is the adjacency of the Camdale Industrial zone with the Ocean Vista Residential A zone. Manifestations of this issue are reflected in the ‘SWOT’ analysis that forms part of the background investigation for this report.

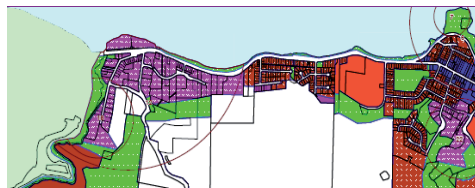


Fig 1: excerpt from Burnie Planning Scheme 1989

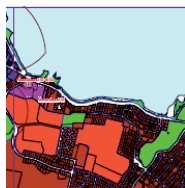


Fig 2

To some extent the proliferation of zonings within the study area is a product of the concentration of development on the more easily developed coastal strip as well as the defining influence of the Bass Highway and the railway line. The physical constraints provided by the escarpment and the agricultural activity above it have thus far constituted a barrier to the encroachment of urban development beyond the coastal strip. This concentration and the variety of land use and activity within a limited space creates another layer of issues such as traffic, access and amenity impacts.

Despite its relatively confined area the BWCA study area is not obviously integrated, nor does it display any of the characteristics of a central core with a gradient periphery or hinterland. Rather it is an example of opportunistic ribbon development and reactive zoning. Strategic planning for the area should address the potential for further fragmentation through:

- Identification of known and potential land use conflicts arising from existing zonings;
- Recognition of alternative futures and opportunities;
- Identification of scope for repair and rehabilitation; and
- A coordinated approach to integrating the area with adjoining land, both locally and regionally.

INDIVIDUAL LOCATIONS

The land use zonings in the *Burnie Planning Scheme 1989* are depicted using the following graphics:



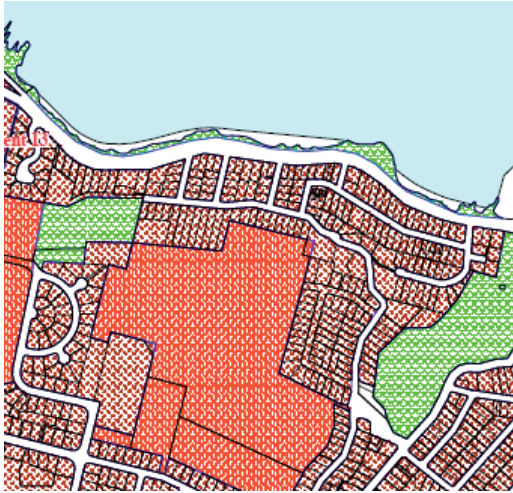


Fig 3

The land within the Residential A zone is generally well established residential development with little further potential. The Community Purpose zone covering the Marist College and Stella Maris Primary School campus provide a strategic and spatial core to the area for the foreseeable future. The area is well served for Open Space by Burnie Park and the proximity to West Park. It is unlikely that the character of this area will change, or come under pressure from new uses. It may be that both schools may wish to vary their use of the land either for additional school development or to sell off surplus land. In the latter case the underlying land use is clearly urban residential at

Residential A density. Some allowance for local Open Space may be indicated if the entirety of the school sites were to be ultimately abandoned in favour of residential development.

The Open Space zoning of the foreshore land to the north of the highway/rail corridor reflects amenity rather than recreational opportunity and is not expected to be challenged in the future. The areas of Rural zoning between the Open Space zoning appear to be an anomaly as they do not offer any potential for use or development: if they are within the planning scheme area they should be rezoned consistently with the adjoining land (ie Open Space).

The area of the escarpment between Marist College and the houses in Bay Street has little or no development potential and ought to be recognised (protected) under the planning scheme in respect of its visual values and geotechnical character, to prevent inappropriate development.

Cooee/Cooee Point

The area between the North West Regional Hospital and the Burnie Holiday Caravan Park (inclusive) is the most complex in terms of topography and the range of land use activity and zonings. It also includes the greatest scope for redevelopment, particularly in respect of Cooee Point. The zonings are shown in Figure 4 below.

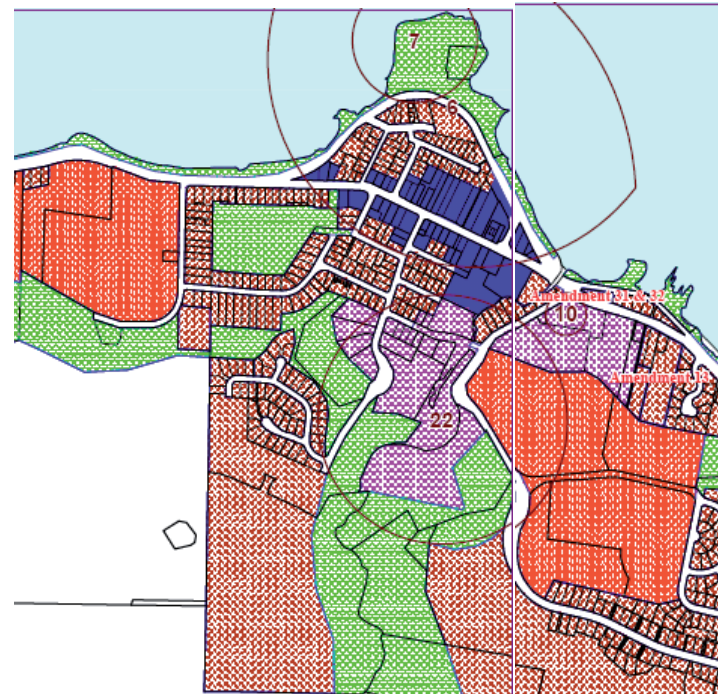


Fig 4

campus with considerable undeveloped space. Whilst strategically it is essential to protect the hospitals from encroaching alternative land use, the potential exists for the disposal of surplus land. If that scenario should eventuate, some form of land use buffer ought to be contemplated along the more vulnerable southern boundary of the hospital site. In general terms however there is no immediate indication for any strategic zone change of the hospital land.

The other large parcel of Community Use land is that including the Burnie Primary and High Schools. This land provides both a large informal and formal recreational facility for the local community and even further afield. As with all large school sites, potential exists for disposal of surplus land, and the underlying land use in this case is again urban residential. The proximity of Les Clark Oval (being redeveloped as a community recreation facility) to the east means that the need for retention of large areas of open space would not be a crucial element of redevelopment of the school site. Local urban design and amenity issues will need to be addressed at the time of any future proposals.

The Cooee area includes large areas of Open Space zoned land. Most of this land is subject to severe topographical or geotechnical constraints and is not readily available for alternative use or development. This includes the escarpment, and the riparian borders of Cooee Creek south of Durham and Cambria Streets. Future pedestrian or cycle links utilising this latter corridor could provide direct connectivity from the University and college precincts off Mooreville Road, to the Cooee commercial strip and Cooee Point.

Les Clark Oval presently provides a formal recreational resource for the locality and broader area, and appears likely to continue in this role for the foreseeable future.

The foreshore area, not including Cooee Point, is an important recreational and environmental resource and would be expected to remain within the Open Space zone. A redevelopment opportunity exists at the site of the derelict service station on Red Rock Point. Without prejudging the nature of any such development it is likely that a specified departure to the planning scheme would be required to enable a proposal.

Coee Point north of the railway line is also currently within the Open Space zone and represents enormous potential for a range of individual or complementary use and activity. Given existing facilities at West Park, Les Clark Oval, and Burnie High School, it is unlikely that Coee Point would be required for formal/ active recreational activity. Passive recreation and environmental rehabilitation would not require a rezoning, however residential or commercial development would require at least a partial rezoning unless forming part of an integrated redevelopment of the entire Point – which might be best facilitated through a specified departure to the planning scheme.

The Residential A zoned land below the escarpment is generally older stock which is of an age where its best future is being contemplated by existing owners and alternative users alike. Some stock is currently temporarily associated with commercial uses or as premises for storage. Some is vacant, but most remains in active residential use. A certain degree of renovation has taken place indicating that there is a value being placed on the character of the housing and the locality.

To a certain extent the future of the residential housing in Coee is dependent upon the future of the Commercial strip and Coee Point. At the time of preparing this report the strategic future of the locality is obviously uncertain. However if a key development were to occur it would have the potential of either revitalising the existing land use or altering the nature of it, or both. No change to the zonings of the area would necessarily have to occur, however amendments to the range of allowable uses, and design criteria may be necessary to reflect a stronger strategic intent.

Similarly a longer term strategic future for the Industrial zoned land centred on Cadbury and the old brickworks site would need to reflect land use and amenity considerations that were consistent with and not competing with the future amenity of the remainder of Coee/Coee Point.

The Residential A land above the escarpment is clearly high value residential land for new development. However it abuts equally high value agricultural land within the Rural zone, and the density of development will need to be tempered to recognise the importance of the rural resource. For this reason (consistent with the State PAL Policy) further opportunity for residential zoning in this vicinity is extremely limited. No further changes are therefore contemplated.

Ocean Vista

Ocean Vista, including the area from the Burnie Holiday Caravan Park to the eastern boundary of 'Youngs Veggie Shed' is predominantly a residential precinct as reflected by the Residential A zoning. Land on the lower edge of the escarpment is zoned Reserved Residential/Deferred Urban reflecting geotechnical and infrastructure constraints. Small local park areas are zoned Open Space, as is the narrow strip of foreshore between the highway/railway corridor and the rock shelf at high water mark. The Caravan Park is included within the Community Purposes zone.

The land within and above the escarpment is zoned Rural reflecting existing titles in common ownership and subject to agricultural cultivation. The zonings are shown in Figure 5 below.

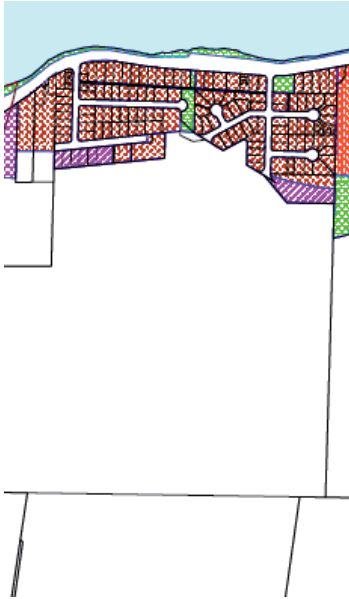


Fig 5

There is little scope for either an alternative zoning or form of development for this land which is constrained by topography, infrastructure and access considerations. The current activity and density of development is well established for the foreseeable future. The only possible exception is the Caravan Park which is more vulnerable to market forces. Should an alternative be contemplated, the underlying land use is clearly residential.

Camdale

Camdale from the eastern boundary of Youngs Veggie Shed to the eastern bank of the Cam River, below the escarpment is predominantly zoned Industrial. This area includes the former abattoir site at the mouth of the river, north of the highway/railway corridor. The Industrial zoning conflicts with the visual values and underlying general amenity of the site which would normally be considered as prime residential land, notwithstanding proximity to the highway. It also provides potential for land use conflict both with existing residential development within the zone and that immediately adjoining in Ocean Vista. In the short term it is untenable to revert to a residential zoning given the

degree of investment in industrial development. Also adequate alternative industrial land would need to be available elsewhere to compensate for any loss from the bank of land available for that range of activity. However it is possible to limit further industrial development in this area as a strategy toward the ultimate conversion of the land. This would need to be through the introduction of an overlay into the planning scheme that specifies the parameters for development within the Camdale locality. Once the land becomes more attractive for residential development, the incentive for industry to relocate would grow.

The zoning of the land in the Camdale area is shown in Figure 6 below.

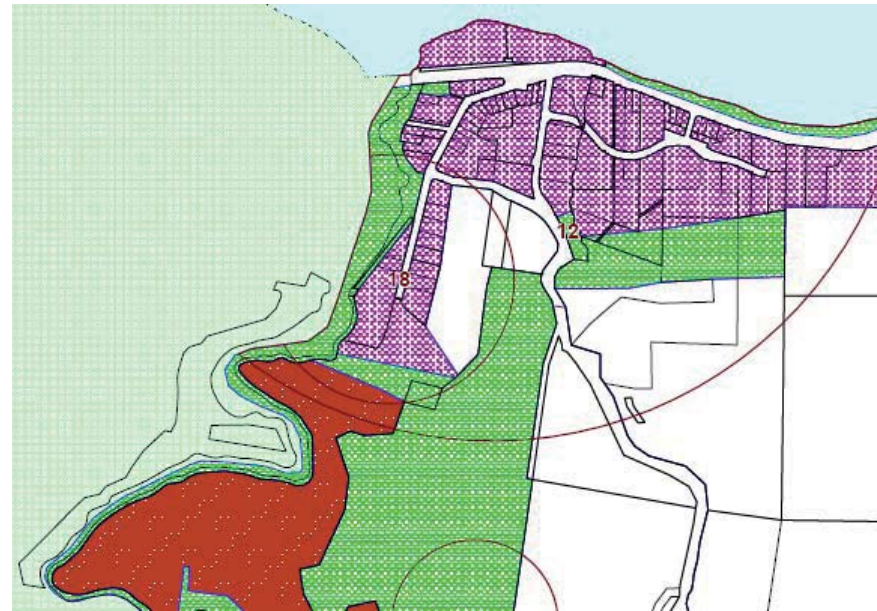


Fig 6

Camdale 'Point' has potential for a range of use and activity and is no longer suited under the State Coastal Policy for industrial use. A site development plan is indicated as necessary to deal with issues of access, infrastructure, and visual and environmental impacts. Should a combination of public recreational use and commercial development be contemplated, either a specified departure or a

change to the allowable uses in the final zoning may be required (if for example the land is rezoned Open Space).

The eastern bank of the Cam River is zoned Open Space and consistent with accepted land use and environmental principles is appropriate to be retained. The comments made in respect of the industrial land elsewhere in Camdale apply to the future of the industrial land off Scarfe Street.

The large amount of Residential B zoned land to the south of Scarfe Street is presently constrained from development by a combination of topography and lack of infrastructure. There is no obvious strategic future for this land other than to integrate in some form of redevelopment (or expansion) of the adjoining Burnie Golf Course. However the longer future for the golf course is also unclear as it is also hampered by access and infrastructure issues. If in the future a further road/bridge link to Somerset is provided in this vicinity then the potential of these two areas would be altered and be clarified. As matters stand however there is no clear alternative zoning regime indicated for either. Should complementary development of the golf course be contemplated a specified departure or change to the allowable uses within the Open Space zone would be required.

In respect of the large balance of the land within the Rural zone the same comments apply as for Ocean Vista (above).

Waratah Wynyard Planning Scheme 2000

OVERVIEW

By contrast to the *Burnie Planning Scheme 1989* the Somerset area immediately to the west of the study area within the *Waratah-Wynyard Planning Scheme 2000* contains only 4 zones, being:

- Urban Living;
- Industrial and Transport Activity;
- Business and Civic Activity; and
- Environmental Resources Protection

These zones reflect the more recent typology of the performance-based planning schemes, but are approximately equivalent to the Residential A, Industrial, Commercial and Open Space zones of the Burnie planning scheme.

The land on the western side of the Cam River is generally less undulating or steep, allowing development to spread beyond the coastal strip and the highway.

Somerset's status as a lower –order local centre, in comparison to Burnie, combined with the effect of distance from the Burnie central area has allowed a consolidation of commercial and industrial development which has avoided some of the issues arising in the BWCA noted above. The current zonings reinforce that land use pattern, which paradoxically lead to further reinforcement of the

land use and zoning regime within the study area, ie Somerset is not currently an alternative commercial or industrial area to the BCWA – at least for as long as land is available for development in the latter. Consequently there is more pressure for development in the BWCA than in Somerset.



Fig 3: excerpt from Waratah-Wynyard Planning Scheme 2000

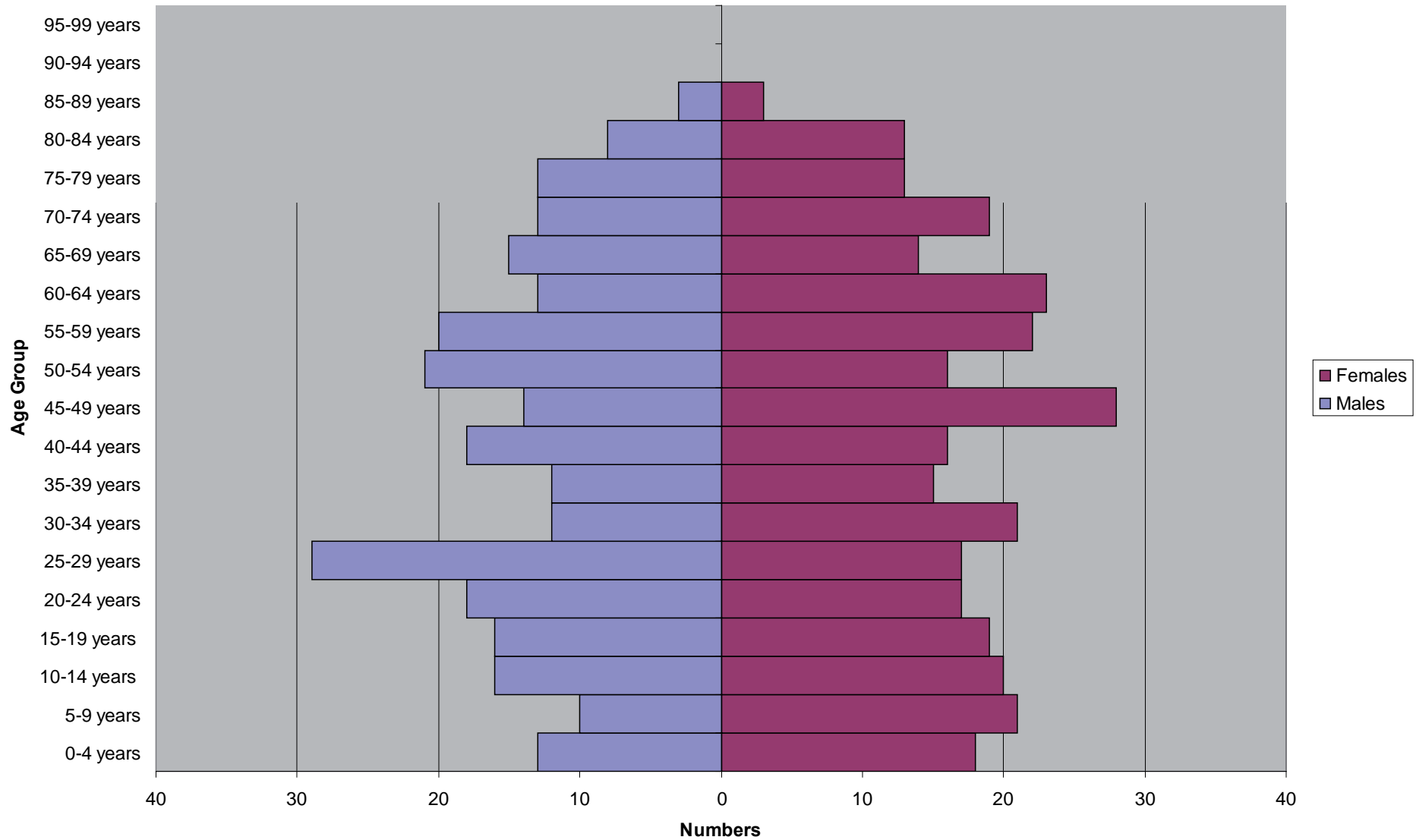
The foreshore areas, zoned Environmental Resources Protection integrate approximately with the land use/zoning of the foreshore area on the eastern side of the Cam River, except for the 'Camdale Point' land.

In all other respects however, the land on the western side of the Cam River, within the *Waratah-Wynyard Planning Scheme 2000* is predominantly residential and neither reflects nor integrates overtly with land use and zoning on the eastern side of the river within the *Burnie Planning scheme 1989*. It might be reasonably expected therefore that some degree of land use conflict may arise as a result of the proximity of a large residentially zoned area (Somerset) and an industrially zoned area (Camdale) albeit that the Cam River and its immediate foreshore provide some degree of buffering between the two.

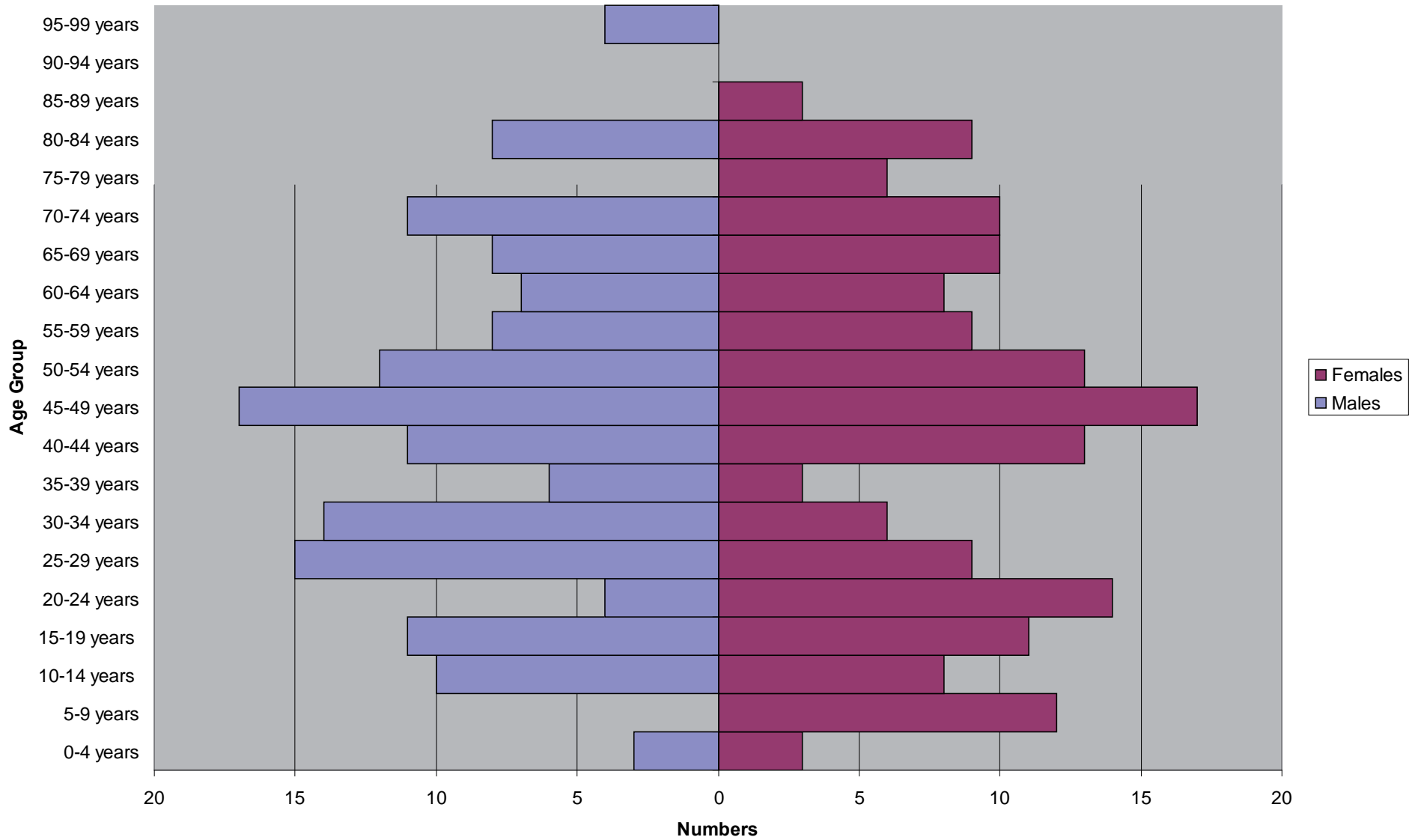
APPENDIX 3: DEMOGRAPHICS

Burnie West

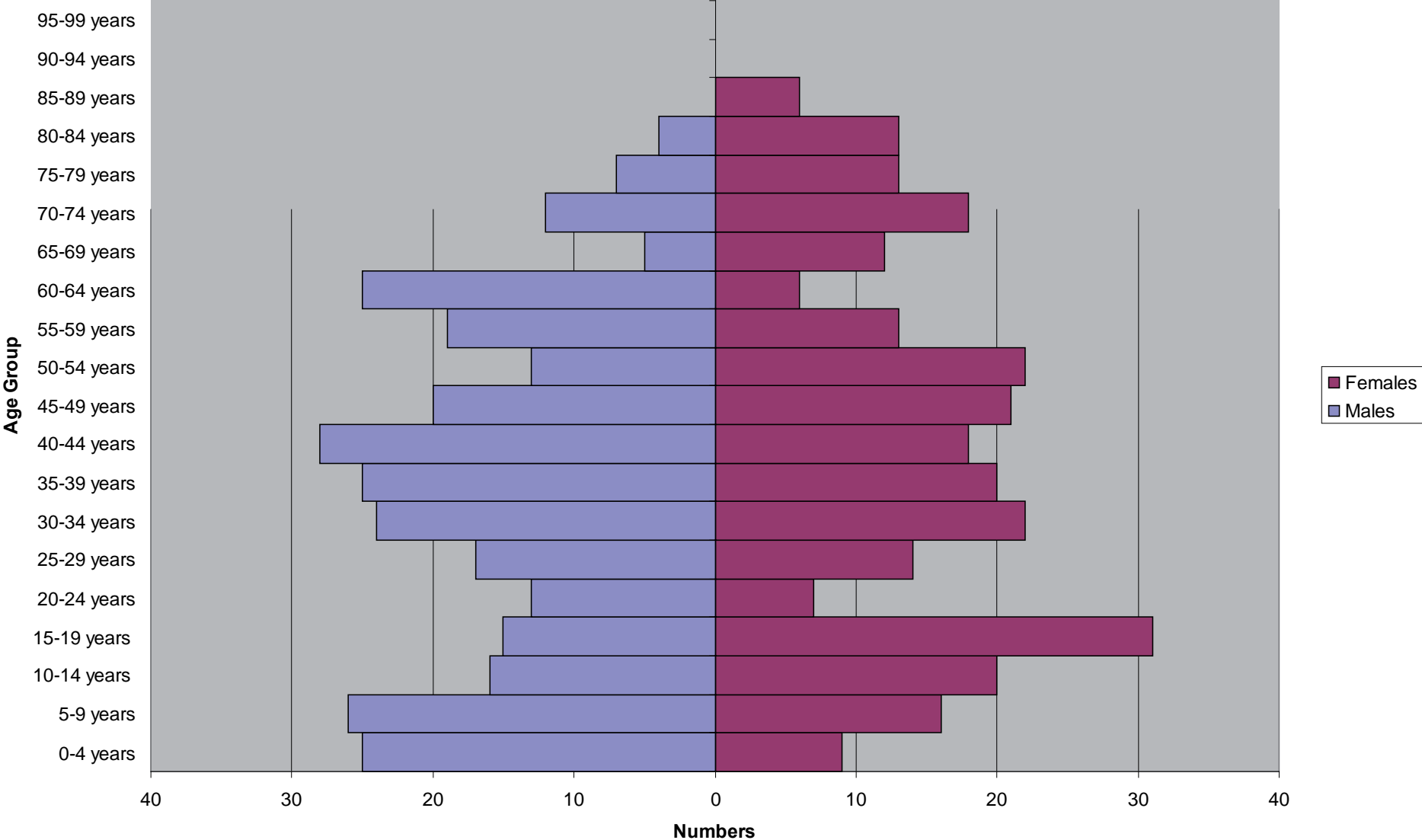
West Park Population



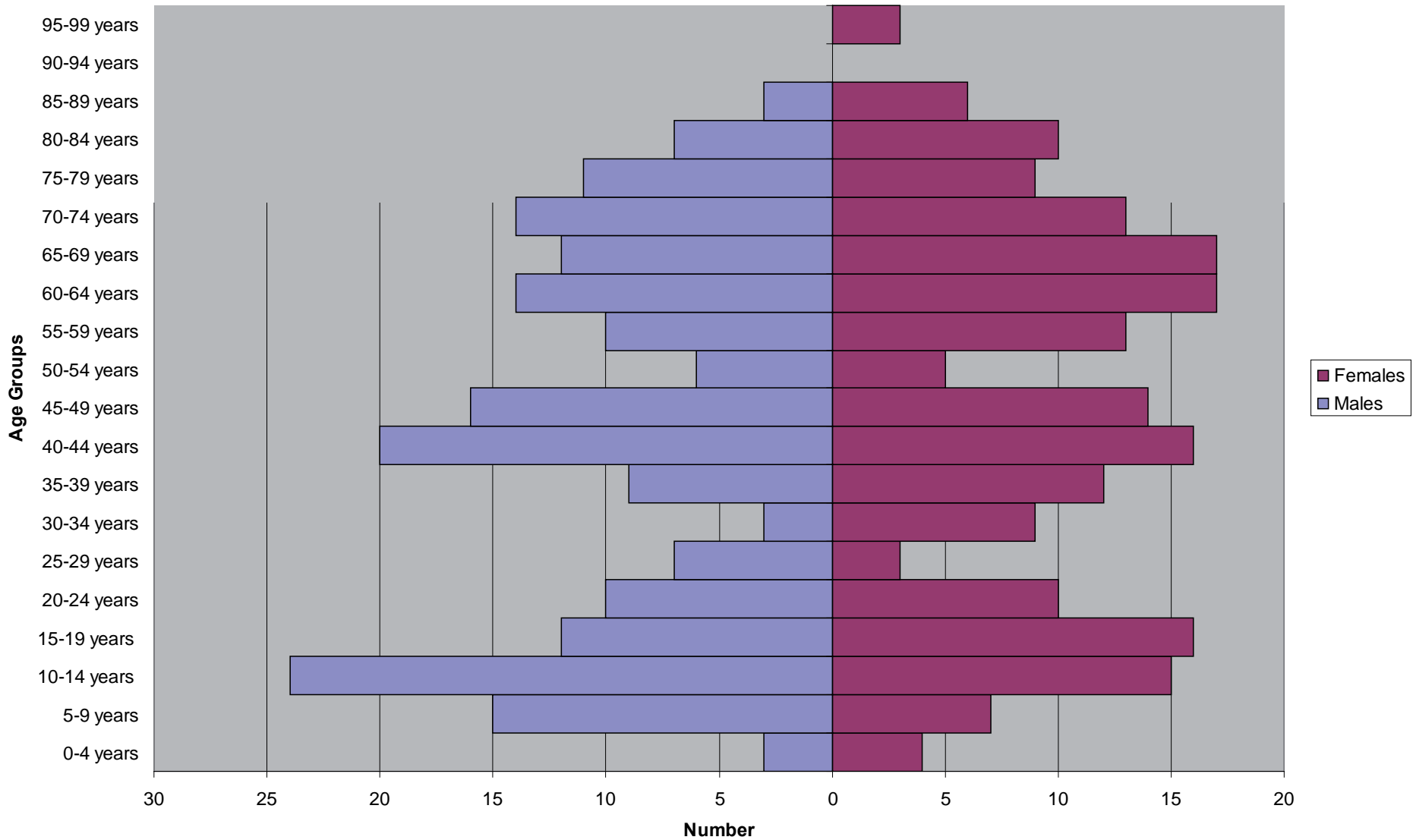
Parklands Population



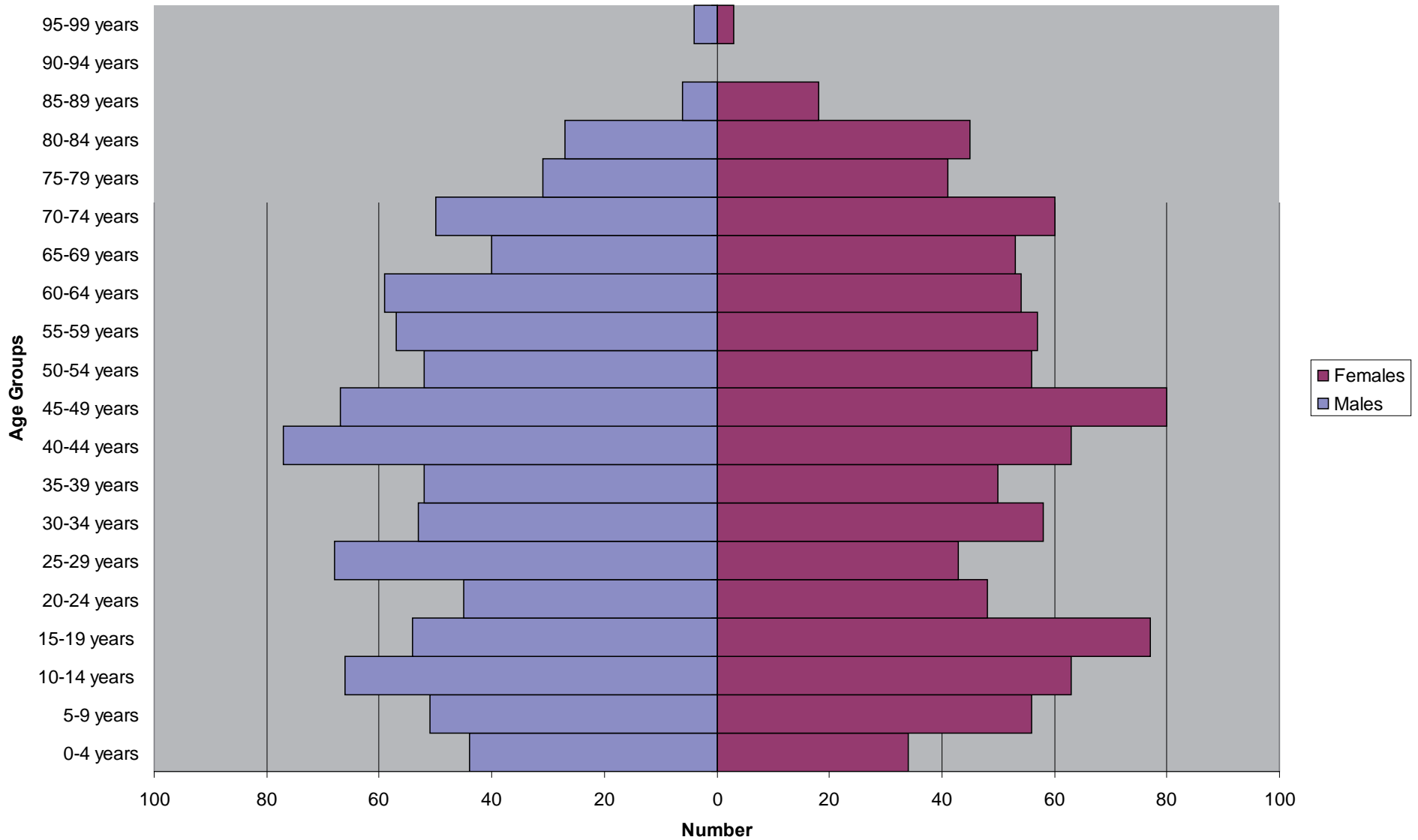
Cooee Population



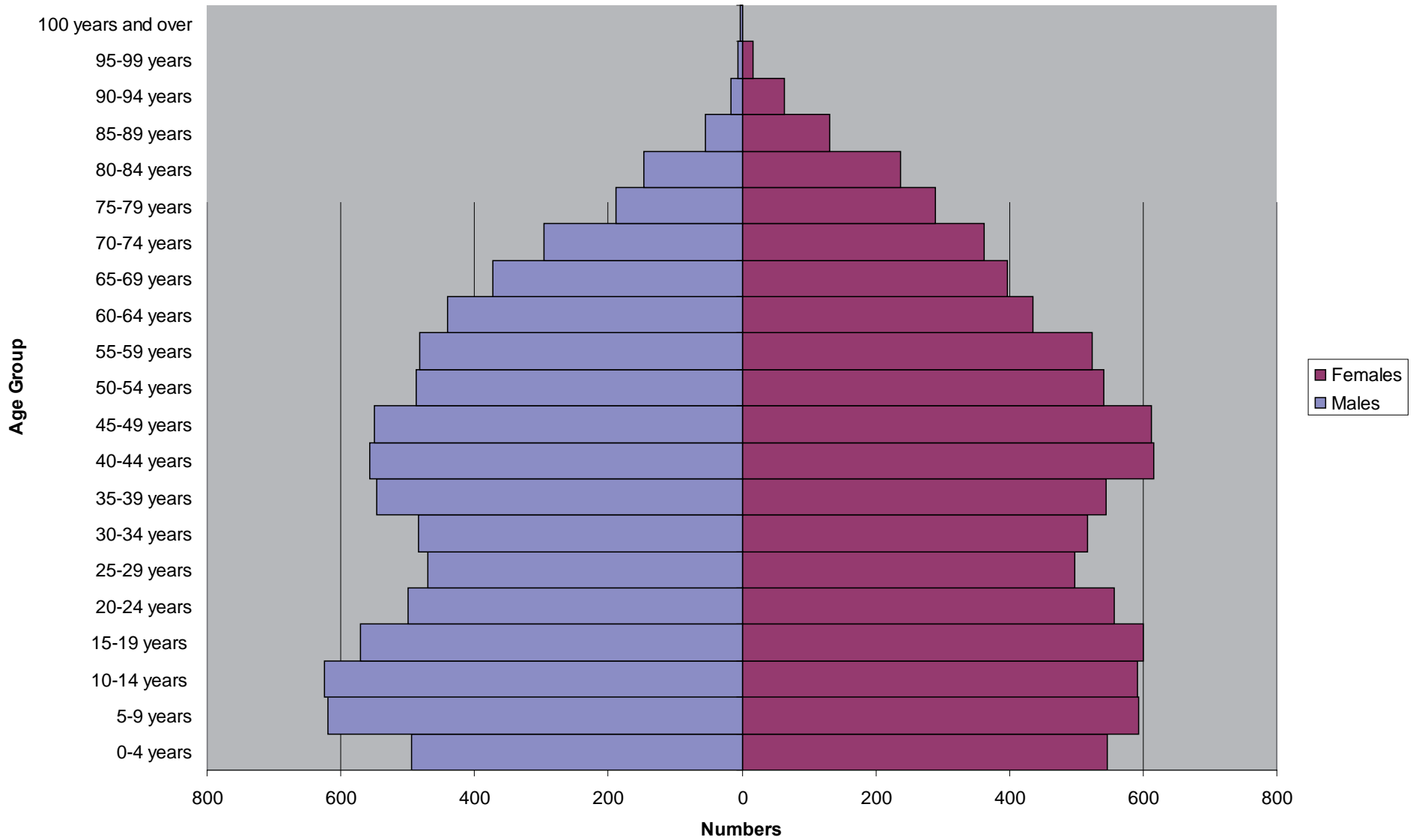
Camdale Population



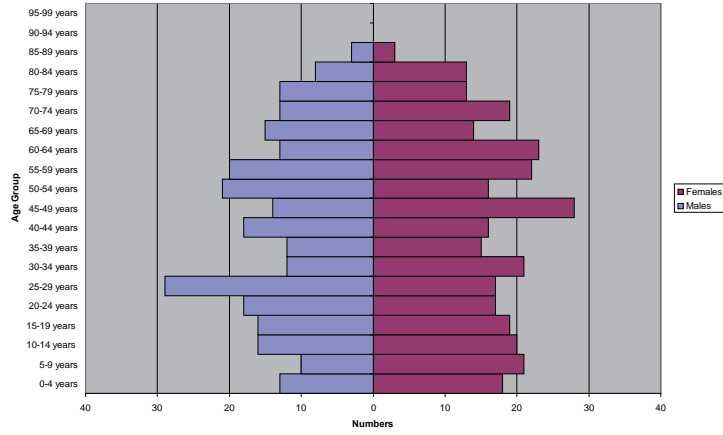
Burnie West Population



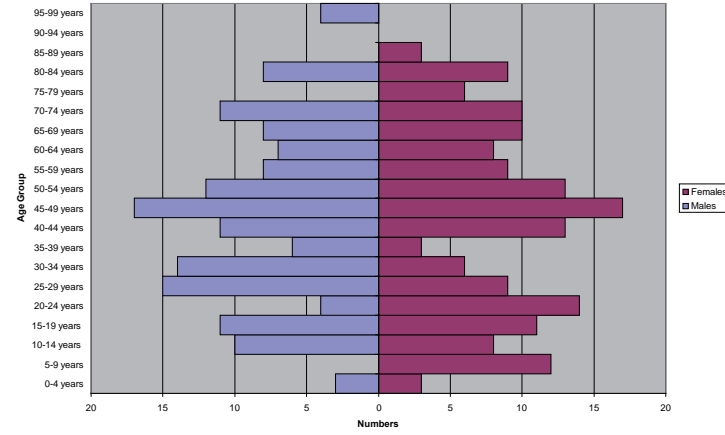
Burnie Population



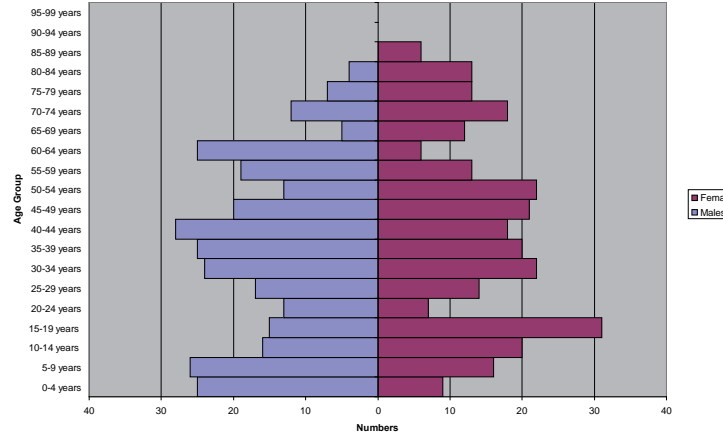
West Park Population



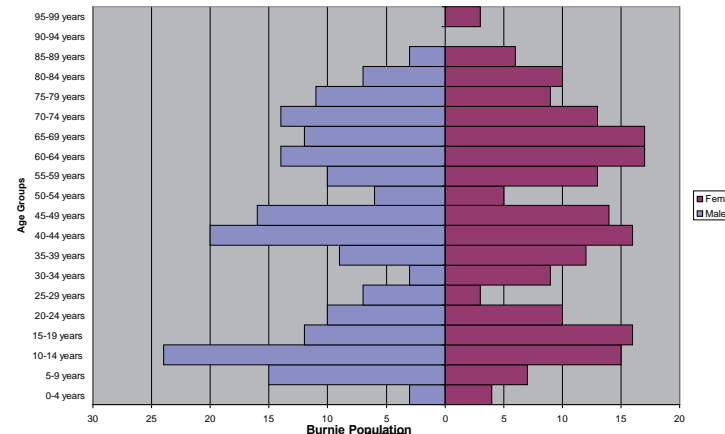
Parklands Population



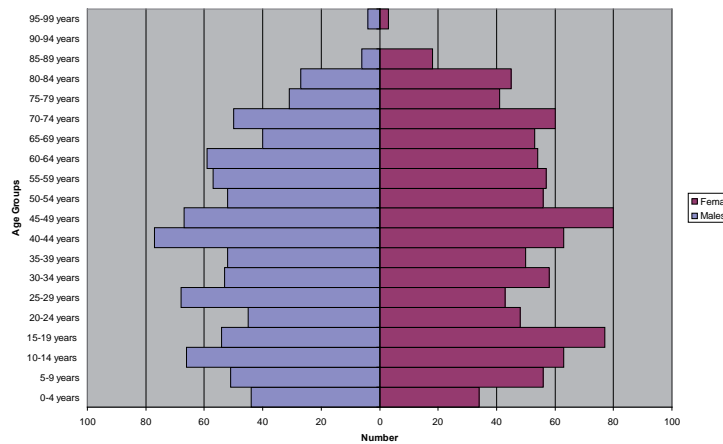
Coose Population



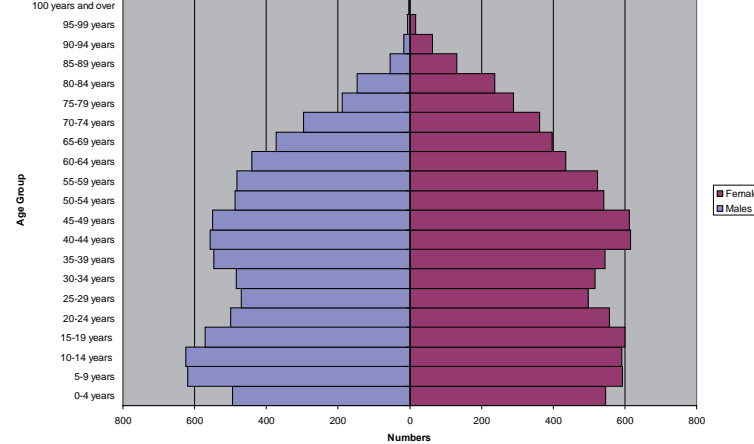
Camdale Population



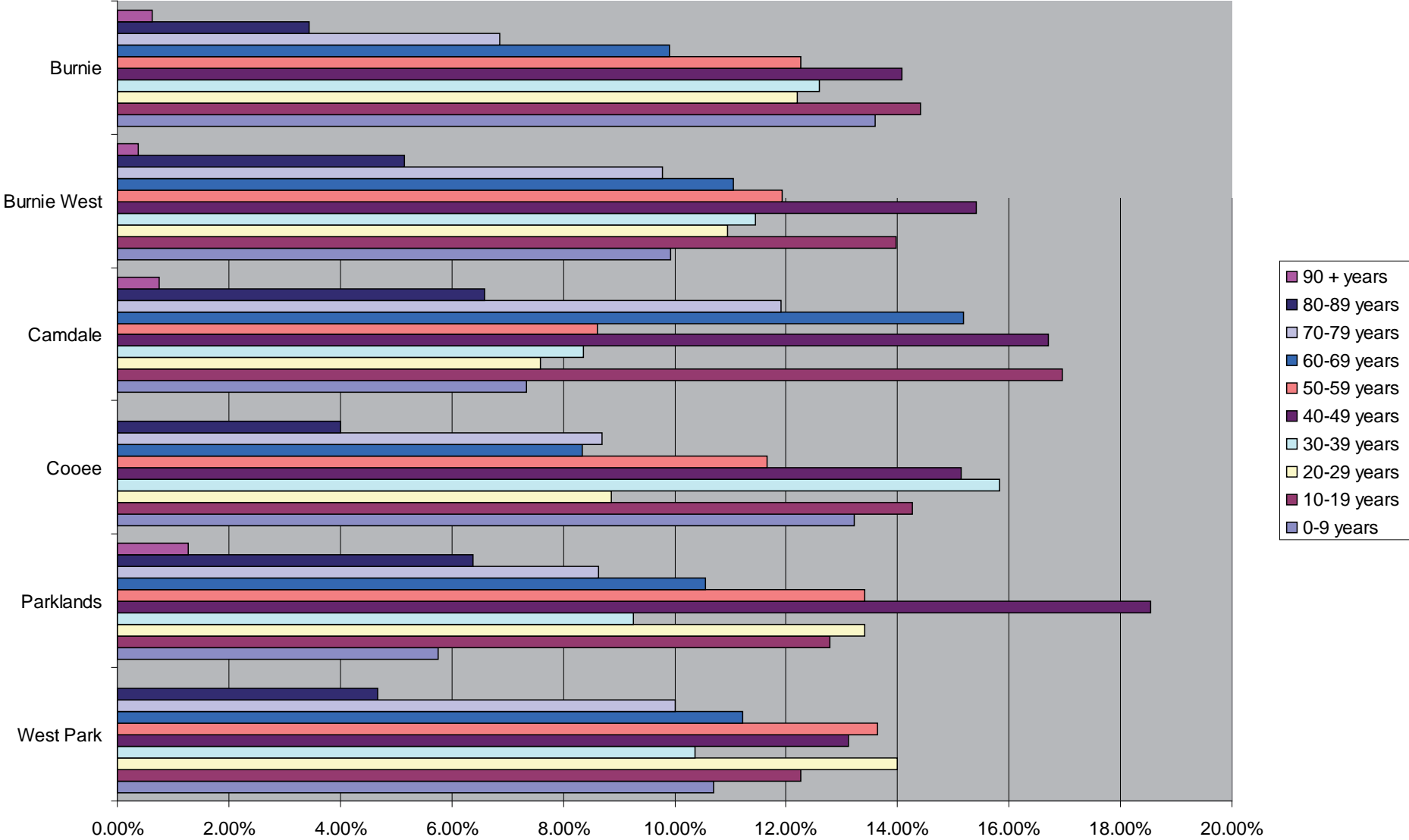
Burnie West Population



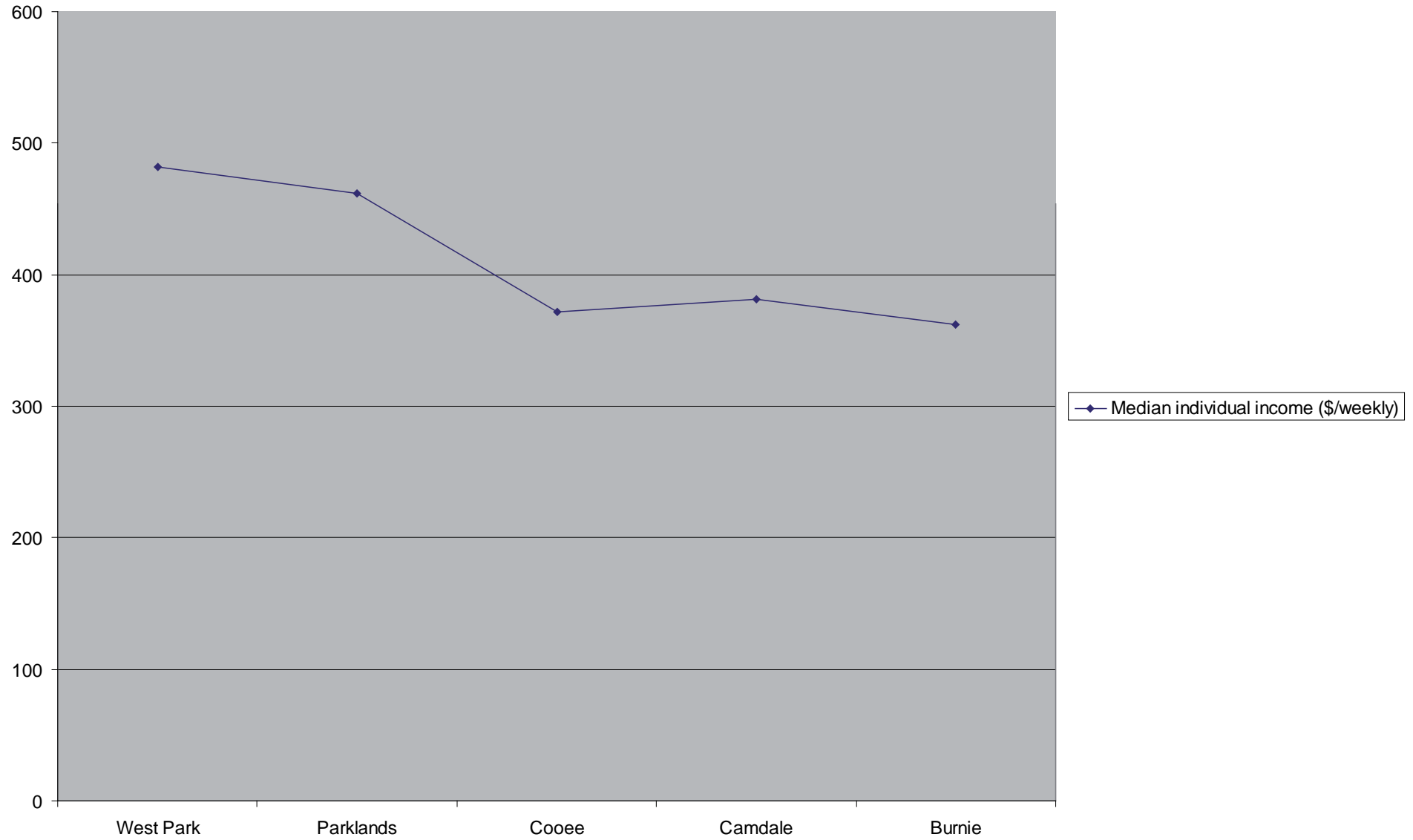
Burnie Population



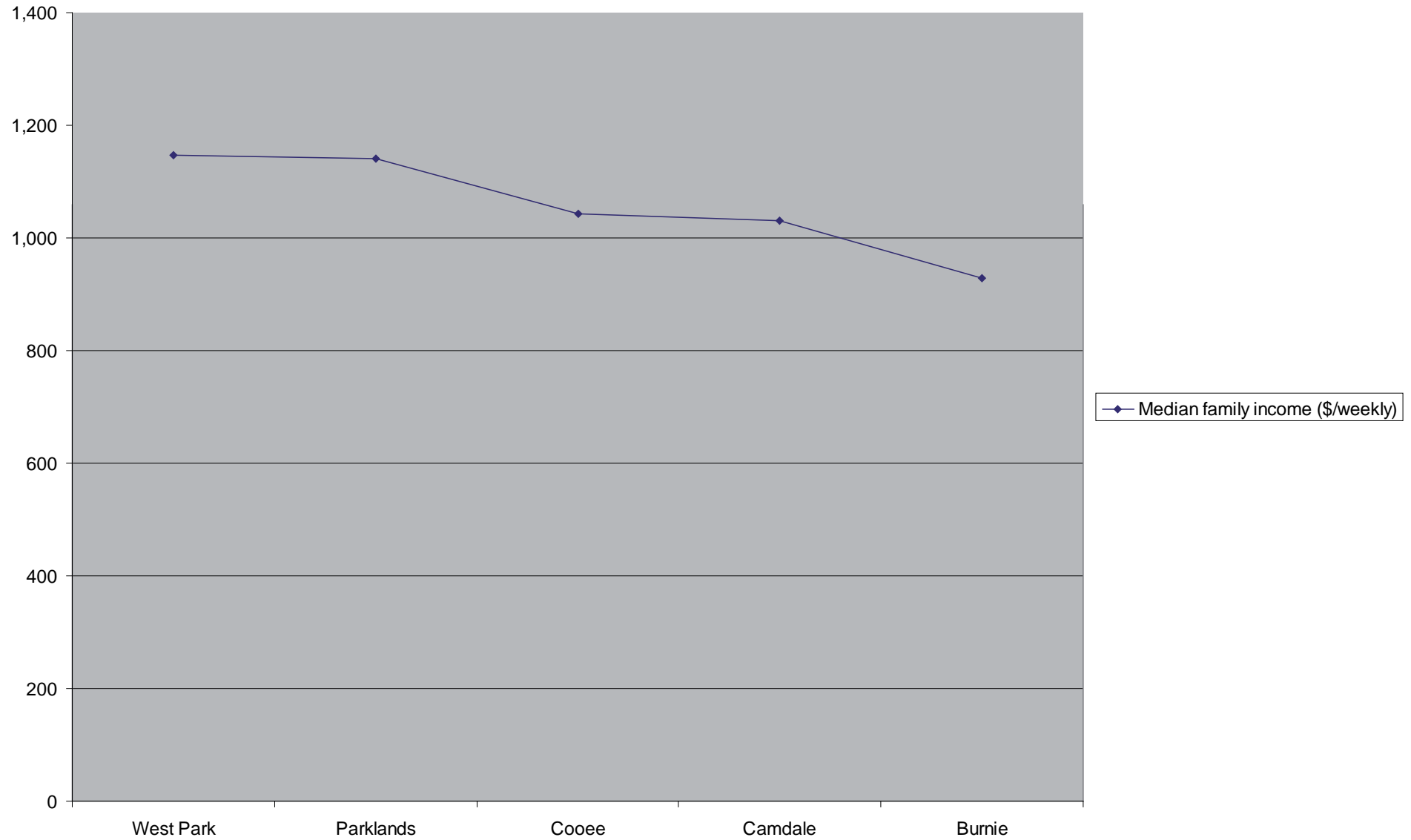
Population Comparison



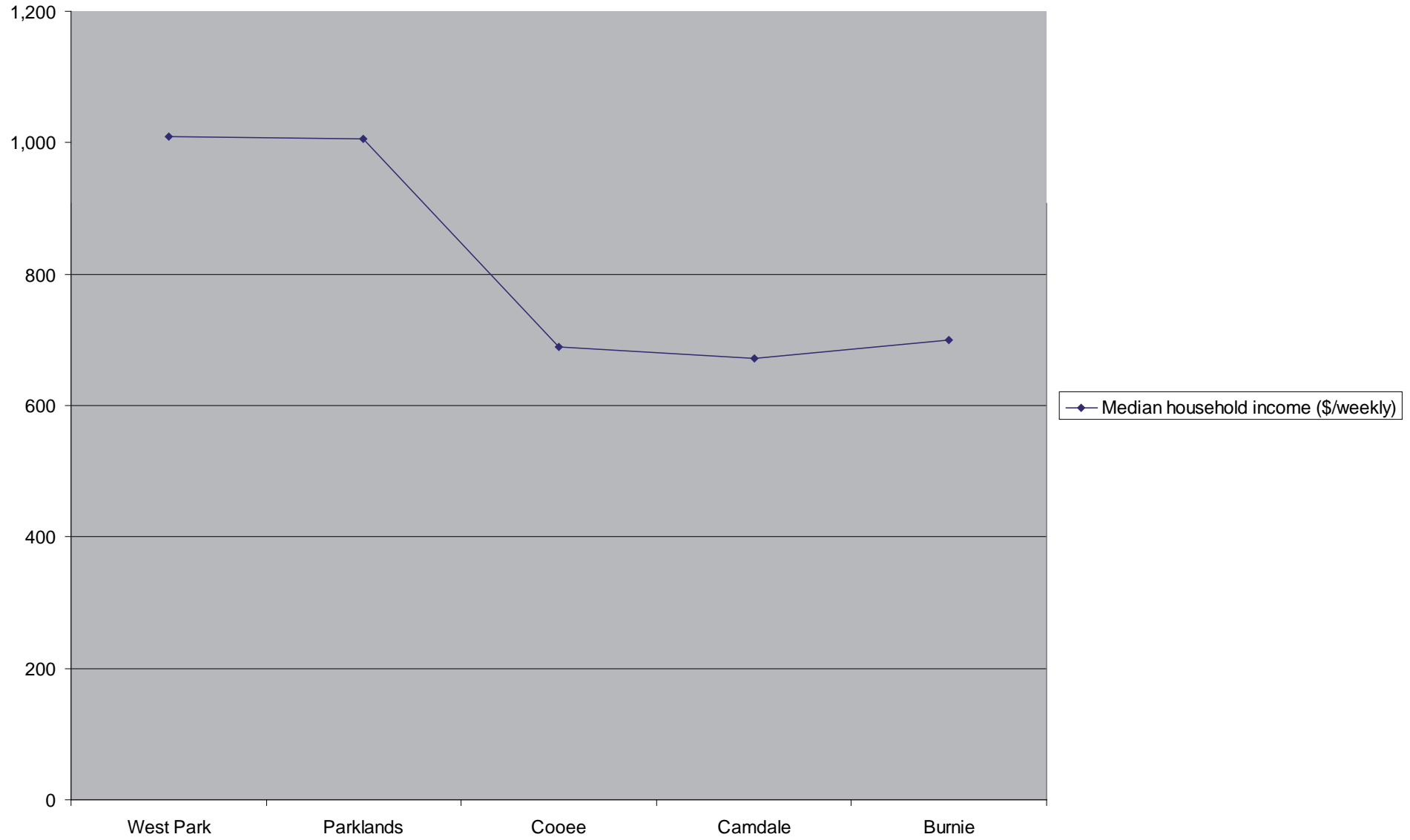
Median individual income (\$/weekly)



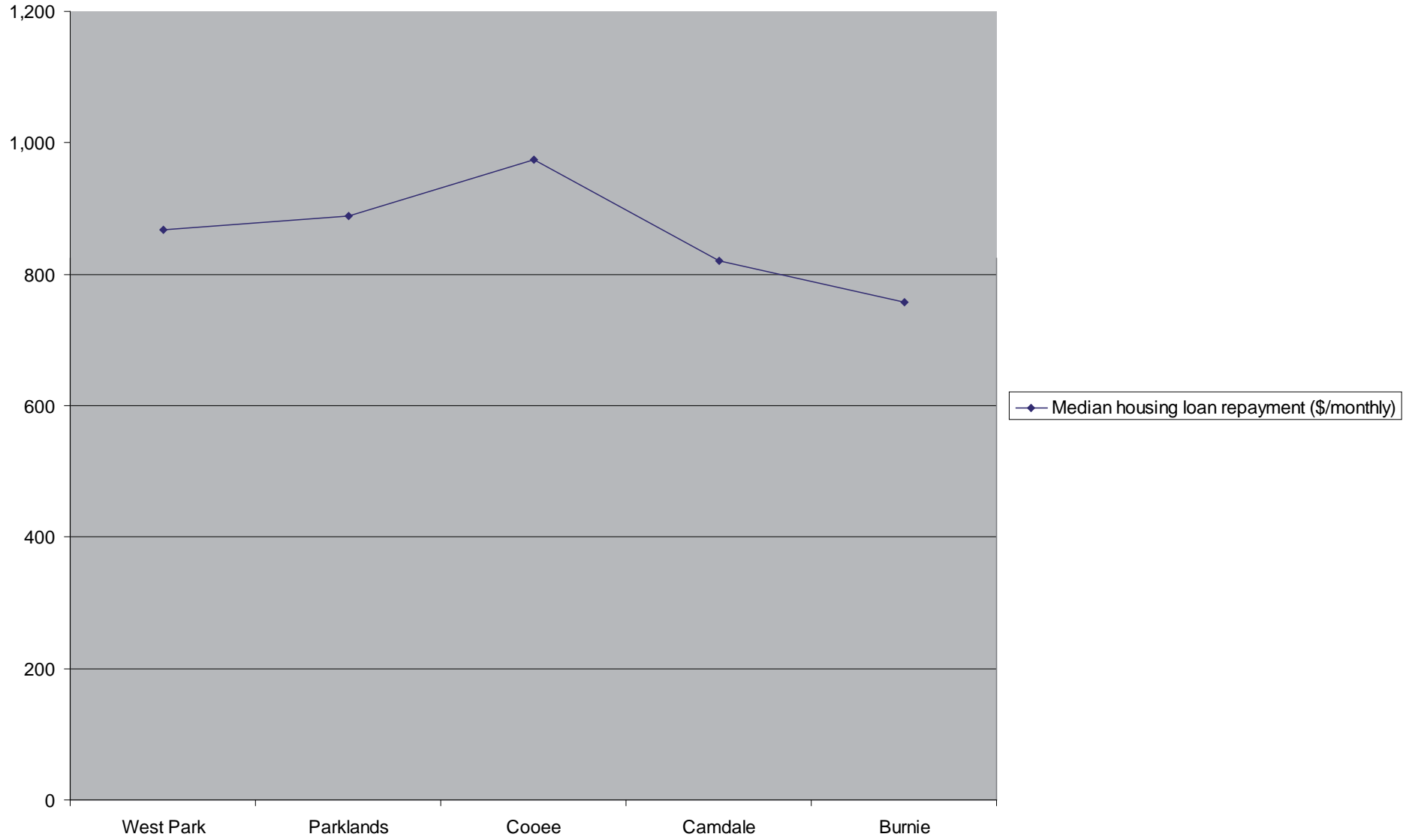
Median family income (\$/weekly)



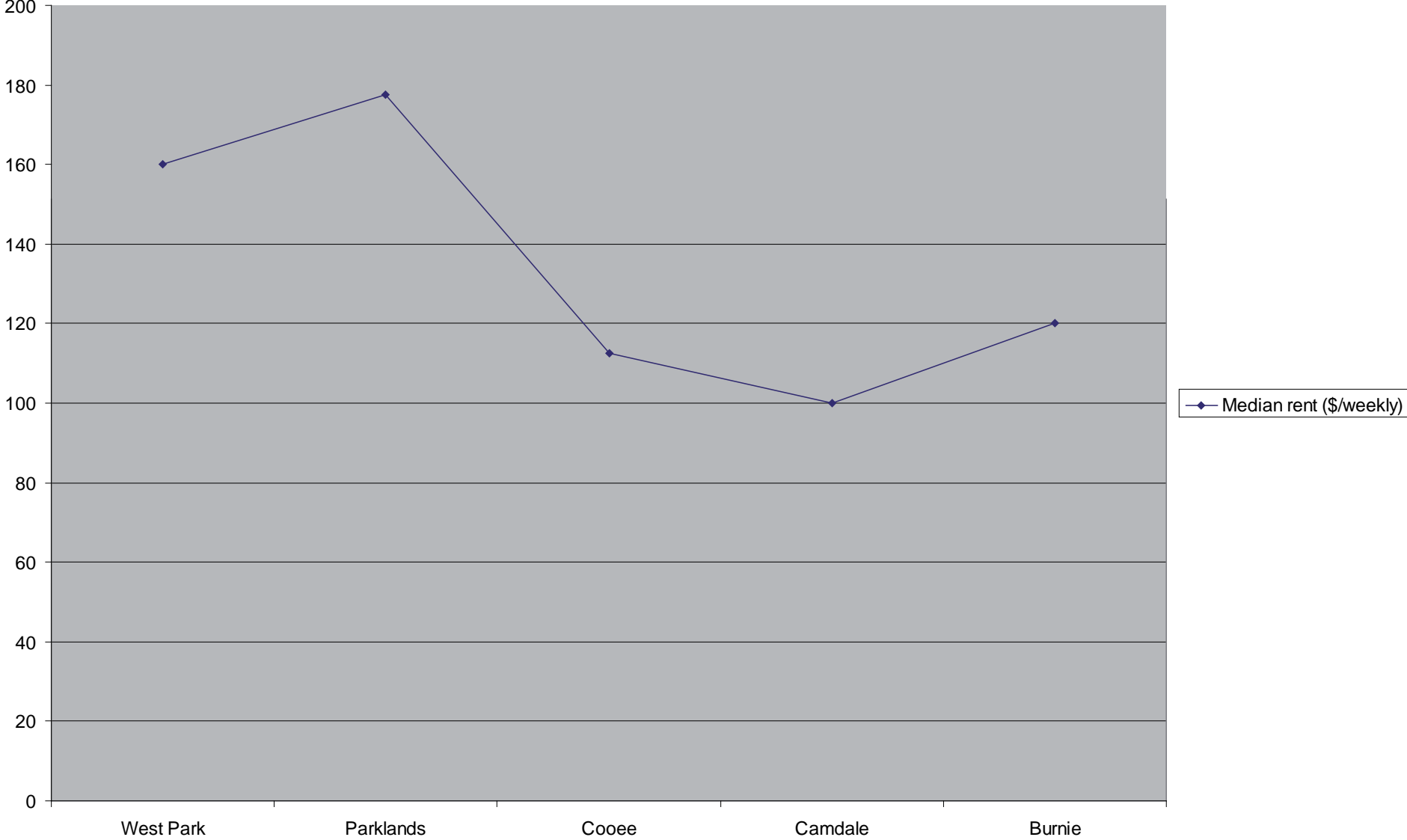
Median household income (\$/weekly)



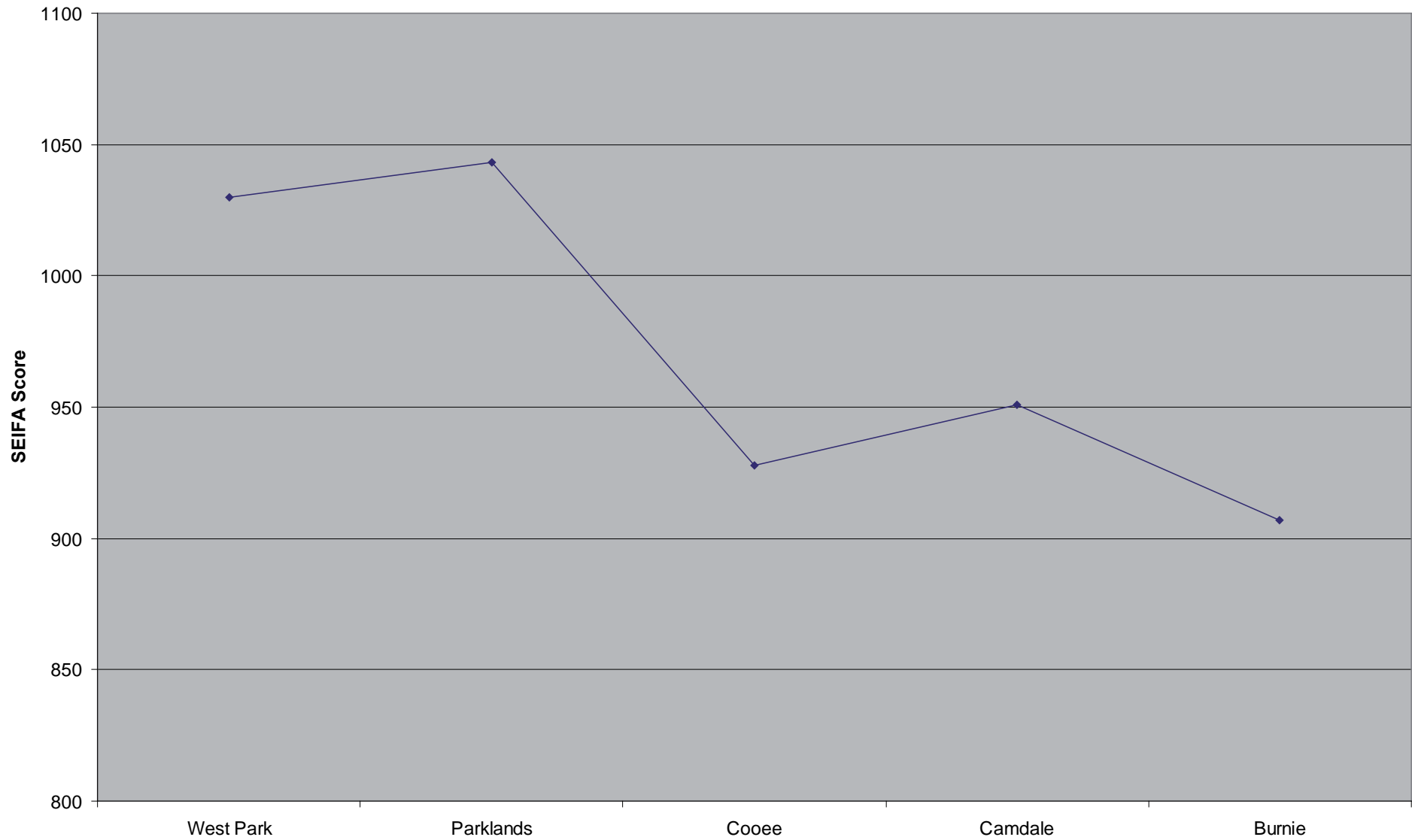
Median housing loan repayment (\$/monthly)



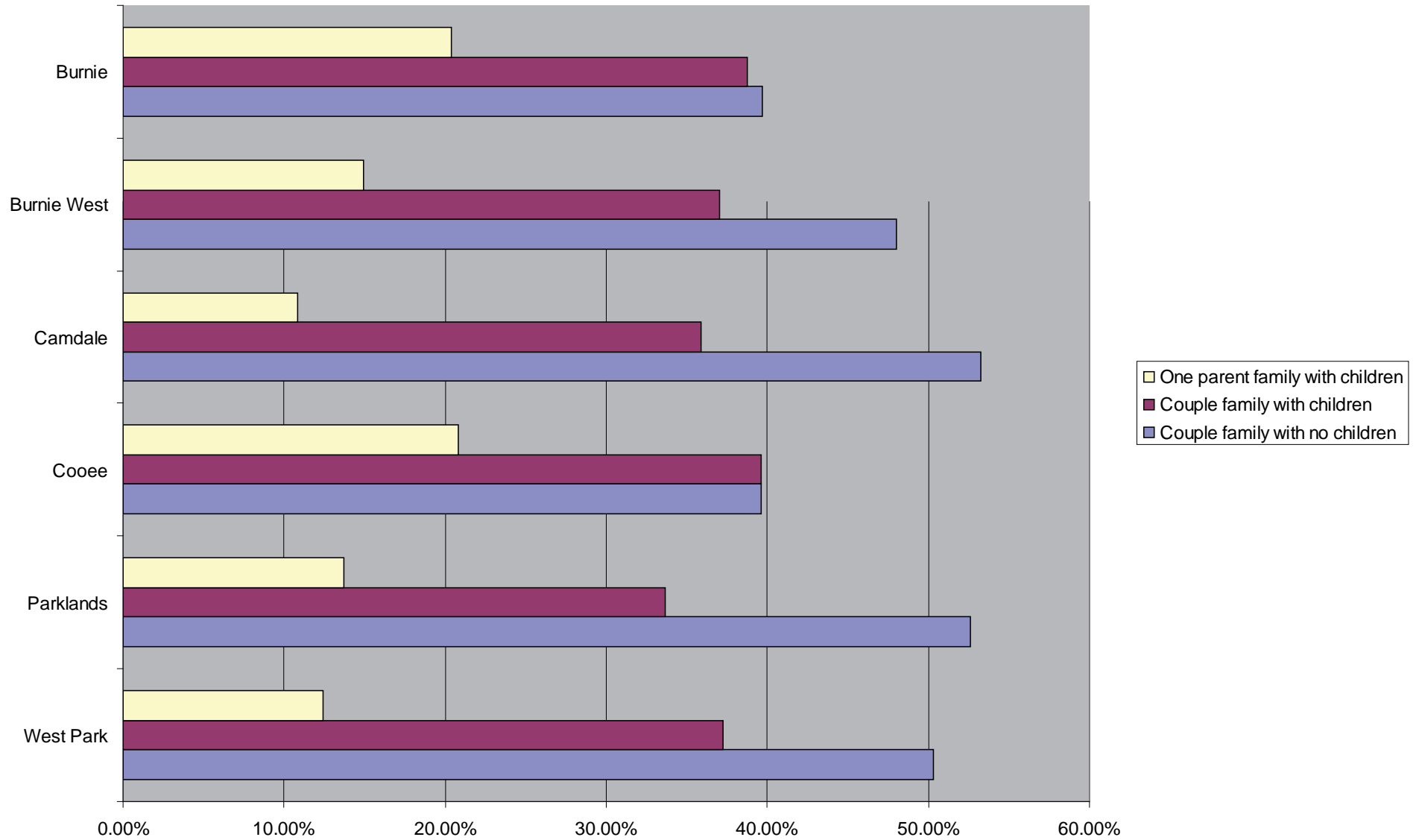
Median rent (\$/weekly)



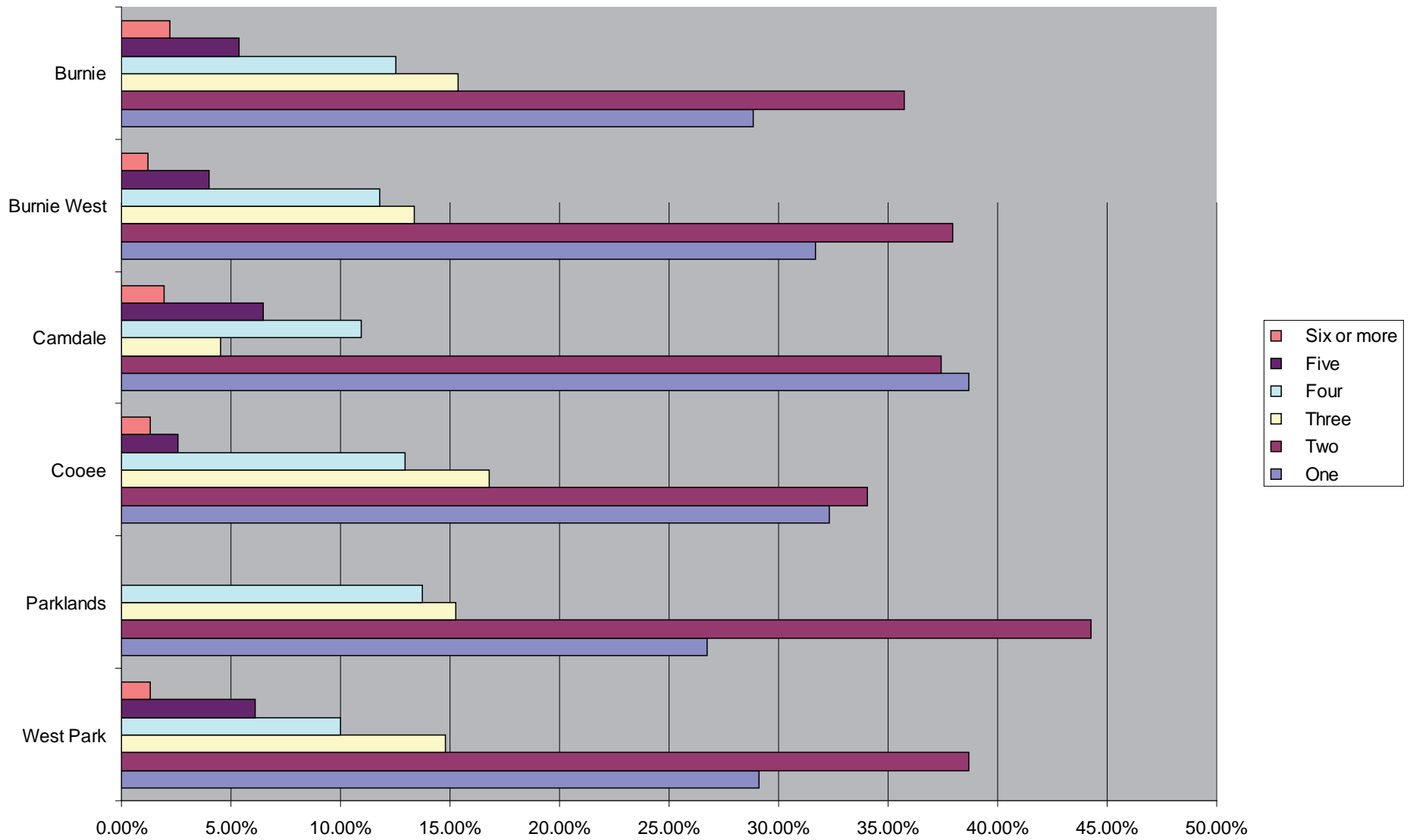
Index of Relative Socio-economic Advantage and Disadvantage



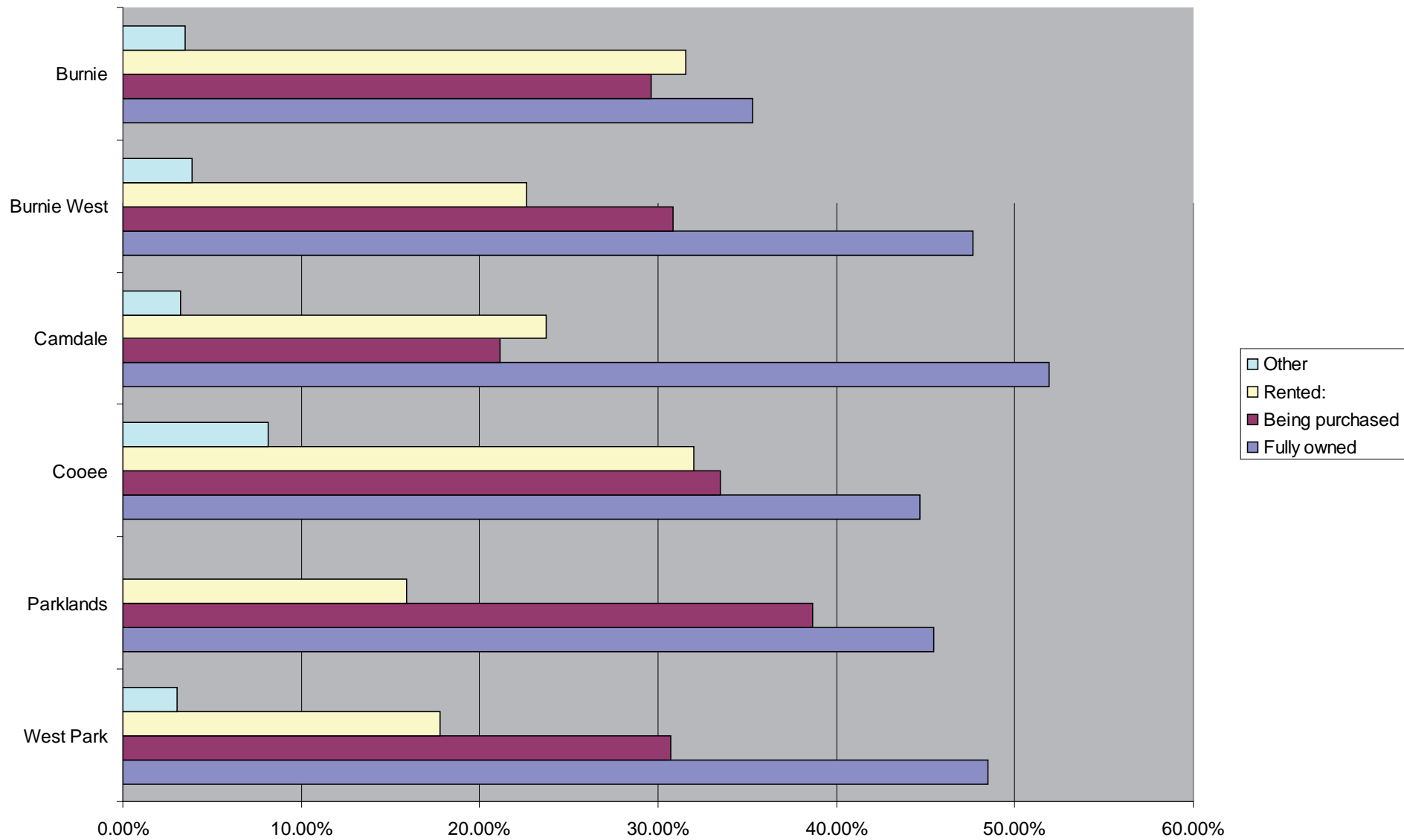
Family Composition



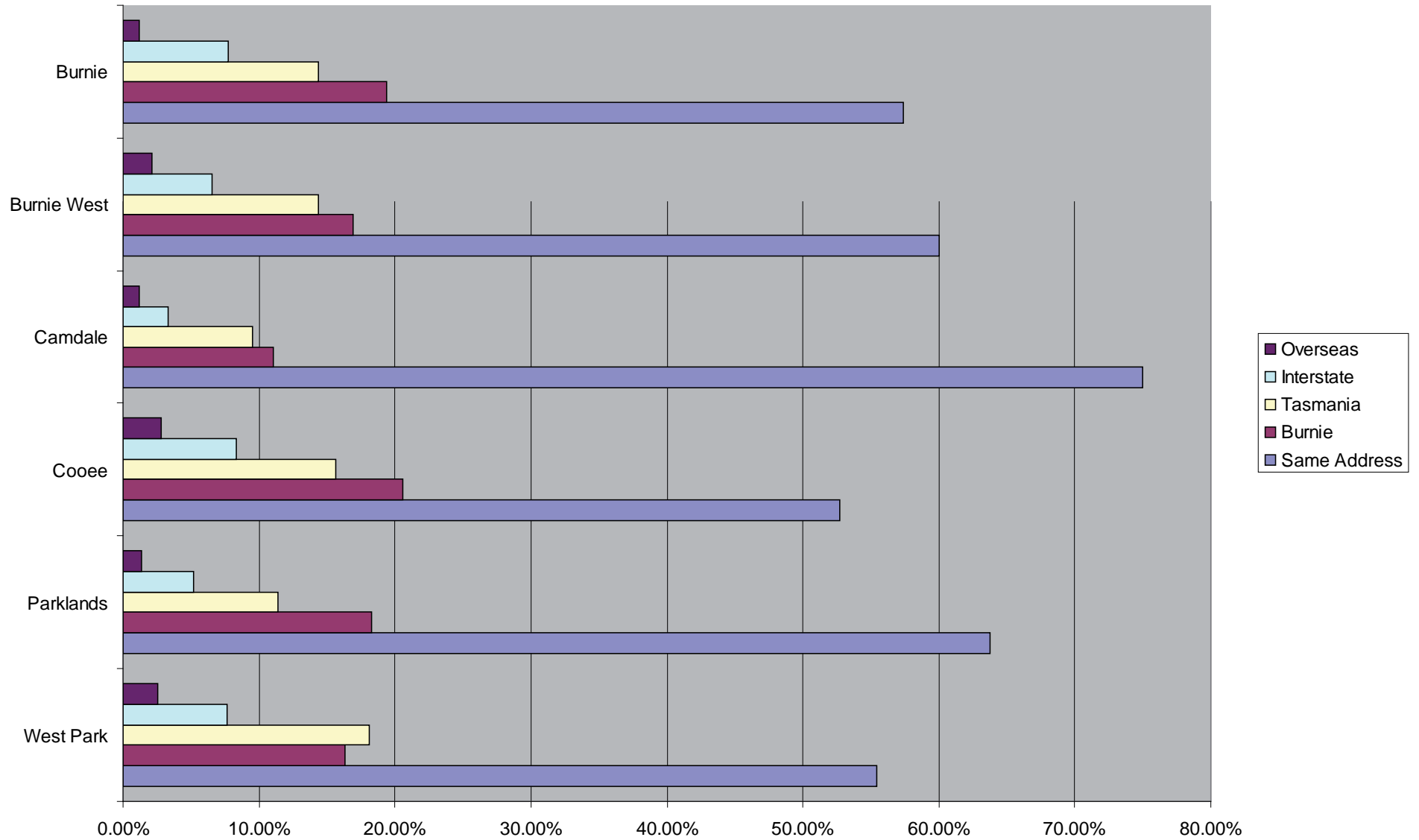
Family Size



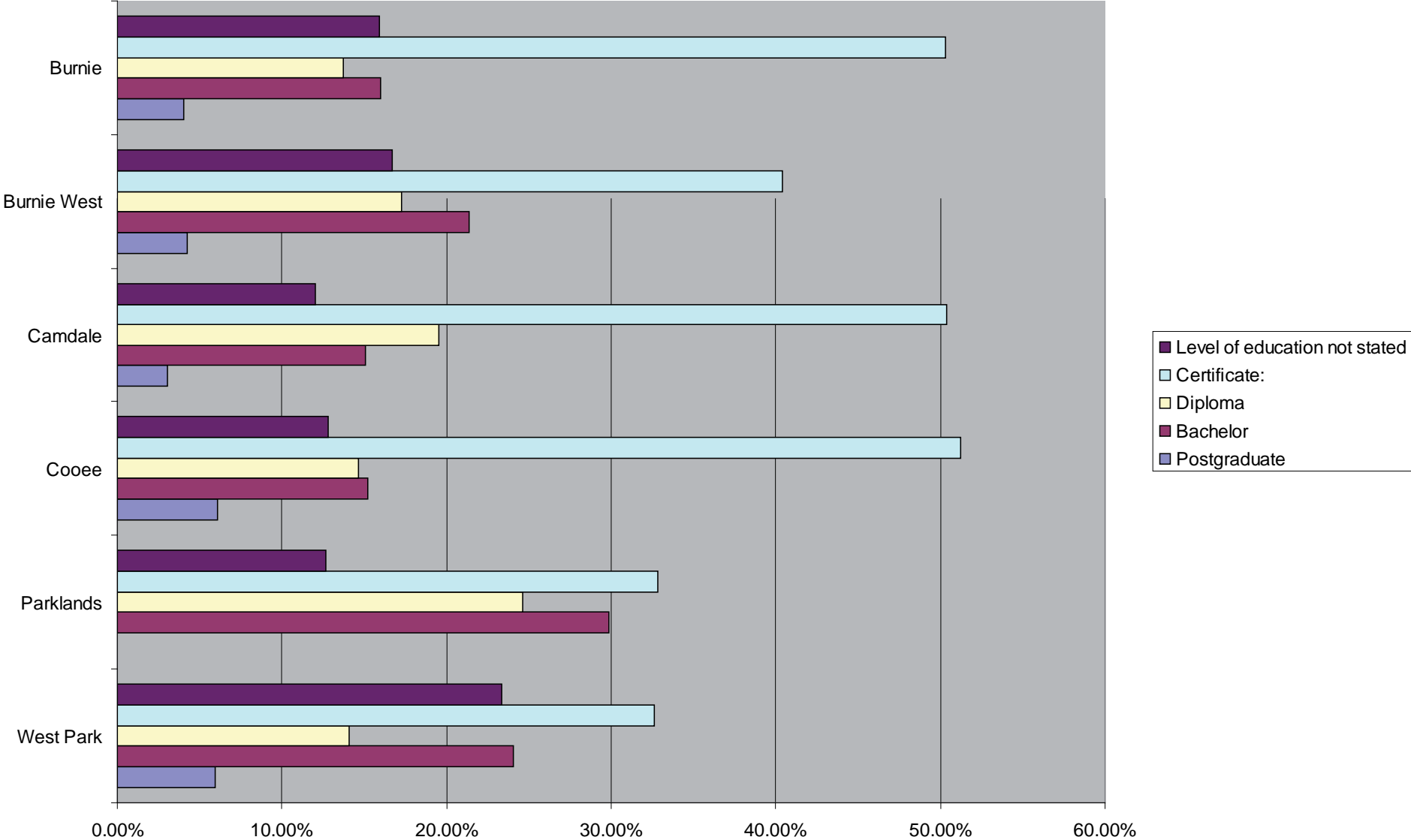
Home Tenure



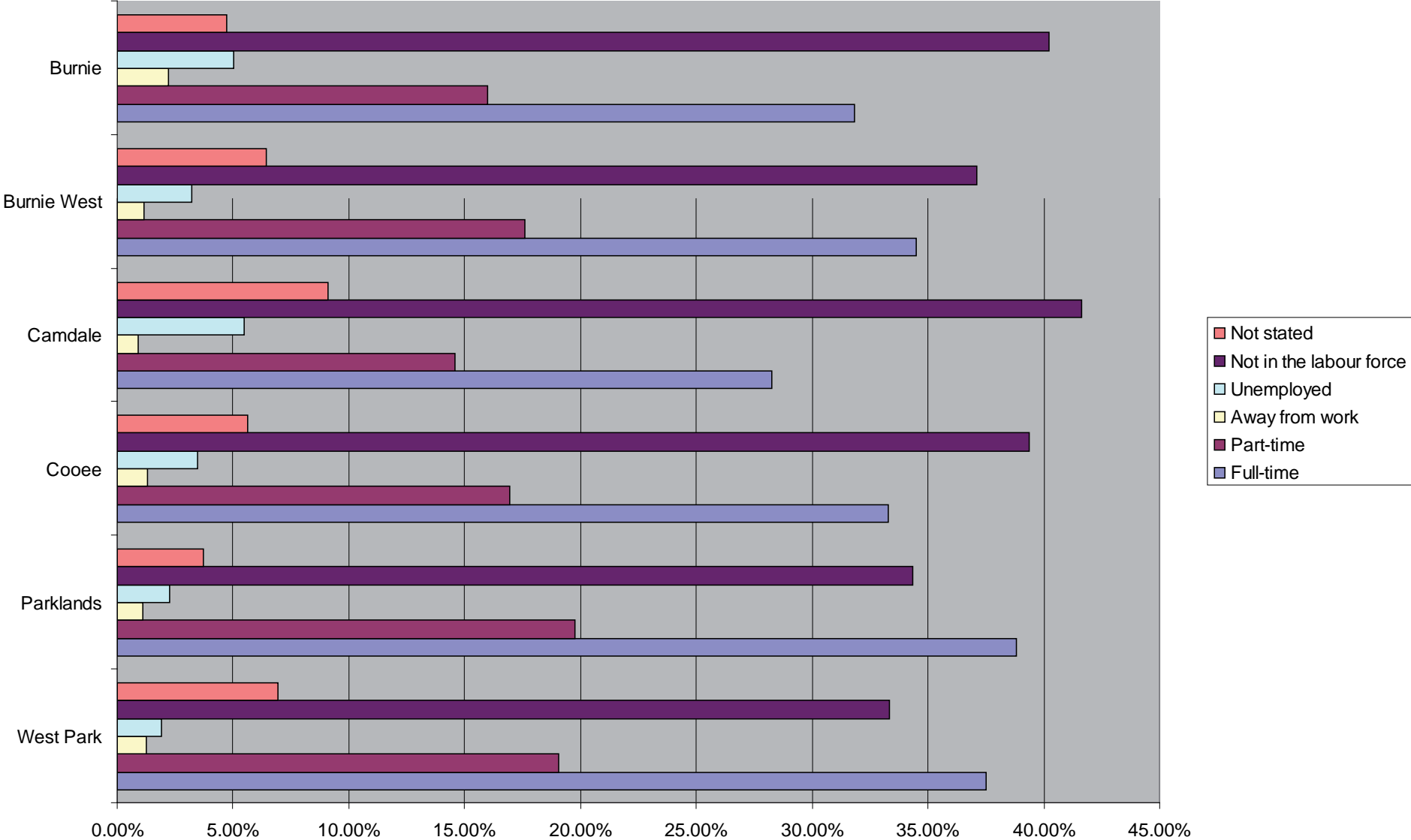
Change in Address Over Past Five Years



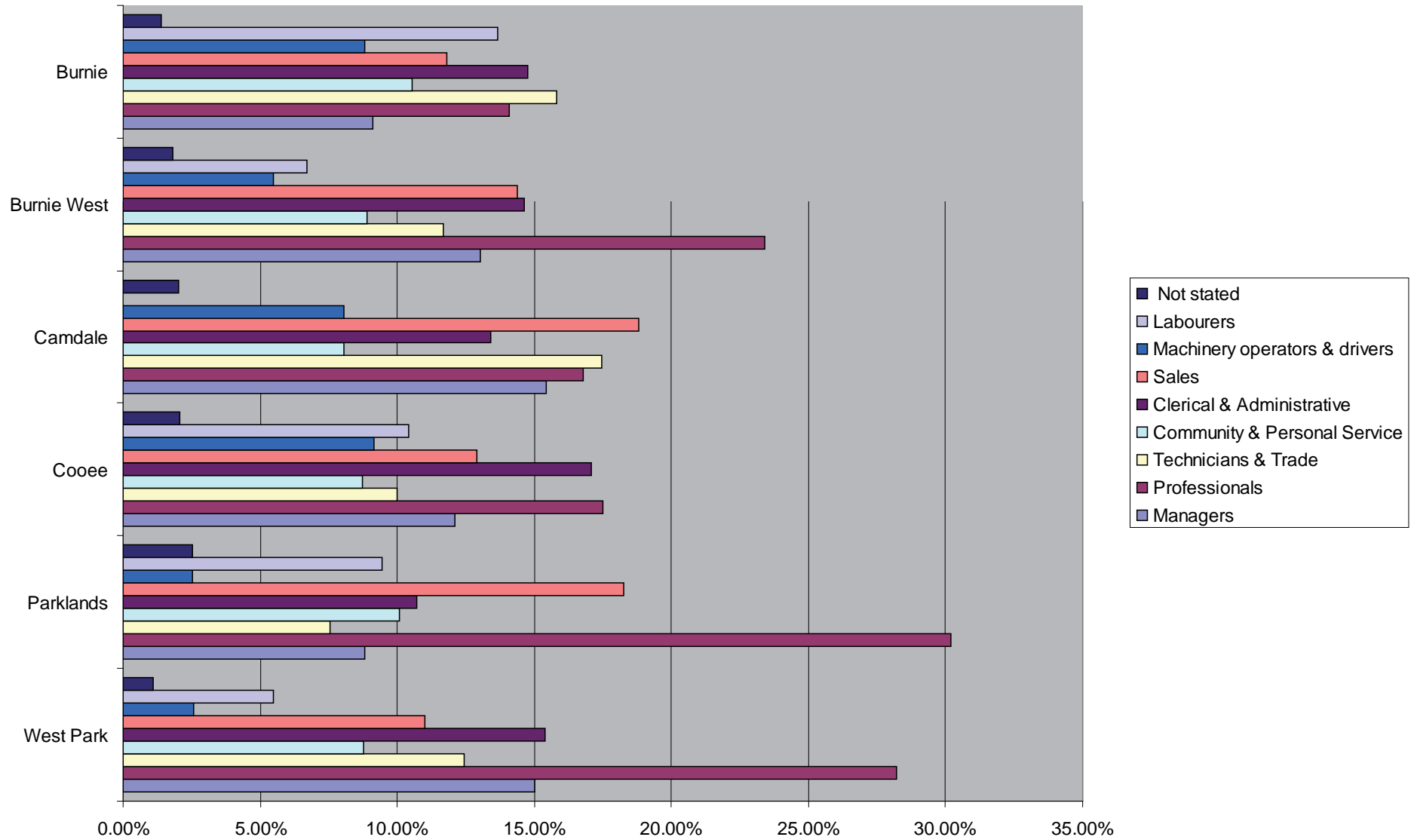
Educational Qualifications



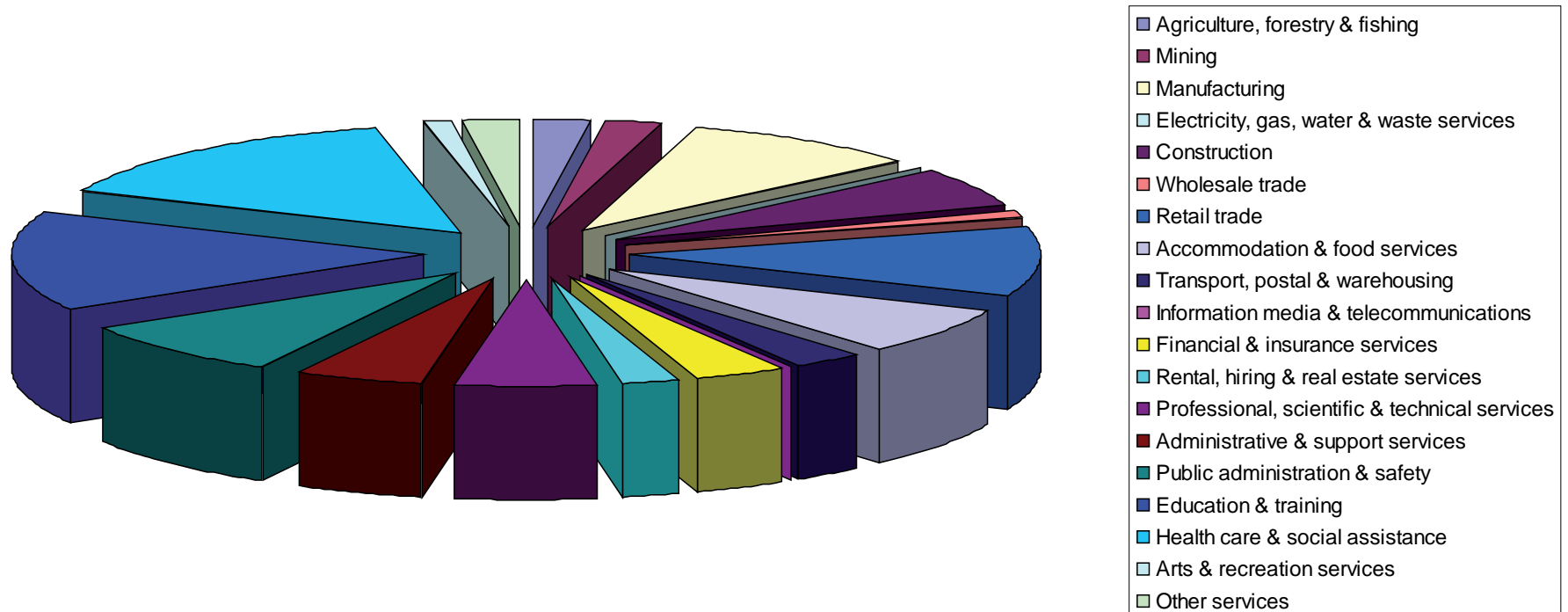
Employment Status



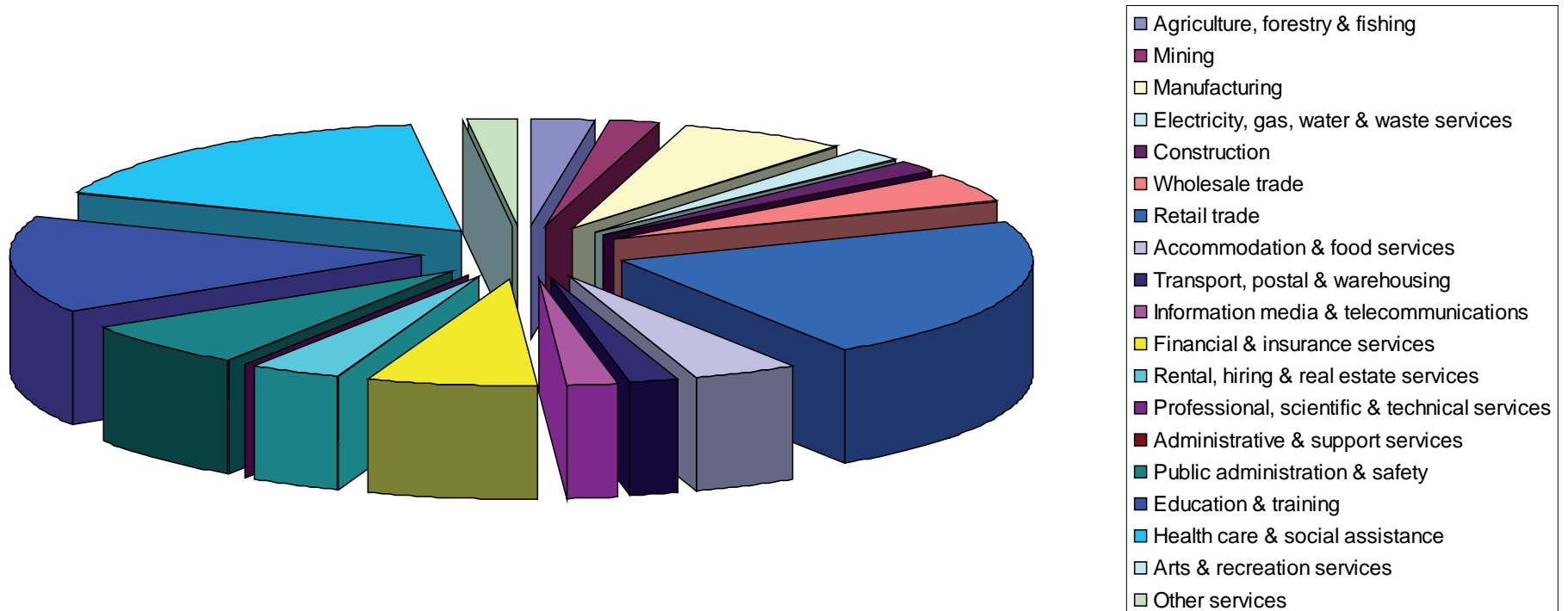
Occupation



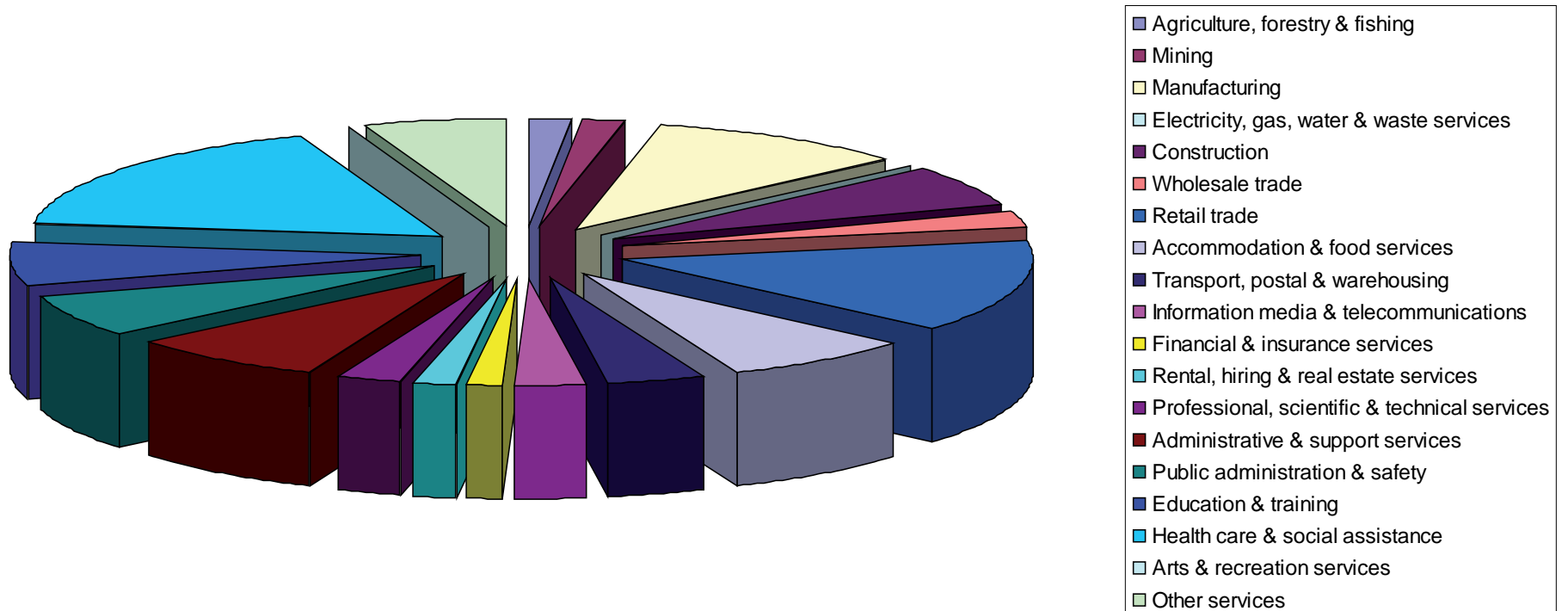
Employment by Industry - West Park



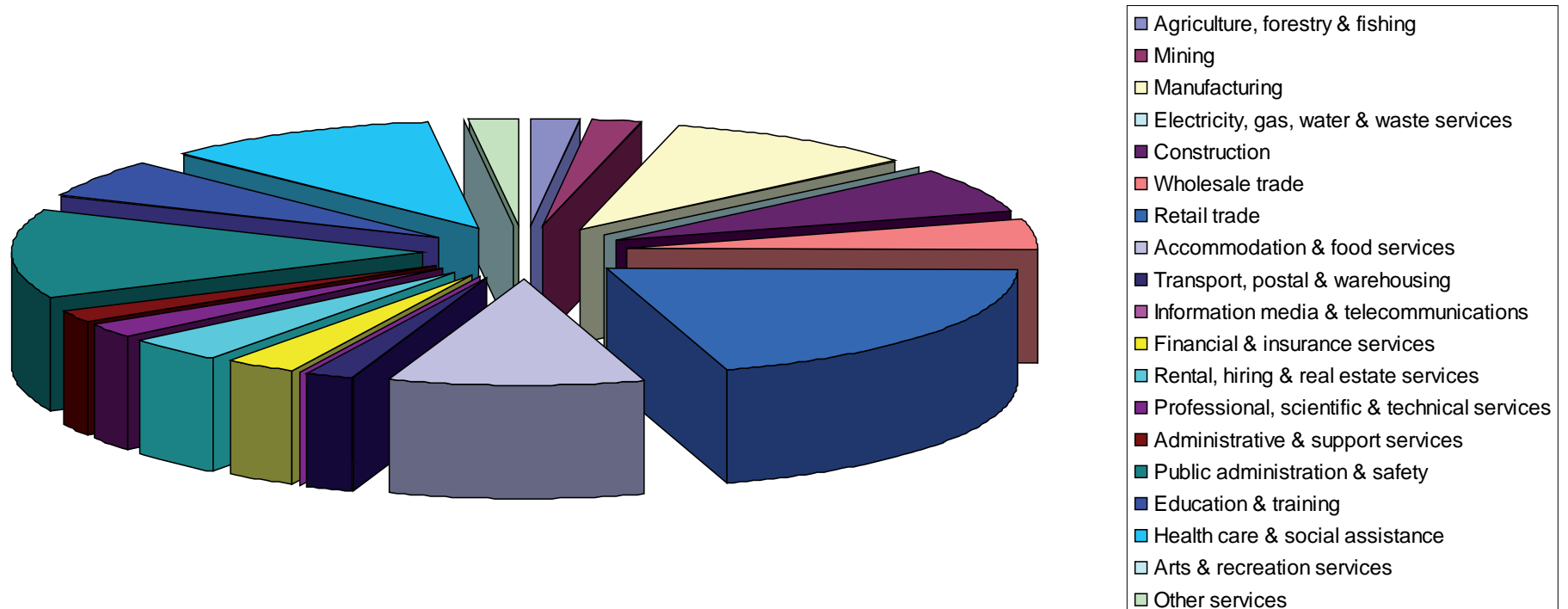
Employment by Industry - Parklands



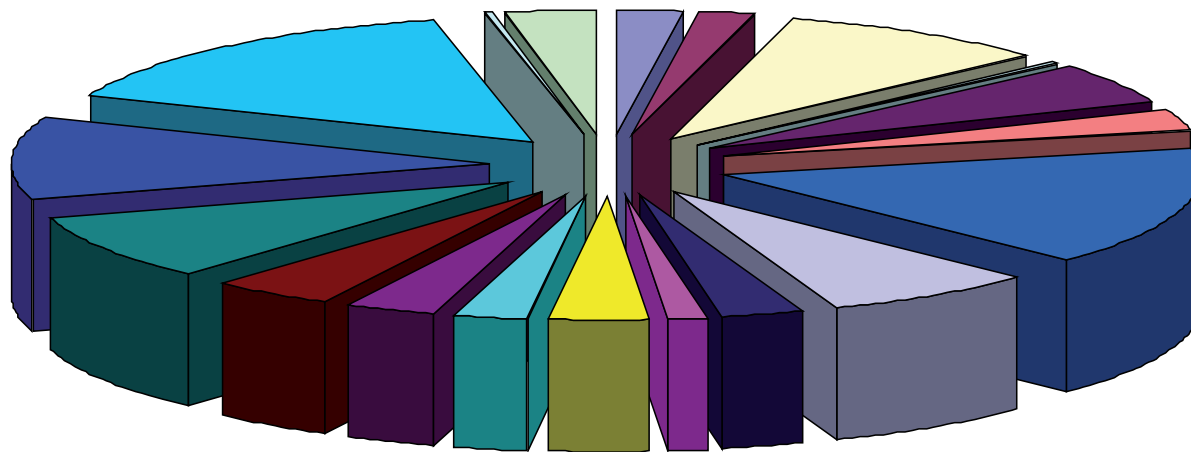
Employment by Industry - Cooee



Employment by Industry - Camdale

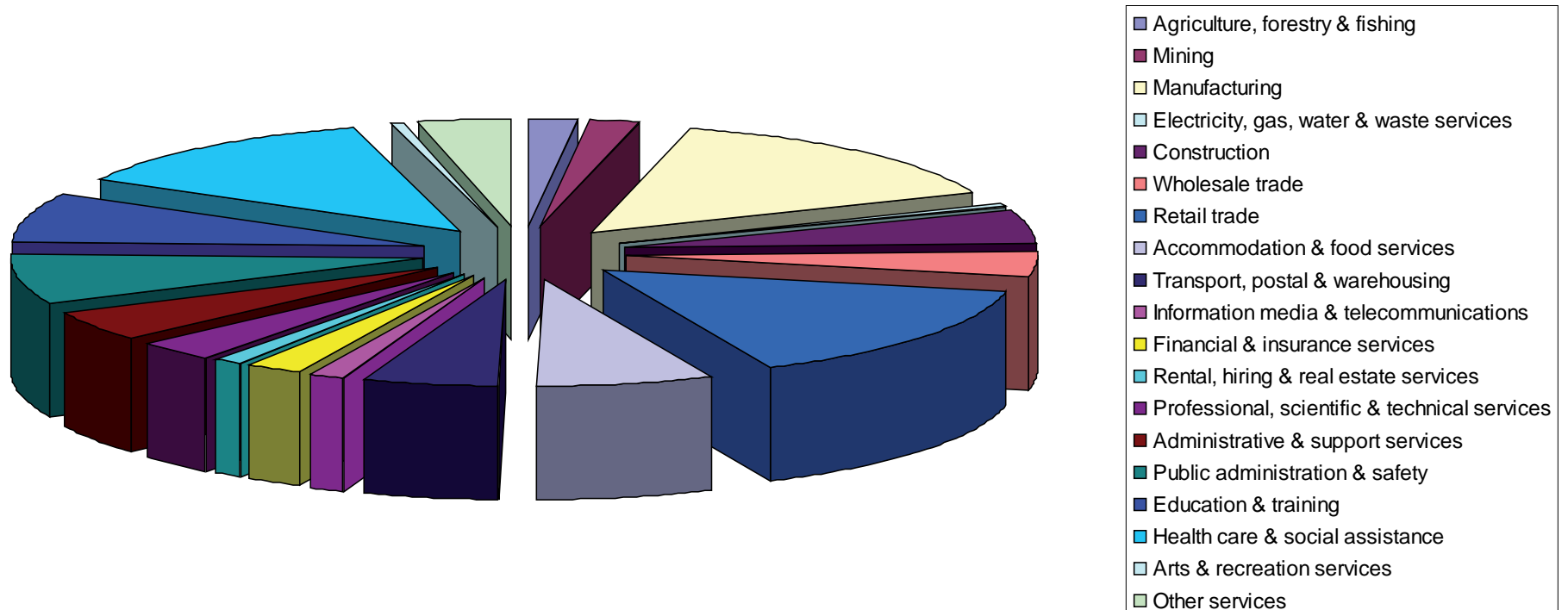


Employment by Industry - Burnie West

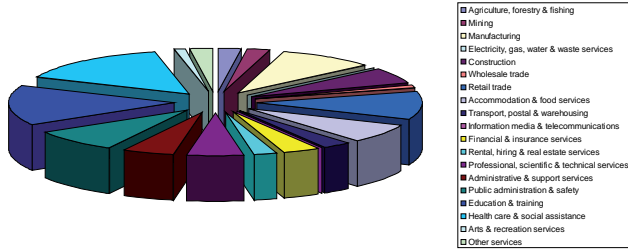


- Agriculture, forestry & fishing
- Mining
- Manufacturing
- Electricity, gas, water & waste services
- Construction
- Wholesale trade
- Retail trade
- Accommodation & food services
- Transport, postal & warehousing
- Information media & telecommunications
- Financial & insurance services
- Rental, hiring & real estate services
- Professional, scientific & technical services
- Administrative & support services
- Public administration & safety
- Education & training
- Health care & social assistance
- Arts & recreation services
- Other services

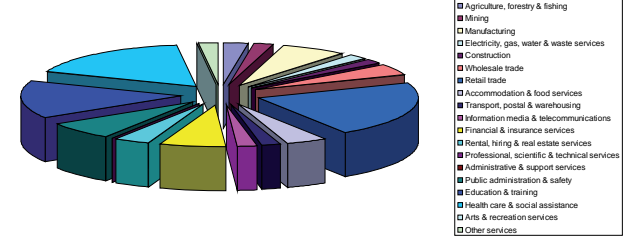
Employment by Industry - Burnie



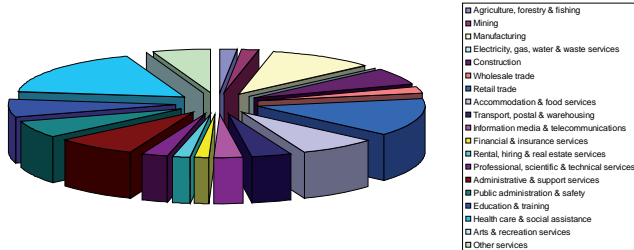
Employment by Industry - West Park



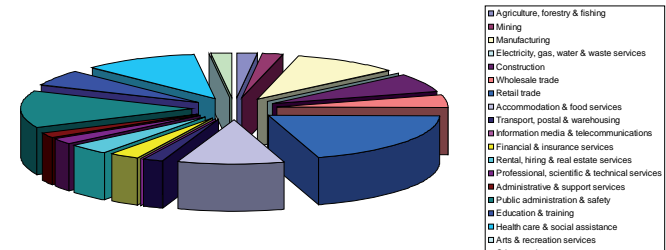
Employment by Industry - Parklands



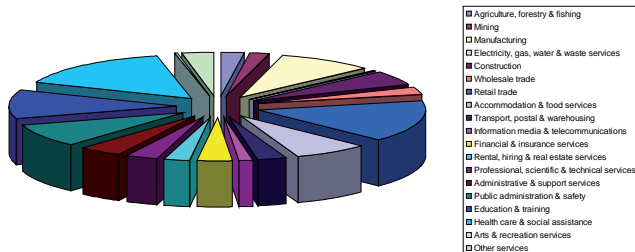
Employment by Industry - Cooebe



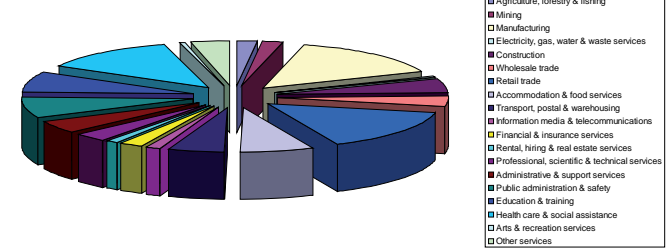
Employment by Industry - Camdale



Employment by Industry - Burnie West



Employment by Industry - Burnie



Education Course Currently Attending

