



BURNIE WEST COASTAL AREA STUDY

STAGE 1 STRATEGIC LAND USE GUIDELINES - DRAFT

Noted by Council on 15 Feb 2011, Item AO047-11
Doc Code CD-LES-PLN-004

May 2010

Prepared
Lesley Gulson | Ferndene Studio

in association with
Neil Shephard & Associates

for Burnie City Council

Project Team

Ferndene Studio

Lesley Gulson
John Miller

Neil Shephard and Associates

Neil Shephard

Graphic assistance

Rebecca Kerzok

Burnie City Council

Rodney Greene
Patrick Earle

Cover: Aerial view over the study area

CONTENTS

1 INTRODUCTION	5	5 STRATEGIC FRAMEWORK	63
1.1 Background		Overarching	
1.1 Strategic Land Use Guidelines		Foreshore	
1.3 The West Burnie Coastal Area Study		Coastal Plain	
1.4 Study Area graphics		Escarpment and uplands	
2 STRATEGIC CONTEXT	11	6 STRATEGIES APPLIED TO SETTLEMENTS	71
3 EXISTING SITUATION OVERVIEW	15	Camdale and Camdale Point	
3.1 Burnie West Coastal Area		Ocean Vista	
3.2 West Coastal Area populations		Cooee and Cooee Point	
3.3 Infrastructure		Parklands	
3.4 Hazards		7 IMPLEMENTATION	99
3.5 Natural resource management		7.1 Implementation principles	
4 LAND USE CONSIDERATION	33	7.2 Implementation processes	
4.1 Residential use and life setting		7.3 Indicative action plan	
4.2 Local centre functionality		APPENDICES - SEPARATE VOLUME	
4.3 Industry		Community consultation	
4.4 Mixed uses		Existing planning framework consideration	
4.5 Recreation		Demographic background	
4.6 Tourism			
4.7 Land use pattern			



SECTION ONE
Introduction

SECTION ONE

Introduction

1.1 BACKGROUND

Land use context

Council has been implementing city-wide strategies *Burnie - Directions for the Future, 1994-5 (Directions 94)*, and subsequently *Settlement and Investment Strategy, 2007 (Settlement/Investment 07)* over the past 15 years. These emphasise an initial focus on central Burnie, which has largely been implemented, making it timely to address Burnie's coastal and inner ring areas.

Burnie's west coastal area has not previously been considered as a single unit for planning purposes.

Council has previously prepared a strategy plan for Cooee and has investigated optimum use of the Les Clarke Reserve at Cooee.

Council owned land

Consistent with *Directions 94*, Council has acquired key sites adjacent to Bass Strait to strengthen recognition of Burnie's scenic setting and presentation of Burnie as a 'high quality living environment'. Two of those sites are in the Burnie West Coastal Area - Cooee Point and Camdale Point.

Council wishes to identify the best use for the Cooee Point and Camdale Point sites in terms of optimum public benefit.

This requires consideration of potential uses and development in the context of the landuse patterns and directions within the region, within Burnie and on the coastal strip west of Burnie.

1.2 STRATEGIC LAND USE GUIDELINES

Strategic Guidelines provide direction for future land use and assist balancing long-term and more immediate outcomes.

They outline a land use framework for decisions and resource allocation in the short-medium term and provide a reference point for long term planning.

Typically guidelines are developed following:

- Review of the capabilities and opportunities presented by an area or place
- Consideration of the existing pattern of landuse and the current statutory and strategic landuse context
- Identifying community aspirations for

that place

Guidelines provide a basis for:

- Updating of Council strategic plans
- Specific landuse policies or strategies
- Changes to Councils Planning Scheme (e.g. changed zonings or requirements such as precinct plans)
- Planning or works to effect or facilitate desired land uses (e.g. infrastructure strategies and works, traffic planning and changes to traffic management, roadworks and streetscapes)

Strategic Guidelines are described in terms of:

- Objectives
- Principles
- Strategies
- Implementation

1.3 BURNIE WEST COASTAL AREA STUDY

Scope

The Burnie West Coastal Area Study addresses land use patterns and directions

on the coastal area from Cam River to West Park adjacent to the Burnie CBD.

The Study

The study is being undertaken in 2 distinct stages.

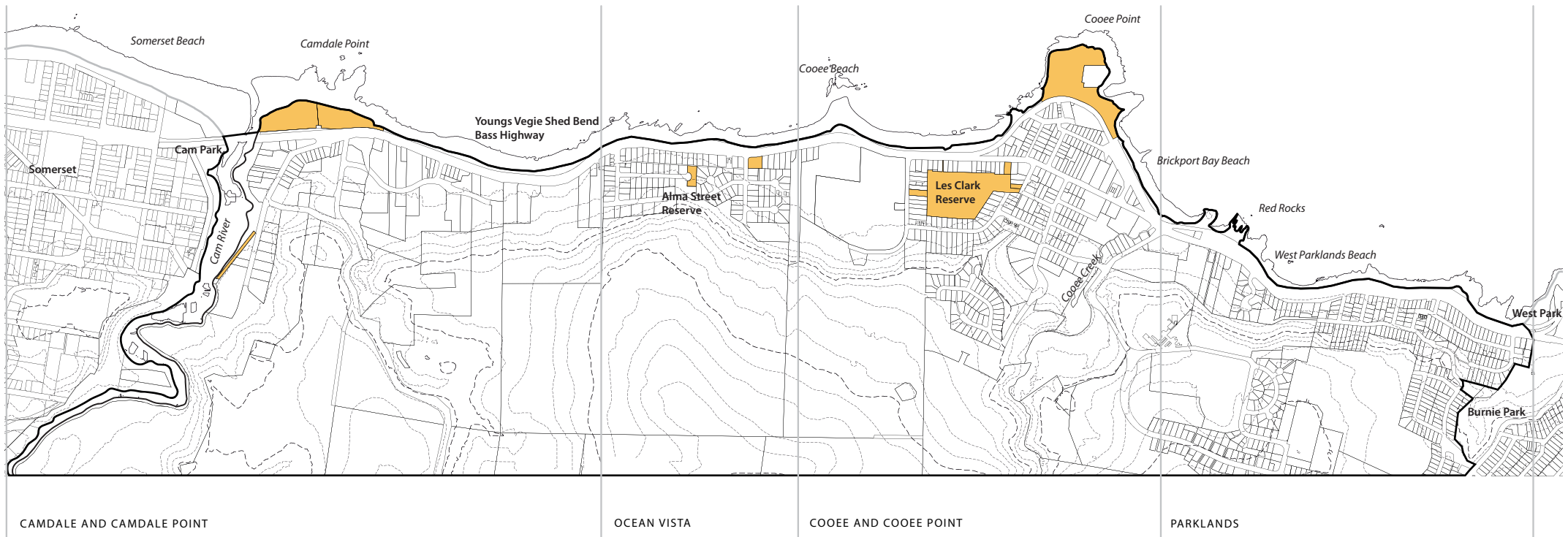
Stage 1 – Strategic Land Use Guidelines

Approach

The Guidelines outline overview strategies applying to the whole Study Area. They identify short-term, medium-term and long-term objectives.

The Guidelines build on previous work, drawing together the implications of:

- The observed land use
- Community and stakeholder comment and aspirations
- Land use direction and structure outlined in the *Burnie Planning Scheme 1989* as amended and consideration of its fit with existing and potential conditions
- Consideration of state and regional level, policies and strategies
- Review of Council's current Strategic



- Study Area
- Council Owned Land

Note: Study area extends to Burnie City Council municipal boundary on the west bank of the Cam River

Study Area

Plan and relevant strategies and policies in the context of the observed situation

Consideration is given to contemporary principles of land use planning including:

- Sustainable development
- Configuration of land uses around circulation routes to limit time and energy expended on travel
- Transitions and buffering between co-located activities
- Recognition of the distinctive characteristics and values of the Study Area and the functionality of existing patterns
- Requirements for resilience and flexibility in adjusting to changing circumstances

As Strategic Guidelines, attention is given to:

- Practicality - matters that potentially assist or hinder implementation
- Directions that optimise aspirations and opportunities within achievable timelines

Draft guidelines and finalisation after exhibition

The Draft Stage 1 Strategic Land Use Guidelines will be reviewed after

consideration of comments following public exhibition and submitted to Council for consideration.

Stage 2 – Case Studies: Cooe Point and Camdale Point Strategic Master Plans:

Case Study Master Plans would be prepared for Council owned land, Cooe Point and Camdale Point and for the areas immediately adjacent or strategically related to those sites.

Consideration of those areas would be consistent with the recommendations of the Stage 1 Strategic Guidelines.

It is anticipated that Master Plans would be formulated as place - specific planning controls (Local Area Plan, Site Development Plan or similar) based on detailed site analysis.

Controls proposed for the areas would be tested by Master Plan design analysis, documented as either a concept Master Plan or a number of alternative more conceptual options, whichever was deemed most appropriate.

The Stage 2 case studies will be used to test applying the recommendations of the Stage 1 Strategic Guidelines. Stage 2 may prompt some refinement of the Guidelines.

1.4 STUDY AREA GRAPHICS

Plans have been prepared based on cadastre supplied by Council and contours generated from the Climate Futures LiDAR Dataset (Antarctic Climate & Ecosystems Cooperative Research Centre, 2008). Plans in Sections 2-5 are scaled at 1:20,000 unless noted otherwise and those in Section 6 are at 1:10,000.

Aerial photos and oblique aerial photos were supplied by Council.

Demography graphics in Appendices were prepared by Council sourced from ABS.



SECTION TWO
Strategic Context

SECTION TWO

Strategic Context

Strategic land use guidelines should be consistent with relevant state and regional planning laws, policies and processes.

The planning context and key studies relevant to the Burnie West Coastal Area are introduced below and their relevance to the study noted.

More detailed consideration of the application of existing strategies to specific land uses is provided in Section 4.

State Level

The Tasmanian Land Use and Planning Approvals Act 1993

The Act requires that Councils maintain a planning scheme consistent with stated principles. The Act also requires that planning processes are consistent with its objectives, including effecting sustainable development principles and good planning practice.

The requirements of the Act applied to the Study Area mean that land use should be consistent with:

- Conservation of environmental values - in this instance conservation of water catchments, coastal values and habitat
- Orderly and sustainable development - building on existing patterns of land

use and development

- Public involvement in the planning processes - consultation and comment processes must underpin the Burnie West Coastal Area study
- Promoting sharing of responsibility across levels of government and with community and industry - this is addressed in the approach to the Burnie West Coastal Area Study and in specific strategies and implementation processes proposed
- Facilitating economic development consistent with objectives above – this is a core objective of the Burnie West Coastal Area Study

Appendix 2 outlines how both the principles and processes of the Act informed the Burnie West Coastal Area Study.

Tasmania State Coastal Policy 1996

The policy exists within the Resource Planning and Management System, adopted under the *State Policies and Projects Act, 1993*. It guides development within the coastal zone (loosely 1km closest to the coast) and provides a reference for land use and development within that area.

The policy provides directions for responding to increased pressure and demands in coastal areas for:

- Multiple competing uses seeking to take advantage of the coast but potentially degrading its composite values: residential and tourist developments: recreation
- Traditional uses and maritime based industry
- An expectation that coastal areas comply with the *Land Use and Planning Approvals Act* directions to support responsible ecological conservation and cultural conservation

The policy points towards sustainable development and “Integrated Management” as ways to resolve apparent conflict between development and conservation of coastal areas.

Integrated management brings objectives, strategies, monitoring and refinement into coastal management to allow decisions to be made with the best scientific and management knowledge currently available and then be updated and made more site-specific as wider knowledge, local experience and techniques evolve.

Refer to Appendix 2 for more detail of the Burnie West Coastal Area Study response to the Tasmania State Coastal Policy.

The State Coastal Policy has informed understanding of strategic values, refer

Section 4 and development of specific strategies sections, refer Sections 5, 6 and 7.

Draft State Policy on the Protection of Agricultural Land 2009

This policy requires consideration of all factors contributing towards sustainable agriculture including those likely to reduce land available for agriculture. Consideration is to be given to the existing pattern of land use and the quality and ready use of the land being considered.

In the Study Area, the Policy on the Protection of Agricultural Land applies to the face of the escarpment and the uplands area above it.

While this policy is to some extent incidental to the key focus of this study, it is explicitly considered in Sections 4, 5 and 6 of the Study.

Tasmanian State Policy on Water Quality Management 1997

The policy requires consideration is given to the impact of developments and changes of use on water catchments. Within the study area this applies primarily to Cooee Creek and the Cam River and to a lesser extent Messenger Creek. The policy has been explicitly considered in strategies proposed. Refer Sections 4, 5 and 6.

NW Regional Plan

At this time regional planning initiatives are still being developed, or do not have statutory force: they have been used as sources of background information.

North West Regional Plan

The Tasmanian Government is currently undertaking a regional land use plan for North West Tasmania. In undertaking the Study, there has been some informal critique for consistency through Council Officers.

Cradle Coast Natural Resources Management Strategy 2005

The Strategy does not identify communities or species of significance, specifically associated with the Study Area. Qualifications about available information suggests caution is appropriate.

Cradle Coast Integrated Transport Strategy 2006

Provides a background for consideration of the Bass Highway and Western (Rail) Line.

Burnie City Council

Consideration of planning applications are required to be consistent with the current Planning Scheme.

Changes to the Scheme are required to be consistent with Council's current strategic

plan and council policies, as well as the objectives of the *Land Use and Planning Approvals Act*.

Burnie Planning Scheme 1989

The Scheme largely reflects existing land use, with the significant exceptions of not recognizing existing mixed use areas or tourism as distinct uses.

The Scheme encourages denser residential development and creates a hierarchy of local centres around Burnie as a regional centre.

It does not differentiate between various types of industry, and zones a large extent of area of land for industry, rather than focusing industrial zoning on the most suitable areas.

Strategic Plan 2006-2011

The Strategic Plan identifies a tight framework of goals and objectives for Burnie to support economic development, liveability and responsible governance.

Strategies within the Plan are addressed in more detail in Sections 3 and 4, with reference to their application to specific values and landuses.

Council policies

Burnie - Directions for the Future 1994-95

Directions 94 has been adopted by Council as policy. While subsequent studies have updated parts of this strategy, it remains

the main strategic document identifying specific place management directions for Burnie within an overall social, economic and cultural framework.

Settlement and Investment Strategy 2006-2026 (2007)

Settlement/Investment 07 outlines Council's most current strategic vision for the settlement and economy of Burnie and is the key reference for this study. In effect, the strategy updated *Directions 94*.

The Strategy makes specific recommendations for landuse and development, with strategies for: character; settlement; industry; commercial and retail; and tourism.

Burnie Tourism Plan: Raising the Bar (2005)

The Burnie West Coastal area is not considered by the Tourism Strategy. The overall approach and recommendations for West Park, adjacent to the Study Area have some relevance.

Industrial Strategy 2006

Makes specific proposals relevant to consideration of industrial land in the Study Area. In some areas the Strategy provides more detail than *Settlement/Investment 07*.

Cooee Land Use Strategy (2004)

Adopted by Council (with amendments) Superseded in part by the Settlement and

Investment Study. The Strategy outlines directions for future landuse in Cooee and on Cooee Point.

The Strategy is relevant to consideration of commercial areas in Cooee.

Other studies

Industrial Land Use Demand: Short to Medium Term Overview 2008

This is an advice document prepared for the Department of Economic Development. Analysis in the report has informed consideration of industrial use.

Industrial Land Use Project 2006

Advice prepared for the NW Councils, the report was used as background to consideration of Industrial use.

Burnie Recreation Projects 2003

This study addresses provision, hierarchy and equity of access for active and passive recreation opportunities in Burnie.

Camdale Studies

A number of studies have been undertaken in the context of a specific project proposal for Camdale Point. They have not been used in preparing this Study as they only address impacts associated with a single landuse proposal.



SECTION THREE

Existing Situation Overview

SECTION THREE

Existing Situation Overview

3.1 BURNIE WEST COASTAL AREA

Extent

The Study Area is essentially a narrow coastal strip and its escarpment backdrop.

The north boundary of the Study Area is the Bass Strait and the south approximates to the top of the escarpment. To the west the Study Area boundary is the City of Burnie's west boundary along the west bank of the Cam River. The East Boundary is the edge of Burnie Park.

Along the coastal strip, there are four urban areas within the Study Area, from west to east:

- Camdale
- Ocean Vista
- Cooee
- Parklands

Topographic/Landuse Units

Historic and contemporary land uses have been largely determined by the strong topography of the Study Area:

Bass Strait foreshore

The Bass Strait foreshore is essentially defined by the Bass Highway/Western

Line transport corridor to the south. It is a relatively natural strip that broadens at defined points, Camdale Point and Cooee Point and a number of smaller rocky headlands.

Shallow beaches alternate with rocks at Camdale Point, Cooee Beach and Brickport Bay.

In recent times foreshore has become more natural in appearance. Cooee-Camdale Coastcare (supported by Council) have removed weeds and established a more indigenous flora. Industrial buildings and constructions have been removed from Camdale Point and much of Cooee Point.

Sections of the foreshore remain significantly altered in character with, fill at Cooee Point and a rock wall protecting the rail line at Parklands.

Beaches are generally accessible.

Overlapping land uses and interests create a multi-stranded pattern of values along the foreshore. The layered uses and management aspirations include:

- Residential setting and amenity - scenic values enjoyed by residents and Bass Highway travelers
- Recreation - beaches are enjoyed for picnics, swimming, surfing (on occasions) and more organised water

sports programs run by schools. People fish throughout the year from beaches, rocks and inshore boats. Dog walking is accommodated at Brickport Bay.

- Tourism oriented use - the Burnie Oceanview complex provides motel, cabins and caravan accommodation. Informal camping occurs on east Cooee Point
- Habitat - for penguins and other coastal species
- Circulation - the foreshore strip accommodates the main road along the coast (local and statewide traffic and cycles) and also a rail easement with degrading infrastructure

All uses other than circulation rely on or benefit from the coastal location consistent with the State Coastal Policy. The road/rail corridor benefits from the flat topography.

Foreseeable changes and change catalysts include:

- Council is committed to a foreshore walking trail, first stages currently being designed
- Council owned foreshore sites are currently available
- Some demand for a safer cycle route, and state government touring route

- Increased recreational use
- Aspirations to retain suitable habitat for Little Penguins

Potential pressures on foreshore area and land uses could come from:

- The Department of Energy Infrastructure and Resources (DIER) seeking to duplicate the Bass Highway from Camdale to Brickport Road - long term could lead to loss of foreshore
- Reduction of the effective width of the foreshore due to forecast sea level rise

Coastal plain and lower slopes

Due to limited flat land in the Study Area and within Burnie, and easy access provided by the Bass Highway, the coastal plain is a preferred location for industry, residential uses, commercial uses and community support uses. Most developed land within the Study Area is located within the relatively narrow coastal plain.

The existing settlement pattern reflects the history of this section of coast:

- Historically there were four settlements making up Burnie: Burnie (Emu Bay), Heybridge, Cooee and Somerset, with isolated farms and fishworks on the foreshore



Study Area - Orthorectified Aerial Photo Study

- Cooe emerged in the 1880s as a halfway point between Burnie and Somerset
- Camdale, originally part of the settlement around the Cam River (known variously as Cam River, Somerset, Port Maldon) grew with the growth of Somerset
- Parklands was a 1920s garden suburb extension of Burnie, the subdivision prompting Council's acquisition of Burnie Park
- Ocean Vista, a stand alone subdivision was a westerly extension of Cooe co-inciding with post war extension of Cooe south
- There has been recent subdivision on the escarpment above Parklands and Cooe

The resulting 2010 pattern is:

- 4 distinct urban areas - Camdale, Ocean Vista, Cooe and Parklands, the form of each recording its settlement history
- In the older settlements Cooe and Camdale, land uses and character are fine grained mosaics, with defined precincts, character areas, and varied uses including industry
- Parklands, Ocean Vista and recent

escarpment subdivision are different expressions of the concept of a garden suburb

- The urban areas are distinguished in part by 'landscape separators', remnants of the open areas that separated the original settlements
- Each urban area links separately to the Bass Highway.

Escarpment and the plateau

The escarpment is a prominent landscape feature of the Study Area. It retains a more natural appearance, as bushland or grassed slope due to soil stability overlay in the planning scheme which discouraged development, acting as a default landscape conservation measure.

However increasingly that natural appearance is being eroded.

Detailed geo-tech investigation and contemporary engineering allow development on escarpment slopes, with recent construction on the lower slopes at Ocean Vista, Cooe and Parklands. Taller buildings are visible over the edge of the escarpment e.g. the Marist College roofs, Hospital roofs and Brickport Road and Panorama subdivisions.

IMPLICATIONS

Overlapping interests applying to the foreshore and coastal plain need to be addressed after consideration of how each can be best accommodated in the Study Area and in other locations.

Foreshore

The competing uses for the foreshore, recreation, tourism, residential occupation and habitat conservation, require explicit policy or processes for assessing how outcomes can be optimised, integrated or prioritised.

Coastal plain and lower slopes

The necklace quality of the coastal plain settlements, each with their own character is vulnerable to becoming an undifferentiated

urban strip if the landscape separators between them are not retained in some form. Land use and development strategies should reflect the match of the different urban forms with contemporary land use aspirations

Escarpment and the plateau

The escarpment and plateau is likely to come under pressure for residential use, as views and coastal locations are increasingly valued. This needs to be considered against the value of protecting agricultural land, value to the City of retaining its scenic setting. Development which achieved all outcomes should not be excluded.

The plateau is largely in agricultural use and given current state policy for the protection of agricultural land, is likely to remain so, unless land use demand around Burnie cannot be accommodated on alternative lands less suitable for agriculture. An exception is land to the south of Brickport Road currently zoned residential.

3.2 WEST COASTAL AREA POPULATION

Settlement/Investment 07 identified 3 alternative scenarios for the growth of Burnie: high, moderate and low. All scenarios are based on Burnie's relatively slow underlying growth trend since settlement. (Exceptions being associated with specific changes in the economy: 1870s mining boom, Interwar-Post War APPM establishment)

Overall, along with all of Australia and more strongly in Tasmania there is a growing aging component of the population. However NW Tasmania has a high component of younger families relative to Tasmania.

Burnie

The population of the Burnie LGA has fluctuated over the last sixteen years. Between 1991 and 2001 the population experienced average annual declines of 1%. Between 2001 and 2005 this trend was reversed and the population increased at the rate of 0.5%.

The latest available population forecast, early 2008 does not allow for the Global Financial Crisis and at this time it is not clear how Burnie will be effected in the medium-long term. A 2008 forecast was decline in the period to 2011, *Industrial Land Use Demand:*

Short to Medium Term Overview 2008, Section 4.1.

Burnie West Coastal Area Relative to Burnie Overall

Consideration of Australian Bureau of Statistics collector districts allows more detail to be identified for individual settlements in the Study Area and also relative to the whole of Burnie. Note, within the ABS collection, Camdale and Ocean Vista are combined in a single collector district and Parklands is included with West Park.

The ABS figures show that generally the population within the Study Area is close to typical of the overall Burnie population.

Identifiable population characteristics are:

- All areas except Cooee have a high component of older people and a high percentage of families with no children
- Overall there is a high percentage of home ownership across the Study Area
- Within the Study Area new settlers are focused around Cooee
- There is a relatively high proportion of people working in medical related industry

Area	2006			2001		
	Males	Females	Persons	Males	Females	Persons
Cooee	293	281	574	307	302	609
Camdale	195	200	395	181	189	370
Parklands	150	164	314	155	159	314
Burnie (LGA)	9,191	9,866	19,057	8,758	9,350	18,108

Source ABS Collector districts, accessed by BCC

Ocean Vista - Camdale

Population features

Age/Stability

Ocean Vista – Camdale has a relatively high component of older residents and more mature families with children This is a stable community with 75% having lived at the same address since the last census and a relatively high component of home ownership.

Education/Employment/Income

There is a relatively low employment with a corresponding lower individual and household income.

Socio-economic advantage

Relative to the Study Area and Burnie populations, Ocean Vista - Camdale residents have little socio-economic disadvantage

(as identified on the Relative Socio-Economic Disadvantage Index).

Comments

As the population of Camdale is relatively few households, they may not be represented by these results.

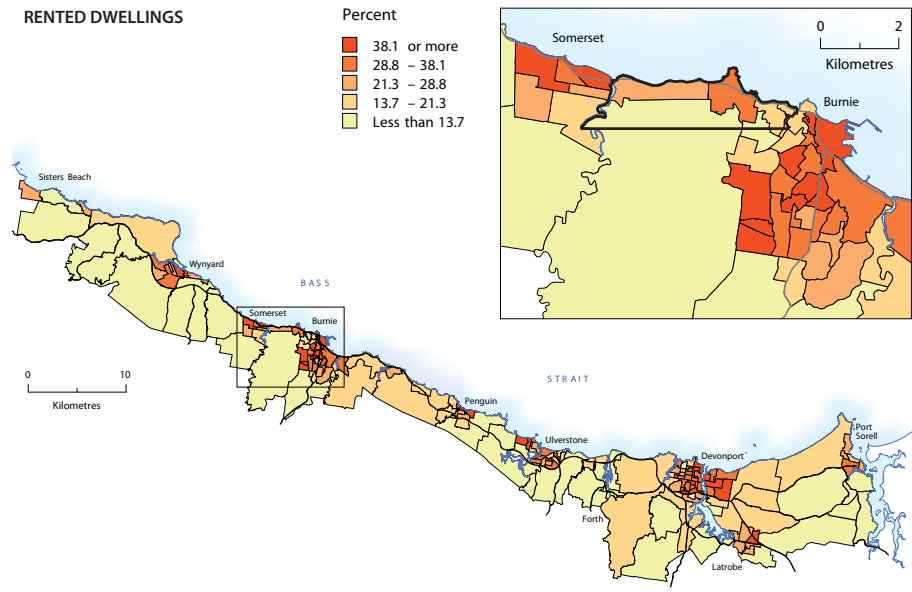
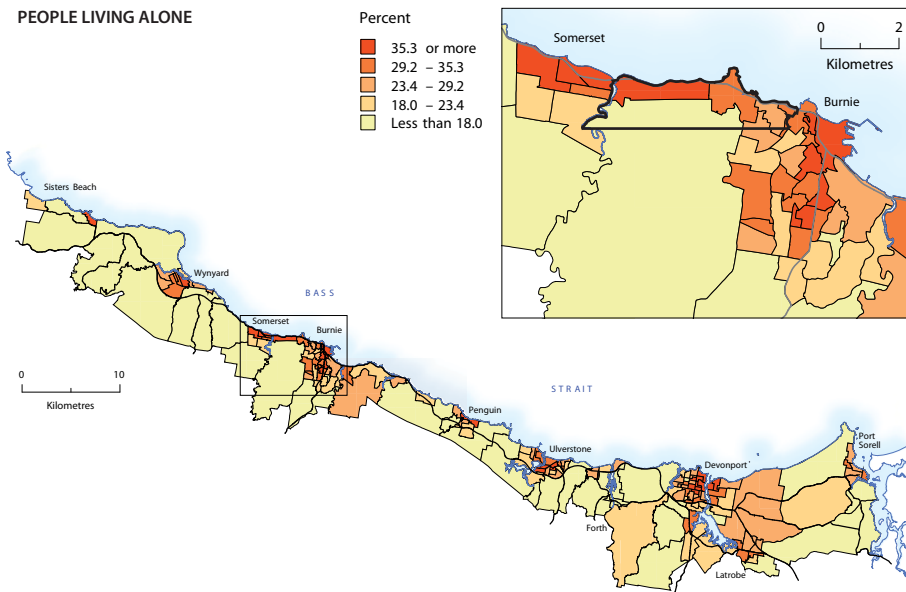
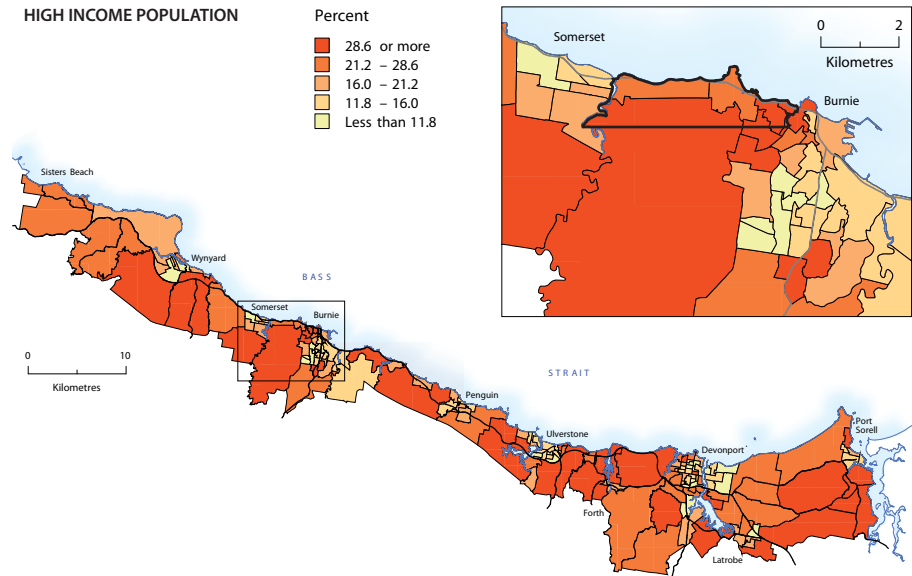
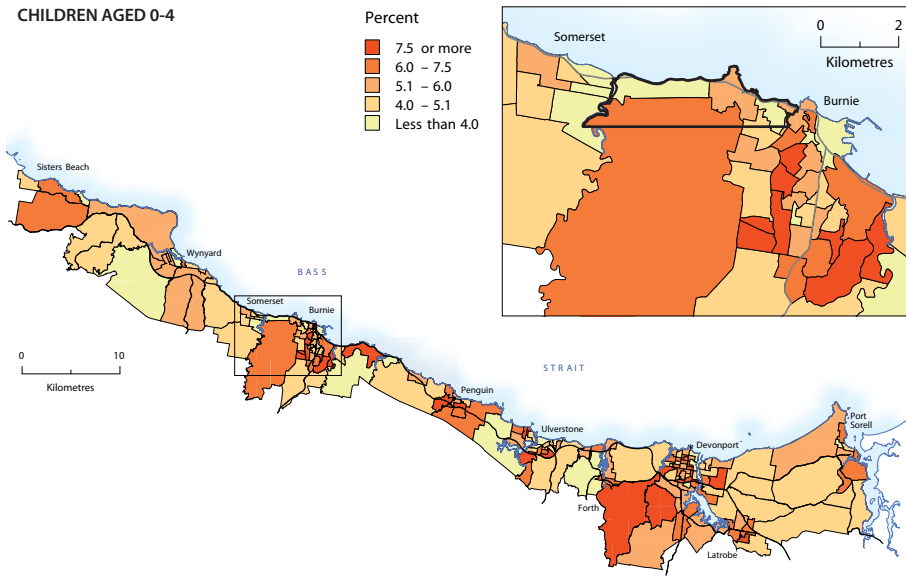
The population described is consistent with being primarily older residents with a high percentage of home ownership. This single age cohort suggests provision for aging residents is priority. In the longer term the area may be attractive to new settlers with different requirements and expectations.

Coee

Population features

Age/Stability

Within the Study Area, Coee has a high percentage of families with children, about



60% (similar to Burnie). The population profile is relatively young with more 20s and 30s and a high component of young children.

Approximately 47% of residents have moved into Cooee in the last 5 years, with the majority, 22%, moving from within Burnie and a further 14% relocating from within Tasmania.

This high component of new residents is atypical of the Burnie population.

Education/employment/Income

Employment and education is relatively typical for Burnie. However, while household income is typical for Burnie the commitment to housing repayments is significantly higher.

Socio-economic advantage

The Socio-Economic Disadvantage Index for Cooee is roughly similar to Burnie.

Comment

This population profile is consistent with a mix of establishing families and older households.

The high level component of new residents appears to correlate with:

- Observable recent renovation and re-working of older residences, most

distinctive in North Cooee

- Generational change
- Cooee being attractive to younger families due to proximity to schools, beaches and the 'Mooreville Road Education Precinct'
- Cooee being attractiveness for older and more mature families due to flatter location, proximity to hospitals and Burnie CBD
- Areas that are more affordable

West Park / Parklands

Population features

Ages/Stability

The West Park/Parklands population has a relatively even spread of ages with identifiable higher component of older residents relative to Burnie as whole.

This is a highly stable community with people generally having been residents for a long time.

Education/employment/Income

Residents generally have high educational qualifications and are likely to be in full-time employment, with higher incomes and higher commitments for housing repayments.

IMPLICATIONS

The aging of portions of the Study Area's population suggests an emerging requirement for better provision for older residents and families throughout the Study Area.

Consideration could be given to providing services for older residents in this area, being aware that that good services and facilities for older residents can attract additional older residents with short term benefits and potentially longer term costs to Council and rate payers.

The population profile also suggests that

there may be opportunities to reinforce what is currently attractive about Cooee, noting that it currently attractive for new settlers, establishing families and aging households

Consideration should be given to emerging needs and long term opportunities as population ages particularly at Ocean Vista-Camdale which is relatively isolated.

The existence of more affordable housing in the Study Area, suggests consideration of an explicit intention to retain a component of more affordable housing.

Socio-economic advantage

The Relative Socio-economic Disadvantage Index for these suburbs indicated that residents enjoy considerable advantage relative to Burnie considered as a whole, and also relative to the Study Area considered as a whole.

Comments

The population is consistent with a high amenity area close to the CBD and associated amenities, established residences and gardens.

3.3 INFRASTRUCTURE

Transport and linkages

Bass Highway in the Study Area

Regional Transport Patterns

Bass Highway alongside the coastal strip carries significant traffic accommodating both regional and local traffic. This dual function, carrying both arterial traffic and local traffic introduces friction into the road network as local traffic accesses and leaves the highway. While this is not optimal, bypass options from around 20 years ago are no longer being considered and with changed land prices would not be affordable.

Congestion was mentioned at all community consultation meetings along with concerns about potential impacts of any future upgrade. Opportunities for upgrading are limited as rebuilding to modern standards would appear to require reworking adjacent areas, potentially at high cost and to the detriment of other values. Recent comment to Council from DIER is that no upgrades are currently being considered.

Cradle Coast Integrated Transport Plan

The Integrated Transport Plan identifies this section of the Bass Highway as a narrow strip with high volume traffic serving local and state functions, but does not propose changes.

Congestion

In the vicinity of Cooee Primary School - This appears to only exist during school periods which suggests that it could be resolved by management as an alternative to road works.

Youngs Veggie Shed (317 Bass Highway, Camdale) – was identified as a congestion point in community consultation, however during the study a better pull over and easier parking have been constructed.

Camdale - Ocean Vista - Cooee

A 2 lane section of highway with cycleway. The 2 lanes but not the cycleway extent onto a 2 lane bridge over the Cam River.

A semi-transparent fence along the foreshore obstructs informal access to the beach. Access is provided at 5 defined entries between Camdale Point and Cooee town centre.

Cooee Town Centre

A relatively recent upgrade (15yrs ago) of the highway through the Cooee town centre introduced bicycle lanes, reduced parking and access off or onto the highway (either restricting movements or effectively cutting access during peak traffic flow). While there are relatively few formal pedestrian refuges, there is a central island in places that also serves as a refuge.

Traffic flow through the town centre is

relatively fast for an urban area. It appears that the increased perception of width resulting from the cyclelanes and reduced parking cues faster speeds. The faster traffic speed then further discourages parking.

Altered traffic flow and parking has caused displacement of traffic, with cars and buses using residential streets, particularly around school drop off and pick-up times.

Both of these were observed during the study.

Parklands

Broad 4 lane portion of the road with a wide separator island. The road upgrade has absorbed the earlier Parklands/West Burnie beach.

Travelling from Burnie the road narrows to 2 lanes, shortly after crossing the Cooee Creek.

Emergency movement

Concerns were expressed during consultation regarding potential for difficulty and delays for emergency services due to a single 2 lane bridge at Cam River and the shortest alternate route being through Ridgley.

DIER owns land with highway frontage in the vicinity of the Cam River which seems to suggest contingency planning for wider bridge or bridge approaches.

Rail - Western Line

Currently the active part of the rail system ends at the Burnie Port. The existing foreshore rail line is falling into disrepair and presents a public liability issue if repair and access are not addressed.

A recent proposal to upgrade the line using Federal funds did not succeed.

Earlier attempts by Council to connect Burnie Central to Burnie Airport by rail have been abandoned for the moment due to practical difficulties.

DIER intends to retain the rail easement to allow for a future re-use or upgrade. It is not clear how the liability issue would be addressed.

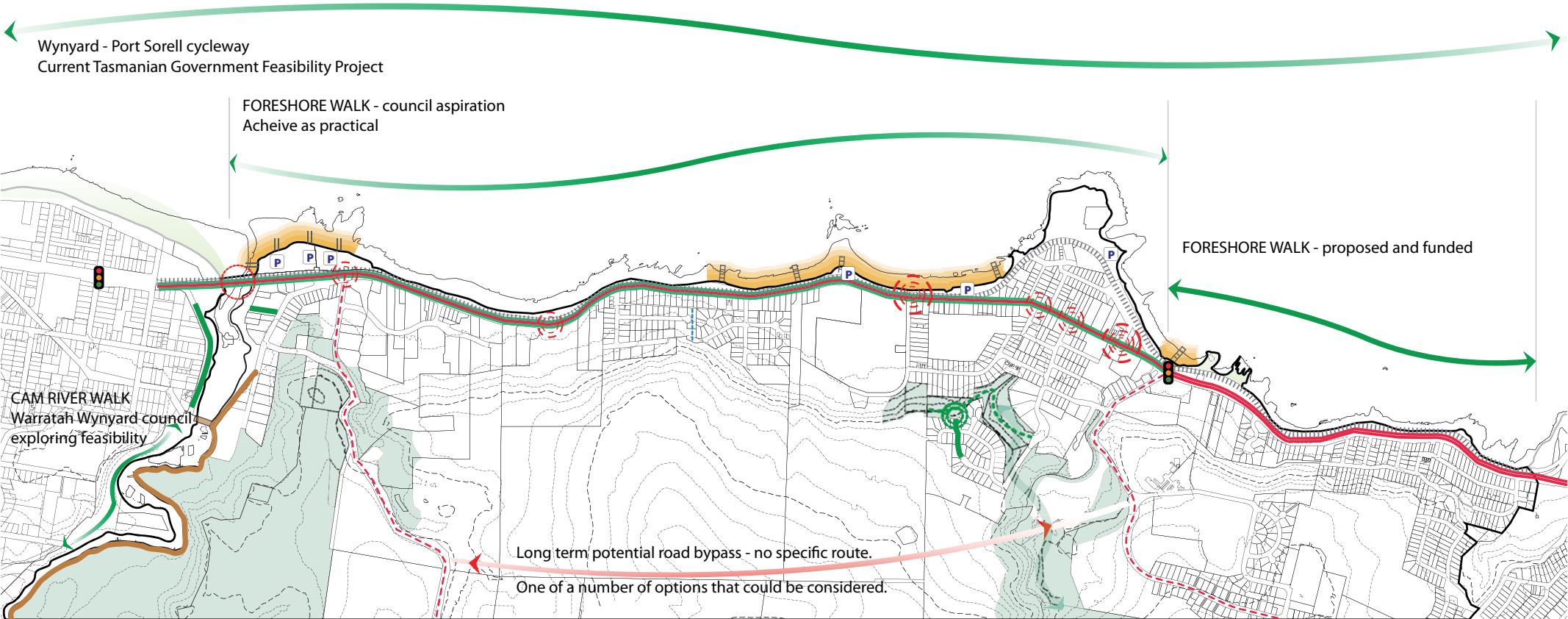
There may be the opportunity to use some of the easement for cycle or walking

Cycleways

Cycleways are located on the outer shoulder of Bass Highway between the Cooee town centre and the Cam River. They were installed as part of the early 1990s upgrade of the Bass Highway.

During community consultation there were complaints about cycleways:

- The cycleways were described by cyclists as unsafe due to proximity to high speed traffic and particularly



- 2 Lane Bass Highway and kerbside cycleway
- Bass Highway - including cycleway
4 Lane and proposed separate foreshore
- Subarterial/Defacto alternation frieght link
- Longterm potential road
bypass no specified route
- Major congestion point
- Congestion point
- Perceived Congestion point
- Lights
- P Parking
- Walk opportunity
- Funded walkway and cycleway
- Potential linkage through
open space
- Potential linkage through
privately owned bush land
- Pedestrian Hazard
- Poor surveillance
- Historic Road Easement
- Previous location of Historic Bridge
- Beach - easy walking
- Formalised Beach Entry
- Informal Beach Entry
- Rail

Transport issues and implications

large vehicles and inevitable gravel presenting a hazard

- Others complained the cycleways were underutilised while frustrating opportunities for additional lanes to reduce congestion or better provision for parking

The cycleway between West Beach and Cooee East has recently received funding and would be constructed alongside and to the south of the rail line as a pedestrian/cycle foreshore shareway.

State direction

A study to investigate the feasibility of state cycleways is underway, and it is anticipated would address the cycleway along the Bass Highway.

Parking

Difficulty parking in Cooee was mentioned in community consultation and also displacement of parking into adjacent residential streets.

Walkways

There are no walkways in the study area other than:

- A section of walkway in the Panorama subdivision, upper Cooee which leads to a wooded slope with no connection into Cooee and potentially with poor surveillance

- The walkway alongside Button Avenue in Parklands is a scenic walk cut into the embankment and overlooking Bass Strait

Council has a long term intention to establish a foreshore walk connecting Burnie to the Cam River. Currently consultants are investigating the feasibility of the Cooee - West Park shareway.

Waratah – Wynyard Council is investigating the feasibility of a walkway alongside the Cam River with a pedestrian bridge, possibly at north end of Scarfe Street.

Services infrastructure

Council's City Engineer has advised that services infrastructure is currently available, or potentially available (sufficient to accommodate significant development) for the coastal plain for the full length of the Study Area.

IMPLICATIONS

Public Transport potential

Most of the traffic in the Study Area flows along the Bass Highway. This linear flow suggests opportunities for development with higher density focused around a public transport corridor ('Transit Oriented Development'), utilising public transport along the Bass Highway or potentially the Western Line.

While current population figures do not support a public transport option, population growth in Somerset and Wynyard, together with current investigation of development requiring rail freight along the Western Line, suggest public transport and associated development opportunities might be less distant than previously thought.

Bass Highway

The upgrade of the Highway has created problems for local traffic in Cooee.

Initially Council could attempt to work co-operatively with DIER investigating whether traffic management can be altered to improve pedestrian and local traffic movement and reverse the impact of more difficult parking. Investigation could explore management at key intersections, traffic flow to facilitate local movements and detailing of road construction and streetscape in Cooee to set cues for more urban conditions.

In addition, or as an alternative, a separate road system could be developed within the Cooee township either using existing roads or working with owners to create new roads or refine existing alignments to support local town centre movements.

Rail

Any development should continue to anticipate freight, tourist and commuter traffic on the Western Line.

Cycle

Consideration should be given to retaining the commuter cycleway along the Bass Highway in addition to the proposed foreshore cycle/pedestrian shareway trail to separate commuter cyclists from pedestrians, a potentially hazardous combination. Diverting commuter cycle traffic to the shareway would have implications for the standard of construction of the foreshore trail, and some commuter cyclists would still take the shortest route.

Walking routes

Subject to Council decision about strategic direction for Camdale, Council could co-operate with Waratah Wynyard on Cam River walking track.

Cam River secondary bridge

Consideration could be given to constructing a bridge for pedestrian, cycle and emergency vehicles use only.

3.4 HAZARDS

Land slip

Areas of potential landslip occur along the steeper slopes behind Burnie. The Planning Scheme includes an overlay showing preliminary mapping of soil stability. Development is not precluded in the identified areas but must be supported by a detailed site-specific geo-technical assessment and engineering response.

Forecast sealevel rise and storm surge

Conservation of values while accommodating uses within the narrow foreshore area of the Study Area, could become more critical in the context of current forecasts for sea level rise.

Modelled potential sea level rise.

For the purposes of this study the initial Tasmanian State preliminary mapping has been used although site specific assessment would be required for a particular development proposal and more detailed projects are in place.

The Tasmanian Department of Primary Industry and Water has issued guidelines *Sea-Level Extremes In Tasmania: Summary and Practical Guide for Planners and*

Managers for planners to take into consideration forecast sealevel rise. More detailed modelling of shoreline impacts is being undertaken through the *Tasmanian Shoreline Vulnerability Modelling Project* which includes a Burnie case study.

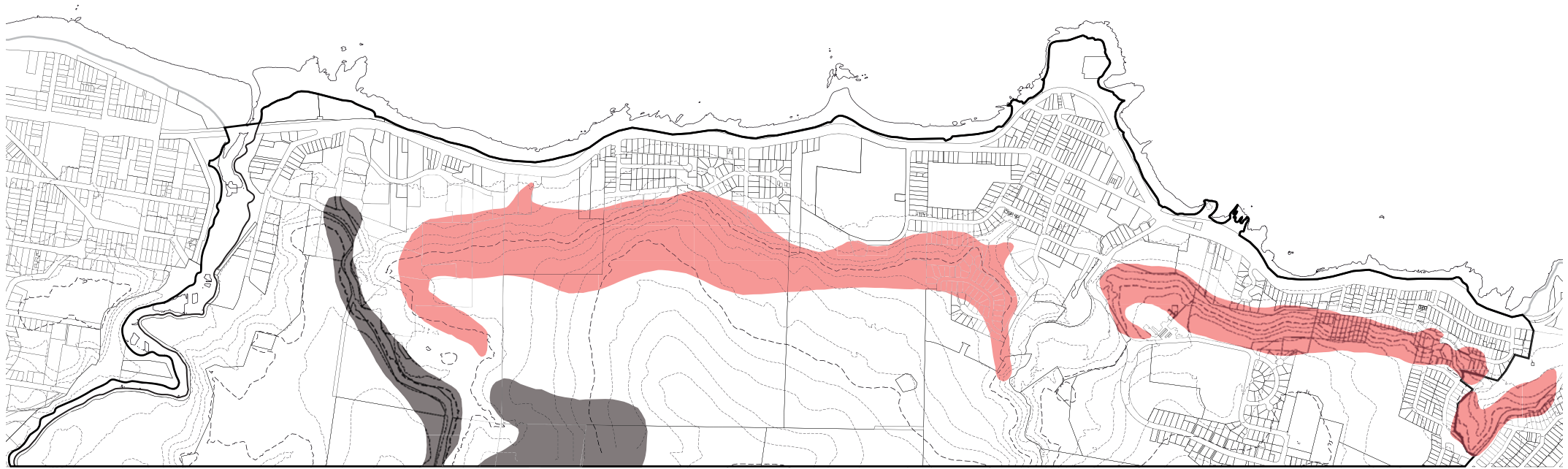
The current guidelines are based on a risk management approach that considers the the vulnerability and anticipated lifetime of proposed developments and land uses in the context of sensitivity of coastal areas to inundation and to specific storm events.

The guidelines suggest processes to establish a projected waterlevel that has a 1% probability per annum or being exceeded (established from combining modelled sealevel rise and analysis of historic storm surge water levels). Freeboard to allow for wave action then added after consideration of site-specific factors: seafloor profile and likely wave direction and force.

Proposed coastal developments are assessed in terms of the constructed fabric's vulnerability to sea water and the likely lifespan of the asset.

Applying this process to the Study Area, using the maximum projected searise figures, and for the purposes of this outline the longest timescale (to the year 2100), and including a nominal 300mm for freeboard (from the Building Act, as suggested in the

LOCATION	SHORELINE	VULNERABILITY
SOFT SHORE		
Camdale Point – west Ocean Vista	Open sandy shore backed by soft sediment	Soft –highly vulnerable to erosion and coastal recession. Some isolated rockoutcrops further out into the Strait.
Cooee Beach	Open sandy shore with area of exposed rock	
Brickport Beach and Cooee Creek	Open sandy shore backed by bedrock	Potential beach erosion, less vulnerable to recession
West Parklands Beach		
SEMI-LITHIC		
Ocean Vista	Sloping clayey-gravelly	Semi-lithic – Vulnerable to slumping and progressive erosion
ROCKS		
Red Rock	Sloping hard rocks	Minimal vulnerability to flooding or erosion
UNCLASSIFIED – CONSTRUCTED SHORELINES		
Cooee Point	Unclassified rock and concrete edge land fill over rock 3m above sea level	
Parklands	Constructed protective wall on the outer side of the rail-line	



- Soil Stability Active
- Soil Stability Doubtful

Soil stability (Designations subject to geo-technical confirmation) - Planning Scheme Special Area

guide for a nominal amount) identifies a 3.1m contour as a reference level for consideration of potential impacts.

Generalised potential impacts reflecting the nature of the shoreline are outlined in the table above and apply as outlined below:

- Camdale – impact over beach but generally not over the flat fill surface over the majority of the area
- Ocean Vista, Cooee – loss of beach
- Cooee Point – largely above the zone of influence with an elevated profile (partly from earlier fill). Some impacts in the extreme north and along Cooee Point.
- Parklands – loss of the small west parklands beach. The railway retaining wall provides a protective edge, for Parklands to the south.

Forecast sea level rise consistent with current modelling would not appear to significantly impact the area available for potential uses on Camdale and Cooee foreshore points but could exacerbate the multiple use conflicts along the foreshore beach areas.

Vulnerability to increased erosion

The existing rock shelf could absorb some of the energy. Rock edge areas will not

be affected but beaches and clayey areas may be vulnerable. Camdale Point may be protected in part due to its cap of harder fill material.

HAZARD IMPLICATIONS

Landslip

Current planning processes address this and no additional response is required.

Modelled sealevel rise

Any proposed development will need to be assessed, by some-one qualified to undertake a risk assessment, referring to current best practice guidelines and the specific profile and vulnerability to erosion of a specific site.

While there remains some uncertainty about the nature of potential modelled sealevel rise, and consistent with the

pragmatic approach of the current DPIW guidelines:

- Only sacrificial or short-lived projects could be considered in areas closer to the current highwater mark
- Longer duration and more vulnerable assets would be located further from the coastline and at least behind and above the current projected zones of probable impact.

Consideration of impacts should be referred to when assessing land use, development and conservation management of areas within the zone of influence of forecast sea level rise and softer foreshore geology.

3.5 NATURAL RESOURCE MANAGEMENT

Agricultural Use

There is prime agricultural land on the plateau above the Study Area, extending down towards Bass Strait at Ocean Vista.

The State Protection Of Agricultural Land Policy requires that this land is zoned for agricultural use and that development on adjacent land not compromise agricultural use. This includes consideration of the density and proximity of any adjacent development and the width, nature and management of any buffer areas provided.

Vegetation communities

No communities of significance have been identified on TASVEG (*The Tasmanian Vegetation Map*).

The Study Area is within an area where the *Cradle Coast Natural Resource Management Strategy* notes current mapping of significant vegetation on remnant agricultural lands is not adequate.

Fauna

No specific study of the fauna values of the study area has been undertaken.

Biologists working in the area have made incidental observation and comment on species potentially present.

Cooee to Camdale Coastcare has provided a list of birds observed.

Little Penguins

There is particular interest in the use of the urbanised coastline of the Study Area by Little Penguins. This appears to be based on a combination of social significance and conservation significance.

Social value

The Little Penguins living along the NW Tasmania coast attract interest, and people involved in conserving penguin populations foster that interest. The Little Penguin colonies in the Study Area, being an urban penguin population, add value to the appreciation of the natural setting of some Burnie people's lives.

Indicators of an interest in the local urban penguin communities in the Burnie area include:

- Establishment of the Penguin Interpretation Centre at West Park, staffed by volunteers
- Work by Camdale – Cooee Coastcare. Specific work includes fencing to reduce roadkill and installation of penguin 'igloos'

- Community involvement in mapping penguin colonies being undertaken as part of a university post-graduate project
- Council's involvement in penguin conservation including establishment of the West Park Penguin Interpretation Centre, supporting Cooee Point foreshore rehabilitation and placement of igloos
- Consideration of impacts on penguin habitat in the West Park Planning Scheme amendments, and in planning assessments and conditions (Cooee Point saleyards demolition)
- Comments during the community consultation stage of this Study:
 - some felt that the presence of Little Penguins add to the character of the area
 - in some meetings that observation was tempered by a desire to ensure that penguin conservation was not the only factor addressed when considering foreshore areas
 - a further comment was that the presence of the penguins could be seen as a symbol of a transition over the last decades - Burnie becoming more widely appreciated as a natural and beautiful place

- The number of studies (6) of penguin occurrence and conservation in or close to the Study Area

Scientific value or conservation status

While Little Penguins are not listed as threatened they are protected by legislation which provides routine protection for Tasmania's wildlife (*Nature Conservation Act 2002, Wildlife Regulations 1999*). Their exact conservation value is unclear. Muscoe in 2006 (Cited RPDC hearing Blackley Camdale Point proposal) described the Camdale Point colony as being of local significance. In 2008 he described the species as considered of high conservation significance, describing the West Park penguin population as locally or potentially important, with the qualification:

"... though only in the context of the Tasmanian north coast mainland populations, which are generally considered to be in decline"

Occurrence and management

Since 2000, 6 studies have addressed occurrence or management of Little Penguins in or close to the Study Area: commencing with a baseline study of penguins along the NW Tasmanian Coast, consideration of specific development approvals, ecosystems study for West Park, and a 2009 conservation management plan proposed along much of the Study Area.

Penguins in the Study Area

The 2000 Penguin Baseline Survey, cited by Muscoe notes

"A recent survey of little penguins from Doctor's Rock to Port Sorell found numerous little penguin colonies, with at least 7000 adult birds. Over 4000 of these live at Port Sorell, which has the largest penguin colony in mainland Tasmania. There are also large colonies on King Island."

The Penguin Habitat Management Plan: Cooee Point - Camdale Coastal Reserve: DRAFT, 2009 prepared for Cradle Coast NRM by Morgan and Povey investigated Little Penguin use of the Cooee Point - Camdale Point part of the Study Area. The authors described evidence of penguin use throughout the Study Area, without estimated numbers.

They observed:

- Little Penguins favour native vegetation areas with most evidence of use in areas at Cooee, Camdale and Ocean Vista. Penguins may be using the replanted area, south of the 'rehab fence' at Camdale
- Least used are Marram dominated areas between limited occurrences of coastal scrub
- The highest value penguin habitat is at

Cooee Point with areas of vegetation and some rocky habitat. They identified the rehabilitation planting and fenced areas as the most used habitat in the Study Area and noted some use of the saleyards area

- The next most significant habitat area was Camdale Point, followed by portions of the Ocean Vista foreshore
- All of the area appeared to be used to some extent

Lexie Paul from Cooee to Camdale Coastcare has commented on other candidate habitat areas within the Study Area:

- Red Rocks – West Parklands beach foreshore has suitable geography for penguins but is popular with fishermen and is close to the Brickport Bay/ Cooee Creek dog beach with increased likelihood of dogs being present. Both fishermen and dogs potentially discouraging penguin use
- Areas along the east bank of Cam River are unlikely to provide suitable habitat due to freshwater levels in key penguin seasons

Morgan and Povey 2009 describe the threats to urban penguin colonies in the Study Area, including:

- Stresses from roads and rail, dogs

presence and dog attack, recreation on the beach and development pressure

- Being physically constrained to narrow strips of vegetation between the rail and water and the protective fencing (to separate rail/road corridor) acting to corral birds in a dog attack. They note the potential for further constriction occurring over time with modelled sea level rise

Habitat management

It could be suggested that the case for penguin conservation in urban areas is questionable as it requires that colonies continue to be located in relatively hazardous environments. It can be argued that conservation of marginal communities contributes to the resilience of the total population.

Within the Study Area, conservation of existing penguin colonies could be supported by the colony's social and economic value.

Guidelines for management have been produced by local conservation professionals, *Guidelines for Works in areas of Little Penguin Habitat*.

Conservation management of the foreshore has to some extent become the normal practice in Burnie. Council has supported

volunteers, particularly Cooee to Camdale Coast Care, undertaking conservation works.

Council's recent practice has been to refer to site-specific expert advice where applications could potentially impact penguin colonies.

- Cooee Point saleyards: original assessment required works undertaken in accordance with 'Guidelines'. A management plan was produced and works are in implementation
- West Park: Council commissioned an Ecological Assessment and Management study. Following this a requirement for development to be complementary to penguin conservation was included in an amendment to Planning Scheme, which has subsequently been accepted.

The 2009 Penguin Habitat Management Plan makes recommendations for optimum conservation of penguin habitat:

- Identifies suitable areas and works at priority areas Cooee Point, Camdale Point and along the foreshore;
- Makes some provision for other uses on areas least suitable for habitat conservation

NATURAL RESOURCE IMPLICATIONS

- Proposes better management of dogs, especially those not contained at Cooe Creek Beach (Brickport Bay Beach) and interpretation
- Community education about penguins and impacts foreshore areas

The Habitat Plan does not separately identify buffer or transition areas or establish criteria for varying from the proposed areas.

A number of matters were raised in community consultation:

- How sustainable the penguin colonies are when conservation management relies on volunteer groups. Professional management associated with development and established in a legally enduring manner was proposed as an alternative. This is relatively untested and most likely to be sustained where the enterprise benefits from the penguin's presence
- Reservations were expressed about any development that strongly promoted the presence of penguins, competing with the Penguin Interpretation Centre and drawing tourists out of the Burnie CBD-West Park focus tourist area
- Concerns were raised by the Penguin Monitoring Group and others about the viability of colonies considering:

- forecast sea level rise and potential squeezing of the available foreshore with resulting loss of habitat
- potential for habitat loss if the transport corridor was widened
- the difference between available and optimum width of coastal foreshore for penguin habitat in the Study Area

Continuing assistance was offered to Council for addressing Little Penguin conservation issues by conservation volunteers and university research interests.

Agricultural use

The rural zoning is retained. Consideration is required for buffers within adjacent residential zoned land.

Ecological values generally.

Conservation of ecological values requires initial assessment in more natural areas:

- Optimum - a foreshore - escarpment conservation values assessment, either for the Study Area alone or as part of an audit for the municipality
- At a minimum detailed assessment of individual sites for any new development

Little Penguins

The little penguin colonies have both social and conservation value. The land which provides the best habitat for penguins is also potentially optimum in terms of other land uses: coastal development, foreshore access and recreational use of the tidal zone and potential tourist development. At present there is less land available than is optimum for any of these uses.

Much of the foreshore along the Burnie West Coastal Area used by Little Penguins is clearly not optimum penguin habitat.

These suggest any development or change of use in the areas identified as priority habitat or potentially priority habitat:

- Be informed by assessment of the

site and surrounds undertaken by qualified ecologists and conservation managers

- Outlines processes to maintain and protect any effected penguin colony
- Provides benefits in terms of:
 - current best practice for conservation of penguin populations and individual colonies, considering regional distribution and history of colonies
 - consideration of benefits of near nature experience for residents and visitors where appropriate
 - retains existing colonies with current numbers and access to comparable areas - with no disbenefit to the colony and preferably a nett conservation benefit

Where a proposal relies on conservation management it needs to demonstrate legal permanence, resourcing of works, administration and monitoring, clear responsibility and practicality of achieving proposed benefits and arrangements for change of owner or operation, or failure of the enterprise: e.g combinations of Part V Planning Agreement, funding of conservation in company articles or part of incorporation of a Stratum Development.

Conservation of penguins is an emerging practice. Council should ensure that they continue to work co-operatively with reseraches and conservation volunteers

A decorative horizontal line with a wavy, undulating shape, transitioning from a dark teal color on the left to a lighter, pale green color on the right.

SECTION FOUR

Land Use Considerations

SECTION FOUR

Land Use Considerations

4.1 RESIDENTIAL USE AND LIFE SETTING

Residential use is considered together with lifesetting, or aspects of development and other land uses that support a high quality residential environment.

Life setting is sometimes called liveability. Liveability is a key objective of Council's current urban settlement strategy, *Settlement /Investment 07* and the Burnie Strategic Plan.

Existing situation

While there is modest demand throughout Burnie for residential land, locations with coastal views and cost-effective flatter sites are highly desirable.

Camdale

There are 2 small contained residential areas in Camdale, situated within a larger area zoned Industrial:

- A run of interwar cottages opposite the Pilots House (South Fork) at the north end of Scarfe Street
- A small cluster of houses along the Bass Highway around the access to Besser Drive including a small un-occupied medium density development

Some Camdale residential buildings accommodate businesses.

Residential buildings are located relatively close to Somerset which provides a high level of local centre services and close to limited convenience shopping along Bass Highway.

Residences are also close to developed recreation areas at Somerset Beach and the Cam River parkland on the Murchison Highway in Somerset.

Scarfe Street residences are adjacent to the east bank of Cam River which potentially could provide a scenic setting but is unsafe in some conditions.

There is a significant area of land zoned Rural Residential to the south of Scarfe Street.

Ocean Vista

Ocean Vista is essentially an established contained residential suburb close to beaches, childcare and schools at Cooee. The suburb has an internal park system and double access to the Bass Highway which allows emergency egress to be maintained.

Ocean Vista is relatively isolated in terms of access to local services and walking distances, and so is becoming increasingly poorly matched to a primarily aging population.

Cooee

Cooee is a large suburb with various precincts:

- North Cooee has older fabric including primarily Inter War styled houses, with



Ocean Vista

some commercial, industrial and home occupation uses in the area

- South Cooee is primarily post war housing. Areas to the west are close to industrial areas
- Brickport Road has a run of pre-war housing with houses overlooking Cooee Creek between industrial and industrial/commercial areas
- Upper Cooee is a recently developed area with substantial larger houses on the midslope of the escarpment. The area has sub-optimal pedestrian connectivity to Cooee up a hill alongside a road

Residential amenity of Cooee is enhanced by :

- Burnie Greens, bowls complex / restaurant , Cooee Memorial Hall and

play ground at Les Clark Reserve (off Poke Street and Saundridge Road)

- Cooee Beach and Brickport Bay (Coee Creek) Beach
- Schools and tertiary institutions closeby
- Hospital closeby and medical centre approved

Coee township has in recent times lost many of its shops and services.

Coee has attracted a high percentage of recent settlers and younger residents. With a large flat area, and community services Coee is suitable for residential use across all age groups, however residential suitability could be improved by more local centre facilities and retail outlets.

Parklands

Parklands is an established garden suburb adjacent to Burnie Park and West Park and within walking distance of the Burnie CBD and schools and hospital in Cooee, residents have ready access to a range of services.

Residents are spread across a range of age groups, but include a significant older component.

Streets run parallel to Bass Strait and houses are generally older character fabric addressing the view with established gardens and significant trees. Some areas have distinctive streetscape qualities fitting onto the slope.

Demand

The demographics (Section 3.2) suggest people selecting to settle in West Burnie locations are primarily attracted to Cooee with convenient community purpose facilities, hospitals, schools and recreation opportunities and proximity to the CBD.

This further suggests a stronger demand for additional housing in or near Cooee, despite the overall low population growth in Burnie as a whole, and growing demand for the local services in the Cooee town centre.

Potentially (and anecdotally) there is latent demand for a wider range of housing types than are currently available, and for high quality housing more suitable for older

people and small families as evidenced by fast uptake.

The physical opportunities for additional housing (and also for other land uses) are:

- Infill of older areas particularly the areas immediately adjacent to the commercial strip of Cooee
- Zoned land to the south of Cooee above Brickport Road
- Cooee Point (currently zoned Public Open Space)
- Camdale Point (currently zoned Industrial)

Also, there is land at Cooee and Camdale which would potentially become available in the medium term, following the relocation of industry proposed by the *Settlement/Investment 07*.

Burnie strategies

Burnie Directions for the Future, 1994-5 (*Directions 94*)

Status - The Strategy has been adopted as Council Policy.

Directions 94 explicitly identified “A high quality living environment” as one of 10 elements that contribute to the economic sustainability of the City. Issues associated with that aspiration and relevant to the

Study Area include:

- Untangling residential and industrial areas
- High quality estates to attract professionals
- Community and recreation facilities
- Accessible and linked open space

The study also identified emerging requirements for more diversity in available residential fabric and specifically better provision for the elderly, young couples and singles.

Specific proposals applying to the Study Area included high quality residential or commercial accommodation at Cooee Point.

Settlement and investment Strategy for Burnie to 2026, 2007 (*Settlement/Investment 07*)

Status - The Strategy has been adopted as Council Policy.

The Strategy proposes an initial consolidation of the footprint of Burnie, with limited expansion to fill gaps in the outline of the city-based on a range of projections for population growth, but all relatively low. Expansion is only to be undertaken after available land is largely developed, i.e. to be triggered when relatively little land is immediately available for suburban development.

Infill was encouraged but to occur primarily in attractive and highly serviced areas close to the CBD or local centres.

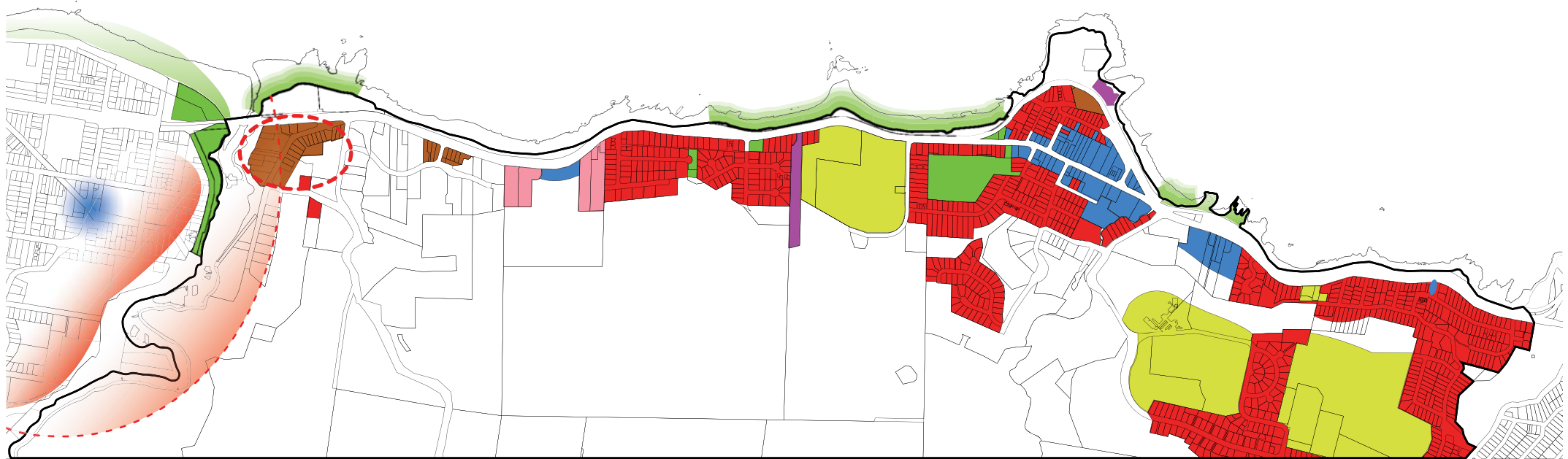
Similar to *Directions 94*, the strategy identified the availability of residential land and providing for a diversity of residential opportunities as contributing to the health of the Burnie economy, noting closeness to workplaces, local centres and facilities. I

Settlement/Investment 07 suggested that Burnie as a whole, including residential areas, should be more sustainable and liveable with walkable recreation facilities, local services and workplaces.

Specific proposals were outlined for areas in the Study Area:

- Industrial areas in Camdale and Cooee to be transformed to residential (but only after alternative lands become available for industrial use)
- Cooee Point to be considered for small scale medium density residential, tourism and commercial uses
- Land to the south of Camdale, currently zoned Rural Residential Land to be available for medium-long term release

The strategy identified the hospital and education facilities and particularly the University precinct as key economic contributors for Burnie.



- Residential
- Commercial
- Existing Recreation Use
- Somerset Local centre, approximate location
- Rural Residential
- Community Support including schools and hospitals
- Foreshore Active Use includes swimming, walking and fishing
- Tourism
- Mixed Use
- Existing Residential in Somerset
- Potential Residential around Somerset
- Significant Residential component

Residential use and supporting life setting land uses - Observed uses

RESIDENTIAL STRATEGIC DIRECTION

Burnie Planning Scheme 1989: incorporating Amendments July 2005

The Scheme provides for a number of residential zones. Within the Study Area residential land is primarily zoned 'Residential A' which allows standard residential development, but also encourages more intensive use of land and allows cluster houses, apartments and grouped houses (with performance standards).

Residential B semi-rural zoning, above Ocean Vista seems to have been used to achieve landscape objectives.

Rural residential south of Camdale potentially provides a residential land bank.

Strategic Plan 2006-2011

Providing a diversity of residential opportunities is implicit in Goal 2 of the Strategic Plan, 'Underpinning a vibrant community'.

Implementation of strategies

Directions 94 has been partly implemented with high quality residential estates above Burnie at Panorama and off Brickport Road.

The Settlement and Investment Strategy is consistent with the Planning Scheme which incorporates consideration of some aspects of sustainability. Staging and

transition processes can be accommodated by Council's Strategic Plan processes. At this time there is no process to address encouraging walking distance proximity and convenient routes between land uses.

A recent assessment of land suitable for affordable housing did not identify any suitable land within the Study Area, *Housing Affordability: Submission to Legislative Council Select Committee*, Burnie City Council and the Burnie Chamber of Commerce and Industry, October 5, 2007

Tasmanian context

Coastal councils throughout Australia have identified that providing for older people can accelerate sea-change settlement within the municipality, with increased costs of providing for the needs of newly arrived older residents with less social connection to the area.

The *Healthy by Design* Tasmania initiative has implications for design for walking opportunities to be included in new or renewal of residential areas.

Community consultation and stakeholder consultation

A requirement for areas suitable for retirement homes was identified in a number of community groups and Cooe Point was suggested as a location.

Camdale and Camdale Point

The whole of Camdale including Camdale Point has provisionally been recommended for intense residential use but awaiting alternative industrial land becoming available for industry located in Camdale. The location is generally suitable for residential use due to proximity to Somerset, local facilities and Burnie regional facilities. Ideally Camdale would have easier links (at least pedestrian and cycle) to Somerset.

Hazards associated with the Cam River and Somerset Beach should be resolved or managed before any residential development.

Camdale Point and north Scarfe Street are the areas most immediately suitable for residential use, being least suitable for industrial use and Scarfe Street having an established residential presence. Any development on Camdale Point requires addressing scenic values, recreational values including access for fishing, and ecological values including consideration of impacts on the penguin colony.

Camdale South and the Golf Club

The area to the south of Camdale is potentially suitable for residential use subject to constraints associated with topography and environmental values. It offers opportunities for a residential area

with a water edge parkway and walkway/cycleway reflecting the interest of the historic old Somerset road and bridge. Long term options for the golf club should also be considered

For both of these sites a notation on the Planning Scheme map requiring a Site Development Plan for any significant alternative development could allow a range of future options to be considered.

Ocean Vista

There is insufficient population in the suburb to attract local services and this will continue to function as a dormitory suburb. Ocean Vista is currently attracting infill.

Coee and Coee Point

The demographics suggest there may be potential demand in this area and more so for aged and young households.

This further suggests provision of diversity of housing suitable for this range and particularly a significant component of flexible housing suitable for younger families and for older households.

Parklands

At present there are no significant triggers for change. Some demand for infill is foreseeable and could be addressed by the performance criteria in the existing Scheme.

4.2 LOCAL CENTRE FUNCTIONALITY

Historic development of local centres

Local centres provide retail, commercial and local services functions. The main centre in the Study Area at Cooee is primarily associated with residential development to support post war expansion at Burnie, although earlier turn of the century commercial shopfront buildings remain at the west end of Cooee.

The Study Area is also serviced by the local centre at Somerset and the regional centre at Burnie.

Existing situation

Cooee local centre role

There is an identifiable main street centre in Cooee. Over time the role of that street has changed from:

- A village centre located on a minor highpoint to the west with a church, memorial hall and reserve closely, supporting a local community
- Gradual decline of the original local centre function in the west, and physical and functional dominance by the auto retail character

- Expansion eastwards of the auto retail with a large area dominated by shop fronts with a contemporary glazing and relatively high commercial buildings

While this main street character had evolved over decades, the loss of local shops and outlets was described in community consultation as having accelerated after re-construction of the Bass Highway through the town centre. The works lead to a faster traffic flow, making parking and crossing the street more difficult.

As described and observed there has been a continuing loss of retail and commercial services available for the local residents and people working in Cooee.

Compared to a 2004 description of the town, Cooee has continued to lose functionality as a local service centre. It no longer has a small supermarket or hardware store.

In Summer 2010, there were signs of both further contraction and possible revitalisation:

- The convenience store/takeway/postoffice was for sale, which appeared to be the remaining of what had been several takeaways
- The landmark St David's Church is also likely to be sold.



View east into the Cooee Strip

- Council is actively upgrading and promoting use of the Les Clarke reserve:
 - Council is encouraging a wider range of users into the Memorial Hall
 - the recently constructed Burnie Greens bowls complex introduces a restaurant and bistro into Cooee
 - the road through the Les Clarke Reserve connects the schools more directly to the Cooee town centre
- A GP superclinic (medical centre) has been approved for a central Bass Highway site. This will be a more central attractor, bringing people onto the main strip.

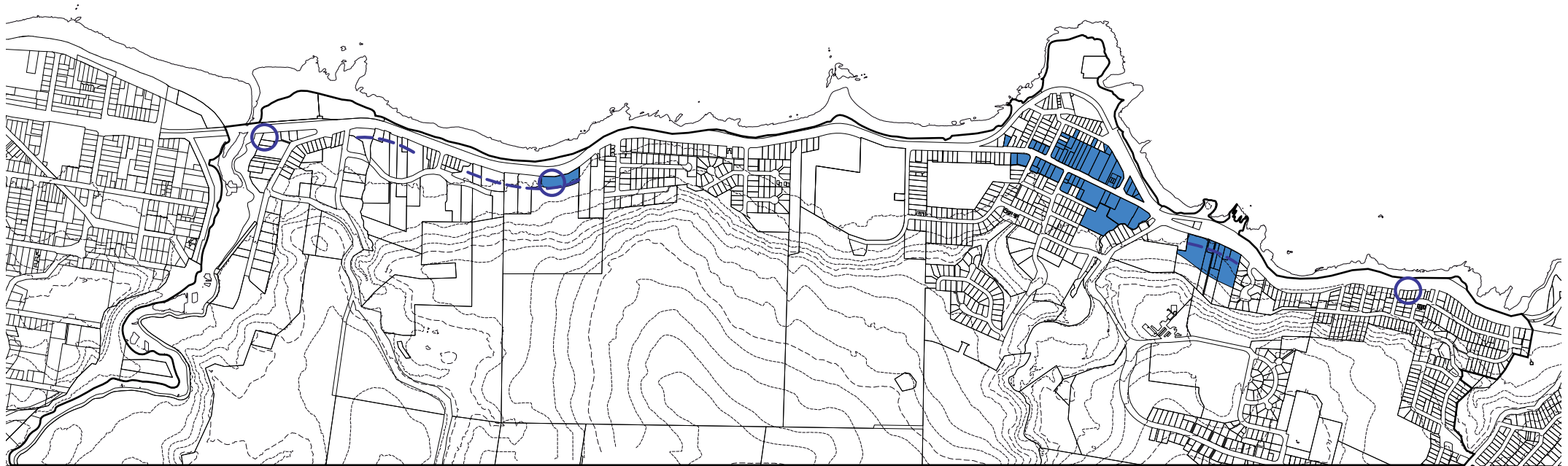
Camdale – Somerset

The relatively low residential and worker populations at Camdale are close to the established high capability local centre at Somerset and have easy access to dispersed facilities, service station, wholesale grocer and vegetable retail along the Bass Highway at Camdale.

Bass Highway Frontage

A number of businesses at Camdale and Cooee use a Bass Highway frontage for exposure and often access. Some are well presented, and others are poorly presented.

In addition street access can add to congestion on the highway. Traffic turning into Youngs Vegie shed was cited in a number of consultation groups as an example.



- Commercial
- Commercial Incursion
- Gateway Commercial Use

Local centres and other commercial -

Strategic context for local centres

Burnie - Directions Framework 1994 (Directions 94)

Status - adopted as Council policy but superseded by later strategies

Directions 94, recommended strengthening the quality of Burnie's life setting. It emphasized strengthening the range of services in the CBD, with less emphasis on local centres.

Cooee Land Use Strategy: Within Cooee 2004

Status - Accepted with minor alterations

The Cooee strip is described as primarily non-local specialist services at the east end, with the west a more traditional strip. It is observed that there is pressure for specialist commercial uses to extend into the adjacent residential areas.

The Strategy suggests that there may not be sufficient local residents to support a viable local commercial area at Cooee, due to limiting factors identified as:

- A reducing population and a relatively low component of younger people
- Limited existing local infrastructure, a small supermarket, shops, takeaway and local services

- Restrictions on access to and across Bass Highway following the early 1990s highway upgrade
- Competition for land from the specialist commercial (auto retail and servicing) sector

The Strategy recommended that the specialist commercial role is not allowed to expand as it competes with the Burnie CBD and threatens the viability of local scaled Cooee retail and services.

Settlement and investment Strategy for Burnie to 2026, 2007 (Settlement/Investment 07)

Status - The Strategy has been adopted as Council Policy.

Settlement/Investment 07 recommends that Burnie CBD is consolidated as Burnie's commercial, retail and administrative hub while local centres are established within walking distance of existing and new residential areas.

The supply of convenience retailing in the City was generally considered suitable, although potential demand is identified at Cooee:

Any additional residential development in Cooee could generate demand for a small convenience centre.



View west along Cooee Strip



View north into the Bass Highway/Cooee Strip

Relevant planning principles and strategy actions for retail and commercial include:

Encourage the provision and distribution of local and neighbourhood shopping centres to serve local communities at a local level, ensuring these centres accord with future population distribution and respect the role of the CBD;

Council should review its industrial zone definition, ... Bulky goods

and warehouse retailing should be restricted in industrial zones unless it can be proven that no other suitable commercial zoned areas are available for development.

Ensure local service based businesses are provided with commercial zones to locate in area outside the CBD such as Upper Burnie and Cooee;

Burnie Planning Scheme 1989: Incorporating Amendments July 2005

Status: guides assessment of all land use development applications

The Scheme identifies a commercial zone in Cooee. Within that zone it allows:

“the development of commercial operations within subsidiary areas to meet local and specific needs”.

It precludes supermarkets and department stores establishing in local areas, including Cooee.

Development is required to have:

“a form, scale and character compatible with location within an established residential area”.

Burnie Strategic Plan 2006-2011

Building of high amenity and functioning local centres is implicit in Strategic Plan goals:

- Goal 1 - Progressive regional centre
- Goal 2 - Underpinning a vibrant community.

Implementation of strategies

All strategies propose retaining Cooee as a local centre. Cooee Land Use Strategy 2004 suggested limiting aggregation as one way to reverse the loss of local services. To date that suggestion has not been adopted.

The large format retail and services east of Cooee and those along the Bass Highway at Camdale taking advantage of the industrial zone is not consistent with the overall direction of *Settlement/Industrial 07*. At Camdale retail functions are more clearly displaced from local centres.

Community consultation and stakeholder consultation

Community and business groups both identified the changes in character and land use at Cooee as requiring redressing.

The perception from community consultation was that Cooee has lost residential amenity as the centre has become a single orientation commercial area.

LOCAL CENTRE STRATEGIC DIRECTIONS

Camdale

Provide for better connection to Somerset.

Coee

A range of strategic directions could be considered in response to the current situation, balanced between decline and re-establishment as a local centre. Most significantly Coee is now attracting new settlers unlike the situation described in 2004:

1 Preferred direction - Council could actively support development of Coee's role as a high functioning urban village or local centre through a suite of actions:

- Identify Coee as an Urban Village and attract more people into Coee:
 - encourage high-medium density development in underutilised areas including alongside Coee Strip and at Coee Point
 - encourage industry that attracts workers into Coee to support the centre
 - continue local services development
- Identify one or more preferred areas for local services and retail
- improve road, cycle and pedestrian circulation to and around central Coee - high quality effective access to premises by car, walking or cycling, easy parking and easy access for the less mobile
- Civic improvements - better character presentation of the Coee Strip with:

- views and access to foreshore areas
- high quality, interesting public domain areas interpreting local history

Fine-tune provisions applying to commercial uses in Coee to promote investment in local services and retail

2 Deemed inappropriate - To accept that with consolidation of Burnie CBD and Upper Burnie, big box retail and increased mobility, a local centre at Coee is not viable. **Comment:** Coee and surrounds has an aging population. As people age they tend to rely more heavily on local convenience shopping and services, which should not be reduced.

3 Deemed inappropriate - Introduce a planning framework that allows for a local centre to re-establish - but without strongly encouraging it. **Comment:** Uncertainty tends to have a blighting effect

Large format retail along the Bass Highway

Large format retail along the highway does not appear consistent with current Council strategies: it requires a city-wide response. In the short-term stronger criteria for allowable retail in the industrial zone might assist to limit adverse impacts, including:

- Permitting only modest signage along the highway
- Requiring significant plantings and quality presentation to the highway.

4.3 INDUSTRY

Historic industrial use pattern

Since the 1880s industrial activity has been central to the local economy of NW Tasmania and to the development and imagery of the Burnie area: commencing with agricultural processing, servicing for west coast mines after the 1870s and then the 1930s industrialisation that centred on the APPM papermill.

Industrial development in the Study Area and environs commenced with isolated fisheries along the coast and boatworks at the mouth of the Cam River. From 1870s to 1890s a brickworks, sawmill, butter factory, and bacon works were established along Cooe Creek by Captain Jones as part of the 'Uplands' complex. Following construction of the rail line in the 1910s Somerset Freezing Works was established at Camdale Point (Freezers Siding).

Burnie emerged as the regional industrial centre with smaller industrial areas at Somerset/Camdale and Cooe.

Existing situation

Camdale

There are 2 identifiable areas of industrial land in Camdale. They are separated by an

area of clustered mixed use at north Scarfe Street and a wooded knoll.

Each area has its separate road system. Both areas fall short of established contemporary standards for industrial land, due to varying combinations of lot sizes, slope, lack of land for expansion, proximity to housing and recreation areas with potential visibility, noise, traffic and odour impacts.

Camdale Point

Camdale Point, was the oldest industrial establishment in Camdale with abattoir, meat works buildings and residence. In the 1990s Council purchased the site. Buildings were demolished and foreshore and railway frontage areas rehabilitated. Although the point is currently zoned industrial, given the lapse in use and constraints applying from the Coastal Policy only industrial uses that could demonstrate a specific link to the coastal location would likely be approved for this site.

Cam River – Scarfe Street

Scarfe Street is on the opposite side of Cam River from the popular Cam Park, in Somerset. Cam River is used for swimming and picnics by the local people and by guests at a motel fronting onto the River. There is a small residential area at the north (entry) end of Scarfe street. Burnie Golf Club is reached through Scarfe Street. Land to the south is zoned for Rural Residential.



View down Durham Road



View east into Besser Drive from the Bass Highway

There is a fully developed industrial area with a mix of older, and significant recent development premises in South Scarfe Street. It is identified by corporate signposting at an upgraded road intersection entry off East Cam Road and the Bass Highway.

Recent investment suggests that some owners or investors regard South Scarfe Street as a suitable light industrial location. However the area is less suitable in terms of impacts on adjacent uses, residences in North Scarfe Street and Somerset and people visiting Cam Park.

East Camdale and Besser Drive -

The Besser Drive estate is well conceived with a separated road access and corporate signage on the Bass Highway.

There is a partial screen created by a cluster of residential buildings fronting on to the highway. Available land is limited by the escarpment to the south and a number of un-used lots and underused lots, some still rural in appearance. Recent development has prominent landscaping.

Recently a trend has strengthened towards use of Bass Highway frontage for shop

front activity and dispersed/large format commercial premises with prominent signage.

East Cam Road area has a less defined streetscape character and has attracted varied developments including public offices.

Land use at 317 - 333 Bass Highway is not consistent with the industrial zoning. The land extends high on the escarpment. There is a wayside green grocer on the highway. The balance semi-natural grassland, coastal scrub and open woodland provides a landscape separator between Camdale and Ocean Vista. To the west are 2 older residential buildings, one Cheshunt at 337 is listed on the Tasmanian Heritage Register.

Cooee

Industrial uses in Cooeee are often located close to residential areas. Areas have easy access to the Bass Highway at a controlled intersection, from Brickport Road, off Thirkell Street. All industrial use is in industry zoned areas except the abattoir on Cooee Point.

Thirkell Street, West - Durham Road

This industrial area is discreetly tucked away, screened and in closer views its apparent scale reduced by trees and a high bank along the Cooee Creek to the west. This area is characterized by relatively recent development with well presented buildings.

It is of note that this industrial area has not discouraged residential development in the area above.

Thirkell Street, East

There appear to be transition issues in this location with significant under-utilised areas on both sides of Thirkell Street, compromising the presentation of the area.

Bass Highway – Brickport Road

This area is distinguished by large relatively flat and easily accessible sites. It includes the distinctive Cadburys site. The building, tower and landscape is of character and landmark value. Land in this area could be attractive for other uses including tourist accommodation and residential use.

Brickport Road/Cooee Creek

The isolated area along the creek currently used for transport and logistics is Cooee's oldest historic industrial site - Captain Jones brickworks. The area has relatively little visual prominence other than from Brickport Road, making it suitable for industrial or similar uses. The shady location means the area is not immediately suitable for uses other than industry. However it could attract uses that complement or could benefit from any development of Cooee Creek as a recreation linkway (Council Recreation Project) or the resulting connections to the Mooreville Street Education Precinct, to

Cooee and to the Brickport Bay beach.

Retention of trees along the creek is important to the character of this area.

Strategic context for industrial use

Burnie - Directions Framework 1994 *(Directions 94)*

Status - adopted as Council policy but superseded by later strategies

Directions 94 proposed that Burnie needed to diversify and build an economic base less reliant on industry. It identified the entanglement of small industrial areas with small lots and adjacent residential use as an issue that frustrated providing quality industrial land.

The framework proposed more attention to the presentation of industrial areas, particularly in prominent areas such as along the Bass Highway and proposed use of high quality substantial landscape.

Cooee Land use Strategy 2004

Status - adopted as providing a direction for policy

Described the pattern of land use at Cooee, and in view of industrial/residential land use conflicts, proposed rezoning all available industrial land - primarily to residential, but some to commercial.

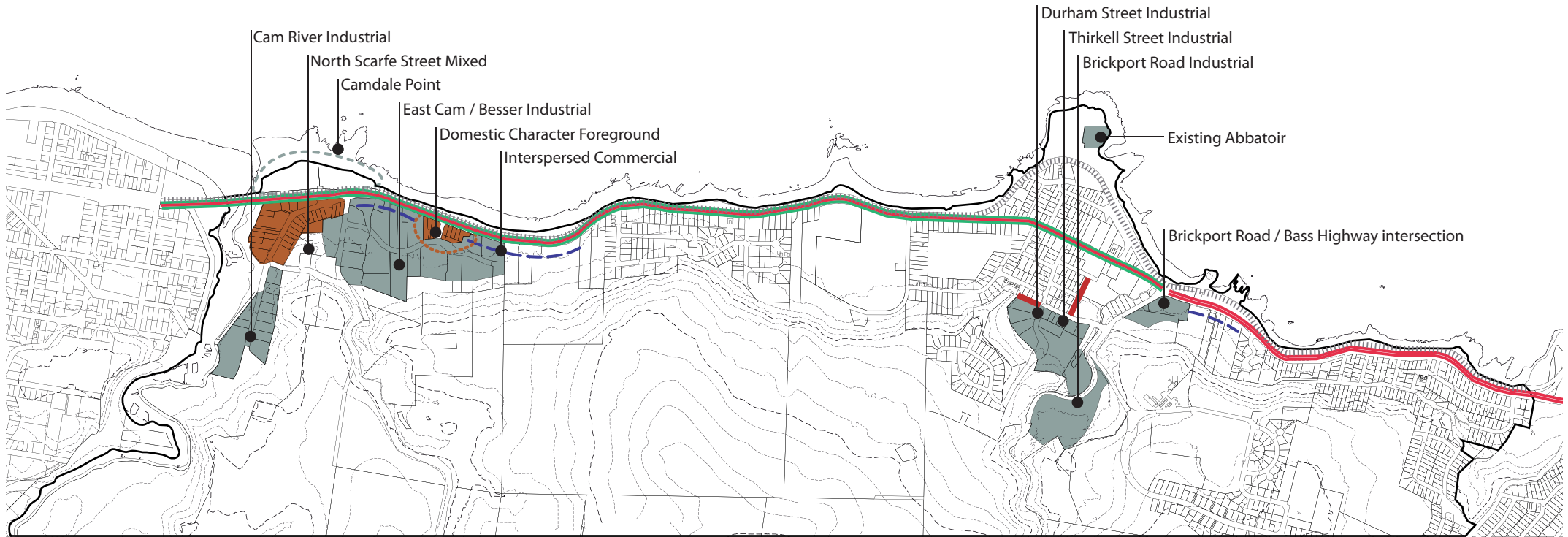
Councils 2005 Industrial strategy

Status - adopted as Council policy

This strategy reviewed the *Directions 94* findings. It compared the apparent supply of non-differentiated industrial land to the specific requirements for contemporary industrial sites: large lots and flat land, noting that much of the land zoned for industrial use would not meet current day expectations. In addition where Burnie was competing with other locations to attract industries (foot loose industries) it needed to be able to demonstrate it was a location that would attract skilled workers with suitable residential areas and amenity. These varied considerations were outlined as a typology of industries and their requirements:

- Service and support industries – not necessarily accommodated in areas with a distinctive industrial character
- Manufacturing and processing – scale and location requirements determined by resource, available land and logistics factors and access to a skilled labour force
- Transport and support activities necessarily located near primary transport routes

The strategy concluded that there was a shortage of suitable land for manufacturing



- Industrial
- Mixed Use
- Zoned Industrial
- Commercial Incursion
- Abrupt Land Use boundary
- Effected by Mixed Use
- 2 Lane Bass Highway and kerbside cycleway
- Bass Highway - 4 lane and proposed separate foreshore cycleway
- Rail

Industrial observed use and implications

industries, and that considerable areas of land currently zoned industrial that were less than suitable.

Unsuitable areas identified included older industrial areas within the Study Area where land tenure is mixed, lots are small and potential industrial uses are limited by interface conflicts with adjacent residential and other uses. The strategy recommended reducing the amount of less suitable land zoned industrial.

Settlement and investment Strategy for Burnie to 2026, 2007 (*Settlement/Investment 07*)

Status - adopted as Council Policy.

Settlement/Investment 07 describes industrial land use in terms similar to those in Council's *Burnie Industrial Land Strategy 2005*:

Cooee and Camdale are listed amongst industrial locations where limitations of "location, distribution and scale" discourage industrial use. The strategy recommends development at Heybridge, Wivenhoe and South Burnie providing specifically for large sites, processing and service industry at Heybridge.

Recommendations include Cooee and Camdale as areas where Industrial Use should be discouraged, after alternative locations become available:

This relocation will need to be preceded by the supply of alternative industrial land supply. Council may then be able to initiate some incentives to encourage relocation. The current areas where industrial land uses should be discouraged and relocated include Camdale, Cooee and the CBD where light industrial exists. Council will need to implement a similar strategy to that being adopted in Cooee for these areas.

Burnie Planning Scheme 1989: incorporating amendments July 2005

Status: guides assessment of all land use development applications

The Planning Scheme has a single industrial zoning. Where industry is located adjacent to other uses, the Scheme does not address interface issues.

In the Study Area all existing industrial areas are zoned industrial except the abattoir on Cooee Point. Areas zoned industrial include areas identified as less than optimal for industrial use in various studies and strategies. The extent of current zonings reflect some reduction consistent with that proposed in the Burnie Industrial Land Strategy 2005 and Cooee Land Use Strategy 2004 - but not to the full extent proposed. Current zoning appears to be consistent with the recommendation for a longer term

reduction in industrial zoned land made in *Settlement/Investment 07* as it is not clear that trigger conditions have been achieved.

Strategic Plan 2006-2011

Status - Current operational Strategic Plan

The Strategic Plan requires that Council continues to ensure that there is land available for industrial use.

Other regional assessments

These provide more background, but do not have statutory force. They are largely consistent with Council's 2005 *Industrial Strategy* and *Settlement/Investment 07*.

Industrial Land Use Project 2006

The project assessed potential industrial sites in the Central Coast/Burnie/Waratah-Wynyard area using general criteria for suitability, plus a 4 tier typology for requirements for different types of industry. No sites were identified in the Study Area although 7 were identified in reasonable proximity to the area:

Site 1 Port of Burnie - some sites available

Site 2 South Burnie Paper Mill

Site 3 Heybridge - since acquired by Council for light industrial

Site 4 Hampshire - relatively isolated

Site 7 Wynyard

Site 8 Burnie Airport (Wynyard) - actively available

Site 9 Somerset - becoming available

Industrial Land Use Demand: Short to Medium Term Overview 2008

Status - Report commissioned by the Department of Economic Development

This report is an assessment undertaken for the Department of Economic Development identifying future industrial demand for regions based on modelling and requirements for both export oriented and local services industries, for a number of alternative conditions.

Tables 25 and 26	Export oriented industry		Local services industry	
	Burnie	NW	Burnie	NW
Base case	20.4 ha	79.3 ha	-2.1 ha	2.7 ha
Trend continues	24.9 ha	96.9 ha	6.1 ha	15.2 ha

Land demand for local service industries is expected to flatten due to the projected decline in population. Projected demand for industrial and for local service industries based on current population projections would approximately decrease by

approximately -2.7 or increase by 5.8 hectares from 2006 to 2011 ... Some of these industries would locate outside the LGA. Supply of suitable land within the LGA is limited, pushing large land users and investors out. The growth of export industries in and around Burnie would plausibly retain current young residents and possibly attract new residents as well. As a consequence of this, land demand for local service industries could actually increase, instead of decrease as is expected based on current population projections."

In Burnie and environs, the study identified Wivenhoe and Wynyard as the key areas for sustainable industry, with proximity, appropriate transport and logistics support at the Port of Burnie and Burnie Airport.

Decisions by planning authorities

Decisions illustrate the problems for industry with residential areas close by, a proposal for further development in north Scarfe Street was opposed by residents due to anticipated impacts, and that argument was accepted.

Implementation of strategies

There has been loss of industry and dampening investment since 2007-8, in Tasmania, taking some of the urgency out of the lack of available industrial land noted in the 2008 *Industrial Land Use Demand* study.

Settlement/Investment 07 recommended conversion of Cooee and Camdale Industrial land to residential, but not until alternative more suitable industrial land is available.

Currently land is available at Burnie Airport (Site 8 in the *Industrial Land Use Project 2006*, the most suitable location for all scales of industry in the region) - in which Council has an interest. In addition:

- Council has purchased the old Tioxide site at Heybridge (Site 3) for a Service Industry estate
- Development of industrial land at Somerset (Site 9) appears to be in progress
- Consolidation of an Industrial Centre around the Port of Burnie (Site 2) may be becoming more achievable.

Community consultation and stakeholder consultation

There were mixed comments about Camdale, an acknowledgement that Cam River and environs is better suited for other uses, but that existing development and use pattern should be respected.

There were no specific comments about industrial uses at Cooee or other sites.

Note - industrial interface areas are also considered in Mixed Use.

INDUSTRIAL STRATEGIC DIRECTIONS

Currently the preferred direction for industrial land in the Study Area is unclear:

- Cooee Strategy 2004 promotes rezoning industrial areas
- BCC Industrial Strategy 2005 proposes reducing fragmentation
- Settlement/Investment 07 suggests less suitable land currently zoned industrial (including all industrial land in the Study Area) be converted to residential, as alternative locations in contemporary industrial estates become available.

Camdale and Cooee may remain suitable for smaller scale, lighter industrial use, even if sub-optimal for large scale activity.

Alternative sites identified by the *Industrial Land Use Project* close to Camdale are becoming available, so there may be suitable locations available relatively soon.

Emerging directions

Encourage development that is:

- Compatible with short term continuing industrial use
- Minimises prejudice to future use

This could be accomplished using:

- An overlay identifying transition as an objective and supported by performance requirements
- Mixed use zoning with criteria for interface impacts

Priorities for change and response:

- Camdale Point, Cam River, Scarfe Street south - Areas least suited to industrial use due to conflict with other uses and scenic and character values. Highest priority for change. Any industrial uses should make good use of location opportunities and minimize conflict with adjacent uses.
- East Cam Road and Besser Drive - Best suited industrial area. Retain in the short-medium term as a self-contained industrial estate. Limit expansion into the Camdale/Ocean Vista landscape separator or upslope. Resolve signage.
- Durham Road Cooee - Few adverse impacts. Retain for short-medium term. Consider design guidance for a transition in streetscape or on industrial properties for future development.
- Thirkell Street - Existing trends suggest that any continuing industrial use should be focused to the south. Consider a transition buffer with streetscape, set backs and landscape.
- Bass Highway, Brickport Road - Highly suitable for other uses. Consider allowing alternative uses. Limit significant expansion.
- Brickport Road, Cooee Creek - Varied options Retain as industrial or until the Cooee Creek linear park is finalised. Limit significant expansion unless accompanied by a Site Development Plan showing management of visual impacts.

4.4 MIXED USE

Historic landuse pattern

Fragmented uses have emerged from the historic pattern of development of the older settlements at Camdale and Cooee. The small scale of industrial areas in the Study Area suggests that generally these areas with sections of residential adjacent or commercial within the areas could be more correctly described as Mixed Use.

Within Burnie, and at Camdale and Cooee in the Study Area, mixed use is an established tradition, either living in or adjacent to a workplace. For some this appears to be either a customary or even preferred work-home relationship.

Existing situation

Camdale

North Scarfe Street, Camdale Hub

The area at the north of Scarfe Street extending to the Bass Highway and across the East Cam Road accommodates:

- Character residences, the historic Pilots House (South Fork) and Interwar cottages. At least one cottage is used for retailing and possibly fabrication
- Open warehousing

- An auto retail and service outlet and tyre repair premises
- Un-utilised land

The surrounds of the area also have a diversity of uses:

- North - Camdale Point zoned industrial, some recreational use and conservation habitat
- East - industrial along Besser Drive
- South East - Golf course
- South – Industrial and further south land zoned for Rural Residential, accessed along Scarfe Street.
- West – Rivers edge, Cam River is used heavily for recreation, kayaking, swimming, bushbiking. The Camdale Bank is used for fishing

In Somerset, Cam Park immediately alongside the river is a popular recreation area, with residences and a motel/restaurant opposite.

East Cam Road and Besser Drive

A remnant residential area appears to be an anomaly but breaks up the scale of an industrial area. The residences have an attractive traditional and spacious character in this coastal location.

Remnant and establishing large format commercial premises along Bass Highway



View over Camdale to the Bass Strait and Somerset



View over Cooee

add a sense of organic evolution to the dominant masterplanned industrial estate character.

Recently there has been increased use of Bass Highway frontage for shop front activity and dispersed / large format commercial.

Coee

Thirkell/West Durham Road

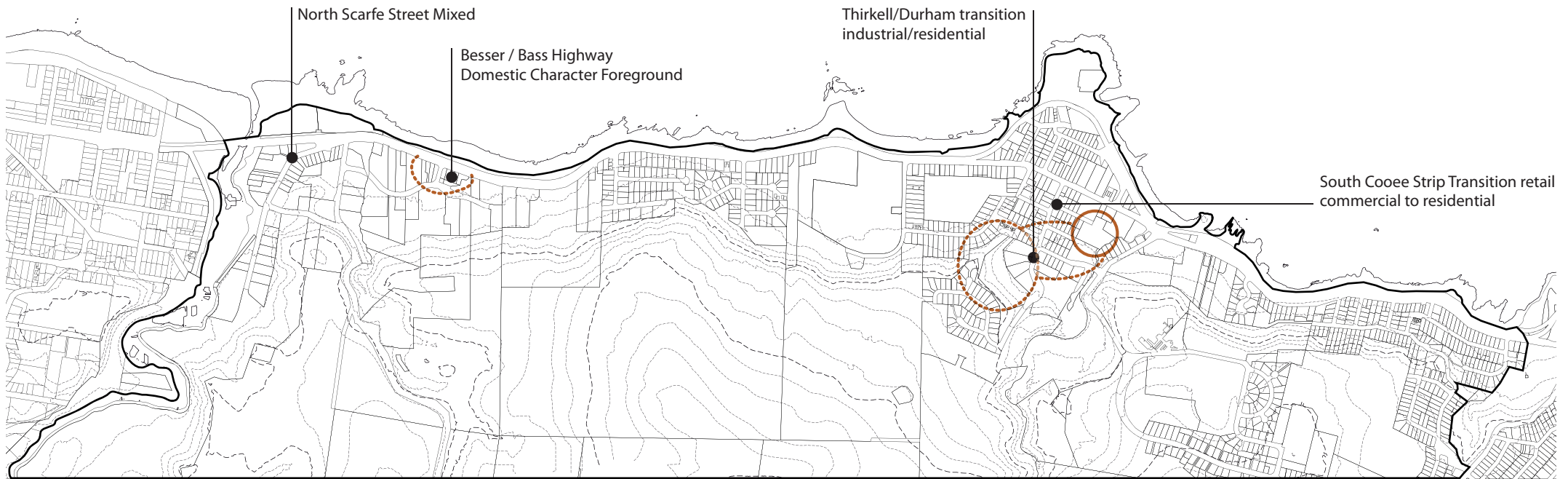
A small industrial pocket, with unresolved relationships with adjacent residential areas.

East Thirkell Street

A less well defined area also with unresolved transitions to adjacent residential and commercial areas.

Coee Strip

There is an unresolved transition zone on both sides of the Bass Highway through central Coee where commercial uses, and under-utilised and vacant land abuts residential areas.



- Mixed Use
- Mixed Use impacts
- Use Unclear

Mixed Use - observed use and implications

MIXED USE STRATEGIC DIRECTIONS

North Cooee

This area of only a few streets, is squeezed between Cooee Point and the Cooee Strip. It is primarily residential, with a large shed, apparent logistics/transport business at the end of Morris Street, and a variety of home occupation premises. Commercial and service premises are breaking into the urban fabric along Turrung and Osborne Street for access to highway and side street frontage premises.

Discussion - mixed use in the study area

Observation suggests that Mixed Use in the Burnie West Coastal Area provides benefits to the local community:

- It allows for affordable housing in more desirable areas
- Mixed use areas accommodate start-up businesses, and businesses that are run in a leaner way with caretakers and owners living on site
- It provides for walkable relationships between homes, workplaces, and a local centre
- The continuing pattern of use suggests that for some people in the local community this is a comfortable proximity of land uses

Potential benefits

In other cities mixed use areas with character comparable to the older parts of Camdale and Cooee have become desirable real estate for businesses and residents.

Strategic context consideration of Mixed Use

Mixed Use has not been separately addressed in previous studies which considered only historic smaller industrial areas and did not address other forms of mixed use.

Previous studies *Directions 94*, *Settlement Investment 07* and Council's *Burnie Industrial Strategy* identify smaller tangled land use areas as a deficiency. They propose fewer more strongly defined industrial and residential areas.

Burnie Planning Scheme 1989 and current amendments

Currently the Scheme does not include a Mixed Use Zone. A recent Council amendment to the Planning Scheme for West Park permits mixed use by identifying a fine grain of precincts applying over an Open Space zoned area. Performance requirements applying to precincts specify: land use, land management, conservation management, urban form, landscape form and response to forecast sea-level rise.

The finalised amendment provides a

Areas of existing mixed use and the areas adjacent to them, could be explicitly identified as Mixed Use areas, supported by site-specific guidelines that:

- Harvest the potential advantages of Mixed Use, specifically allowing for greater variety of residential and workplace uses and developments
- Address potential negative impacts of juxtaposition of uses

This is consistent with the approach taken by Council at West Park, and with directions for Mixed Use implicit in the Tasmania

Key Elements Model Planning Scheme Template (Planning Directive 1).

Consideration could also be given to using identified mixed use areas, as a way to effect a transition to preferred long term land uses in instances where no clear timetable can be put on the desirable transition, e.g. the transformation of areas of Camdale and Cooee from industrial to residential proposed by Settlement/Investment 07. Mixed use areas would allow flexibility for land use to change, potentially facilitating a rapid response to changes in economic context.

framework for a diversity of land uses to be co-located in response to the specifics of a site.

Decisions by planning authorities

The recent refusal of a mixed use proposal for Camdale Point appears to reflect an assessed lack of clarity regarding the proposal.

Implementation of strategies

Sustainable development, New Urbanism, Healthy Places

The existing Study Area mixed use pattern achieves some of the aspirations of contemporary planning theory: sustainable development, new urbanism and healthy environment, with walkable distances between residences and workplaces and stronger community links. Refer also

Section 6.3 Underlying Principles *Settlement/Investment 07*.

Changes in planning practice and theory, suggest re-visiting conventional wisdom regarding mixed use and permitting mixed uses which contribute to the amenity of an area including low impact industrial.

To some extent this approach is anticipated in the character requirements of *Settlement/Investment 07*, requiring that work places and local centres be in walking distance and that future development should be based on neighbourhood planning principles.

Community consultation and stakeholder consultation

Mixed use issues were not explicitly raised in community consultation.

4.5 RECREATION

Historic recreation pattern

A recreation ground was established at Cooe Creek (later Cooe) in 1895 and used by some of the Burnie community including use for the Annual St Patricks Day picnic. There were complaints about its distance from town and it appears to have been superseded by West Park, (ground purchased in 1912 and facilities established in 1915).

There was a recreation ground for Somerset on Camdale Point prior to the establishment of the meat works c. 1914.

Burnie Park adjacent to the study area was purchased 1927, and described both as a gully and as a natural park. It was significantly established as parkland in the 1930s-40s.

The points of the foreshore of the Study Area were used for fisheries and ports and industrial areas. The absence of known development suggests that Cooe Beach has always been valued for recreation.

Existing situation

Foreshore

Access to the beach was a concern at community meetings where the foreshore

was described as a major attraction of the Burnie West Coast Area.

Associated with the Bass Highway upgrade, access to the beach was formalised: there are 5 access points to the beach, 4 with parking and 1 opposite the Burnie Oceanview accommodation complex (motel, cabins and caravan park). There is a formalised entry over the rail from Turrung Street, North Cooe.

Coee Beach is a long double arced beach with a central rock feature. It is popular and is used in all seasons, including recreational use by the school and up to 200 people at a time in warm weather (Coastcare).

The smaller Brickport Beach at Coee is a dedicated dog beach.

A range of consultation groups reported that the foreshore is used primarily by locals. The lack of picnic facilities and toilets may discourage some people from using the area. Coastcare report that the lack of toilets is causing problems keeping the area clean. Council is currently investigating the feasibility of establishing a small toilet block at the carpark immediately to the west of the Coee Strip.

Walking and swimming were observed in warmer weather and fishing from the foreshore observed in virtually all conditions. Red Rock appears to be a particularly



Coee Beach from Coee Point

popular fishing spot with informal vehicular access and parking.

Escarpment

While the Open Space zoning suggests there could be a future escarpment walk, the zoning is not continuous and there is no current intention for a walkway.

Despite that, there is a linkage from Panorama subdivision to a wooded hillside and apparently to the school, possibly partial implementation of an intent for a walkway.

The *Recreation Strategy* proposes a walk up the Coee Creek which would have potential to link the Creative Campus Education Precinct to the foreshore and to any future Escarpment walk.

Camdale

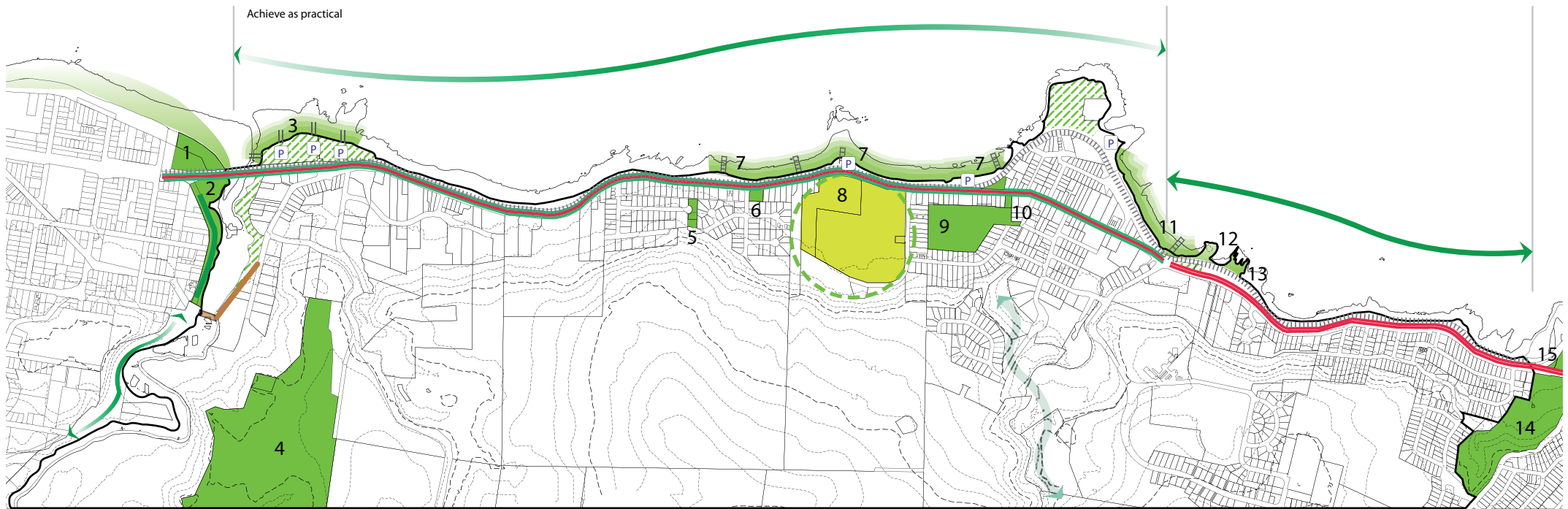
This suburb is relatively close to a well developed park along the Cam River at Somerset and the patrolled Somerset Beach. Access is along a walkway on the Cam River bridge, uncomfortably close to passing traffic.

Camdale Point

People use the river edge for fishing.

Cam River

The Camdale side (east bank) is not developed for recreational use. It is used for fishing and some access to the river by people swimming. There is an area with road frontage extending to the rivers edge in Crown ownership and potentially available.



- | | | | | | | | |
|--|---|---|---|---|--|----|---|
|  | Existing Recreation Use/destination |  | Walk/cycle identified opportunity |  | 2 Lane Bass Highway and kerbside cycleway | 1 | Somerset Beach, Anzac Park |
|  | Foreshore Active Use includes swimming, walking and fishing |  | Funded cycleway and walkway |  | Bass Highway - 4 lane and proposed separate foreshore cycleway | 2 | Cam Park, Somerset |
|  | Underutilised Foreshore Area potential recreational use |  | Potential linkage through privately owned bush land |  | Parking | 3 | Camdale Point |
|  | Community purposes - School Oval |  | Formalised Beach Entry |  | Rail | 4 | Burnie Golf Club, Cooee and adjacent woodland |
|  | Formal and informal use of other purpose land |  | Informal Beach Entry |  | Historic Road Easement | 5 | Alma Street Reserve, Ocean Vista |
| | |  | |  | Historic bridge location | 6 | Un-named open space, Ocean Vista |
| | | | | | | 7 | Cooee Beach, Ocean Vista and Cooee |
| | | | | | | 8 | School ovals Cooee, informal use |
| | | | | | | 9 | Les Clark Reserve and Bowling Club, Cooee |
| | | | | | | 10 | Memorial Hall, Cooee |
| | | | | | | 11 | Cooee Point Reserve, Brickport Bay dog beach |
| | | | | | | 12 | Red Rocks fishing spot, Cooee |
| | | | | | | 13 | West Parklands beach, Parklands |
| | | | | | | 14 | Burnie Park |
| | | | | | | 15 | West Park |

Observed recreation use

Burnie City Council owns the old road access down to the 1862-1967 Cam River bridge. The title specifies that this land is for recreational use. An informal launching ramp constructed on the remnant supports of the bridge and is used by bush bikers to spin into the river. This appears to have been an unauthorised construction and requires a risk assessment.

Cam River and Cam Park

Waratah-Wynyard has developed an attractive park with toilets and picnic facilities. Play equipment, acts as interpretation to introduce the history of this area as part of the earlier Port Maldon. It is popular with over 300 people in peak summer conditions.

There have been drownings at this location due to undertows at the river. There are signs warning of the danger at Cam Park.

Burnie Golf Club

This is a 9 hole golf course with a well established clubhouse. In light of the number of golf clubs in the area, there may be questions about the long term viability of the club, which could become available for alternative uses.

Ocean Vista

There are 2 reserves in Ocean Vista but they

have poor connectivity to each other and to the foreshore:

- Alma Street reserve has a central almost private location. The reserve is has a small playground. There is some capacity for informal surveillance from adjacent houses. The area affords different views over Bass Strait from varied locations in the park
- Local residents have suggested that the small reserve at junction of the Arthur Street and the Bass Highway should be better developed, current park furniture is minimal. The reserve has good informal surveillance but is close to traffic with noise impacts. It is located on an old watercourse and is described by local residents as boggy in winter

Cooee

In addition to the foreshore areas Cooee Beach, Brickport Bay Beach and Red Rock foreshore areas, Cooee has recreation destinations within town:

- Burnie Greens bowls complex has outdoor and indoor rinks supported by a restaurant and bistro. It is likely to be attractive across a range of age groups including older residents and provide a local community centre and venue



Cam River



Cooee Beach

- Cooee Memorial Hall used for various community events including band practice
- St David's Church/hall - may or may not be available in the future

There is informal use of the school ovals out of school hours.

A walkway in Upper Cooee appears intended to link to the schools and town centre, but the links have not been constructed. The existing route and probable future link do not meet contemporary standards for informal surveillance.

Parklands

Parklands is adjacent to Burnie Park and has a convenient walking entry that makes the park part of a walk into the City or to West Beach.

The emerging facilities at West Park are also in easy walking distance.

Burnie strategic context

1994-5 Directions Framework, Burnie Industrial Land Strategy (Directions 94)

Status - The Strategy has been adopted as Council Policy, largely superseded by more recent strategies.

The Directions report described easy access to natural areas, views and walking tracks as one of the key elements that add to the

attractiveness of the City underpinning a more diverse economy.

Council's acquisition of land at Cooee Point and Camdale Point is consistent with long term planning to achieve the proposed strategy of access to natural areas.

Settlement and investment Strategy for Burnie to 2026, 2007 (Settlement/Investment 07)

Status - The Strategy has been adopted as Council Policy.

Settlement/Investment 07 observes that Burnie is generously provided with recreational opportunities, referring to the 2003 Recreation Projects.

Coee Point - The Strategy proposes that the direction in earlier studies towards primarily recreation use is an underutilization of this key opportunity site.

Burnie Planning Scheme 2009

The Planning Scheme Open Space Zone identifies both public and private land, used for or intended for passive and active recreation. Within the Study Area the zone applies to the majority of the foreshore, Burnie Golf Course, and to identified smaller parks.

Significant recreation facilities and areas such as Les Clarke Reserve are zoned Community Purposes.

Strategic Plan 2006-2011

The Strategic Plan provides direction for existing and future recreational use.

The Plan proposes protecting and enhancing the attractiveness of foreshore and rivers edge areas:

3.3.3 Recognise and strengthen the unique attraction of our beaches, coastlines and waterways

3.5.2 Undertake improvement projects which enhance the use of our beaches, coastlines and waterways.

It proposes a pathway network:

3.6.2 Progressively work towards linking pathways for pedestrians and cyclists within Burnie and adjoining areas.

This is consistent with:

2.5.2 To encourage health promotion.

Burnie City Council Recreation Projects: Part 1 Recreational Strategy Plan 2003

The Recreation Projects Strategy Plan identifies key projects of regional significance and establishes a hierarchy of destinations and facilities. Locations within the Study Area that were identified in the Plan are:

- Burnie Foreshore, West Park – Cam River: The Plan proposes conservation of penguin habitat and rehabilitation of

native vegetation

- Les Clarke Park: proposed redevelopment with a regional focus - implemented as a sub-regional catchment bowls complex
- Cooee Point: proposed penguin conservation and walking and cycle trails with picnic and sight seeing and possibly a small caravan park.
- Cooee Creek: proposed, in the long term, assessment and potential development of a linear trail

Implementation of strategies

Recreation Projects 2003 recommendations for West Park and Les Clarke have been interpreted and are in various stages of construction.

Feasibility of walking trails is now being investigated.

Waratah-Wynyard boundary

Council has had preliminary discussions with Waratah-Wynyard Council about a joint trail system along the Cam River. Waratah-Wynyard has approached Council about feasibility of construction of a pedestrian bridge over Cam River.

Tasmanian context

RECREATIONAL STRATEGIC DIRECTIONS

The Heart Foundation has prepared a guideline for Tasmania *Healthy By Design*. This proposes providing walking tracks and cycle paths through residential areas linking to attractor destinations. Tracks are to be convenient, attractive and as comfortable as practical in all seasons. This guideline would potentially guide track development in new development and to renewal of older areas.

The state government is also investigating the feasibility of establishing a state wide touring cycleway which has implications for the Study Area, although results are not available. The recent approval of funding for a cycleway linking to Burnie would form part of this.

Community consultation and stakeholder consultation

Both residents and business groups strongly expressed a desire that developing open space areas was balanced by not developing facilities in ways which created undue cost to ratepayers for recurrent maintenance.

Foreshore

During consultation the desire for a walk along the beach was expressed consistently. Councillors noted that Council is committed to achieving a foreshore walk.

There was a desire to maintain and improve access to the Camdale-Cooee beaches.

Opinion was divided about additional facilities that would make the area more accessible to a greater part of the Burnie community and visitors. Cooee-Camdale Coastcare has commented on the problems keeping beach areas clean as they become more popular without facilities.

People were concerned that any development along the foreshore would not be overly visible and that it should be consistent with maintaining access to foreshore areas. Concern was also expressed about impact of recreational use on penguin habitat.

Cooee Point

Among the options suggested for Cooee Point were walking trails and cycling around Cooee Point or following the rail line, picnicking and general open space use, protection of penguin habitat, including areas for responsible access for people to enjoy the penguins.

Camdale Point

Retaining open space use and penguin conservation was raised by community groups.

Cam River

Both community groups and business groups identified that this area was ideally more suited to a land use that could take advantage of its recreational potential and scenic location while retaining access.

Foreshore

Council is actively working on development of a foreshore Trail potentially a shareway (walkway/cycleway) and facilities at east Cooee Beach.

Long term

Anticipate the Foreshore Trail becoming the spine for of an open space circulation network supporting shorter and longer loop walks and bike trips suitable for all age groups and potentially supported by an escarpment shareway.

Work with Waratah Wynyard Council on a Cam River loop trail

Establish the Cooee Creek linear park link from the foreshore to the hospitals and Mooreville Road Education Precinct.

Camdale

Camdale presents a number of potential recreational sites and uses. To some extent these depend on the future use of Camdale Point, any long term use of the golf club area or the area zoned Rural Residential and links to Somerset facilities.

Ideally recreation strategies for the areas close to the Cam River would be developed in consultation with Waratah-Wynyard.

Ocean Vista

Currently the suburb has 2 parks. Access to Cooee Beach opposite is across the Bass Highway, assisted by a pedestrian refuge. Recreation provision is not optimal for the

aging population, as the link to the beach is difficult and both parks are relatively undeveloped.

This suggests:

- Deciding the relative value and contribution of both parks and reworking them and surrounding roads to provide an attractive, safe and accessible recreation system. Street spaces could be made more pedestrian friendly to encourage walking, with a loop route created, potentially connecting through the central park.
- Investigate options to improve effective access to Cooee Beach

Cooee

The current provision of open space and recreational facilities seems to fit the suburb's population with:

- Active recreation opportunities at Cooee Beach and informal access to the school's ovals
- Bowls complex and restaurant in Les Clarke Reserve

Walkway system - more structured walking network and access to Cooee Point would be valuable and provide for a variety of ages.

Parklands

At this stage the suburb is well provided with recreation opportunities. Linking to a more substantial network of walks would enhance existing walks.

4.6 TOURISM

Historic tourist promotion

In the late nineteenth-early twentieth century the drive along the coast to Burnie and to Somerset was described as a scenic tour. The coast road was also promoted as a scenic bicycle touring route with an enjoyable easy grade.

Post cards of the time feature scenic views of the Cam River and the view over Cooee. Both the Cam River and the Emu River were crossed by distinctive bowed timber bridges.

Existing situation

There is little provision for tourism within the Study Area.

Camdale/Somerset

A motel and restaurant overlooks the Scarfe section of Camdale above the Cam River.

Coee

There is tourist accommodation complex between Coee and Ocean Vista which provides motel, cabins and caravan park accommodation and seems geared to affordable and family oriented accommodation, being located opposite an entry to Burnie Beach. The complex has a modest length of frontage to the Bass

Highway, but is strongly sign posted.

A single residence self contained accommodation is located on the Bass Highway close to an access to the beach.

Coee Point

Council permits stays for up to 5 days at a designated large vehicle parking area between Brickport Beach and Coee Point. This has sub-optimal facilities but is close to Coee Beach and Brickport Bay Beach.

Parklands

There is a self contained accommodation premises in Parklands.

Burnie Strategic Context

1994-5 Directions Framework (Directions 94)

Status - The Strategy has been adopted as Council Policy, largely superseded by more recent strategies.

While not putting a strong emphasis on tourism as part of its recommendation that Burnie needed to diversify its economy *Directions 94* did put a high emphasis on presentation of Burnie, a key underpinning of tourism.

Directions 94 proposed revitalisation of the appearance of the Burnie CBD area extending to West Beach. Recommendations applying



Motel and cabins on the Bass Highway and beach opposite



Large vehicle camping on Coee Point

to the Study Area were:

- City gateway at Camdale and addressing the presentation of the run down Camdale Point site
- Stronger presentation and protection of Burnie's natural assets, its foreshore and the escarpment backdrop
- Stronger presentation of and access to the edge of rivers and creeks.

Settlement and investment Strategy for Burnie to 2026, 2007 (Settlement/Investment 07)

Status - The Strategy has been adopted as Council Policy.

Settlement/Investment 07 identifies that Burnie needs to build the richness and diversity of its tourist product, but with least disadvantage to existing providers. Major investment in presentation is required.



■ Tourist accommodation

★ Potential tourism site

○ Somerset tourist accommodation

○ Informal camping site

■ Adjacent area complements tourist accommodation

Tourist use as observed

TOURISM STRATEGIC DIRECTIONS

Cooee Point - Strategy recommendations included developing tourism products that promote the natural features of the region, utilizing sites such as "Cooee Point and the Waterfront". However there was no more specific proposal for Cooee Point.

Burnie Planning Scheme 2009

Tourism is discretionary in most zones including Residential A and Commercial, but is precluded in Industrial zones.

Strategic Plan 2006-2011

The Strategic plan identifies Tourism as a key outcome for establishing Burnie as a regional centre.

1.4 : Manage tourism to ensure positive local economic, social and employment outcomes.

1.4.1 Market and promote Burnie's tourism products within a state, national and regional context.

1.4.2 Implement the Tourism Development Plan to ensure Burnie is a tourist destination stop.

Burnie Tourism Development Plan: "Raising the Bar" 2004

Status - Adopted by Council

The Tourism Plan described potential visitors to Burnie in terms of their values and character, in addition to age, income and type of tourist product preferred.

These descriptions underpin a suite of Burnie-specific themes identified to facilitate development of a tourism product authentically grounded in Burnie's character and achievable in the Burnie context. The Plan proposed focusing on enriching the Waterfront and Cultural Precincts: a central composite APPM-CBD-WestPark experience.

The Strategy does not address locations outside the key precincts. Study Area locations have apparent resonances with the tourism experience directions identified in the Plan. There are co-existing wildlife and industrial heritage and associations at Cooee and Camdale.

Implementation of strategies

Directions 94, Settlement/Investment 07 and Burnie Tourism Development Plan all focus on central Burnie as a key first stage, to establishing Burnie as a tourism destination.

The resulting development at West Beach and West Park has changed the context of the Study Area and suggests consideration of tourism development within the Area.

The upgraded civic presentation and increased prominence of natural setting, proposed in *Directions 94*, has been partly realised by Gateway artwork on the Bass Highway at Cooee, foreshore landscape management and the landscape works of recently approved industrial highway premises.

Cooee

Tourism in Cooee could assist sustaining a vibrant local centre, conversely a vibrant centre could attract visitors.

With the Bass Highway passing through, Cooee has visibility, which would be enhanced by stronger character presentation of the Cooee strip.

As the presentation of the Burnie West Coastal Area improves and as the Burnie tourist experience matures, additional tourist ventures such as the recently established self-contained accommodation cottages becomes more viable.

Cooee is 'only just' in easy walking distance of the primary Burnie tourism precincts, however with closer development at West Park and following construction of the Cooee - Burnie cycle/walking shareway that connection will be stronger.

There are a number of Cooee locations potentially suitable for some form of tourism.

- Cooee Point, Brickport Beach and a large lot at the end of Morrison Street
- Red Rock service station site and large lot industrial sites opposite
- Small sites opposite the foreshore
- Character streets and residences in North Cooee

Camdale - Somerset

Subject to management of site amenity and context factors, a number of locations in the west of Camdale, including Camdale Point are suitable for tourism development, having proximity to the Cam River, Camdale - Somerset Beach, Cam Park, Burnie Golf Club, and an established motel/restaurant in Somerset.

The Gateway development *Directions 94* proposed at Camdale is partly implemented by improved presentation of the Cam River auto retail premises.

Community consultation and stakeholder consultation

Both high end tourist accommodation and a caravan park were proposed for Cooee Point and Camdale Point. Tourist development was suggested to resource conservation management near penguin colonies.

Further comments included:

- Tourist or accommodation development in the Study Area should complement and not compete with primary tourist precincts and not duplicate features such as West Park Penguin Interpretation Centre
- Tourism at foreshore locations should not exclude others using the areas
- Scarcity of affordable accommodation, and potential visitors going to Wynyard.

4.7 LAND USE PATTERN

Strategic directions

Numerous analyses have identified the fragmented pattern of land uses in Burnie and proposed consolidation of uses to make a simpler land use structure.

Settlement/ Investment 07 proposes:

- A contained footprint for Burnie with limited expansion to the south and west
- Commercial, retail and administrative functions centred on the CBD with some retail and service capabilities in local centres situated in walking distance of existing and new residential areas
- Tourism development to focus on Burnie CBD, West Beach and West Park
- Fewer, but contemporary industrial areas

Observed land use pattern

The existing land use pattern in the Study Area reflects the historic pattern of small settlements with a close proximity between work places and residences and later infill with garden suburbs.

Settlements are distinguished by landscape separators and individual road systems accessed off the Bass Highway.

The existing pattern has been identified as a

problem, but could also be described as 'fine grained' and consistent with contemporary planning aspirations to encourage people to become less car-dependent. The existing pattern represents an opportunity for renewal of older areas, consistent with sustainable development.

Landscape values and land use

Some areas such as the escarpment serve a landscape management function in addition to rural use or being un-used. These landscape functions need to be recognised.

Underutilised land

Parklands and Ocean Vista are well developed with little vacant land. By contrast in Camdale and moreso in Cooee, there are significant areas of vacant and underutilized land and defined precincts that present specific opportunities.

Camdale

The take-up of industrial lots in Besser Drive is still incomplete. Sheep graze on one lot and relatively low return uses occupy others. Other lots are well presented with substantial contemporary industrial buildings.

The long frontage of open space to Scarfe Street and the original road reserve to the 1862-1967 Cam River bridge is not presented as open space, and represents a substantial

opportunity to reframe the image of this area.

Current partial rehabilitation presentation of Camdale Point does not match the 'gateway' proposed in *Directions 94*.

Cooee

The Cooee Town Centre appears to be in transition, waiting clarification of its role following the recent withdrawal of retail and local services, but introduction of new community purposes facilities (Burnie Greens and the recently approved GP superclinic). A number of sites on the main Bass Highway 'Strip' are vacant. In addition large areas currently zoned industrial close to Cooee Creek are un-occupied.

Land within the blocks on either side of the Cooee Strip appears under-utilized.

Houses within residential zoned area of North Cooee have been demolished to provide access to businesses along the commercial strip.

Red Rock service station is a prominent derelict site mentioned in community consultation as reflecting poorly on the image of Cooee.

While some of the underutilisation in Cooee may reflect businesses positioning themselves for any future widening of the Bass Highway or be a historic function of relative real estate prices, the amount of land sitting vacant suggests:

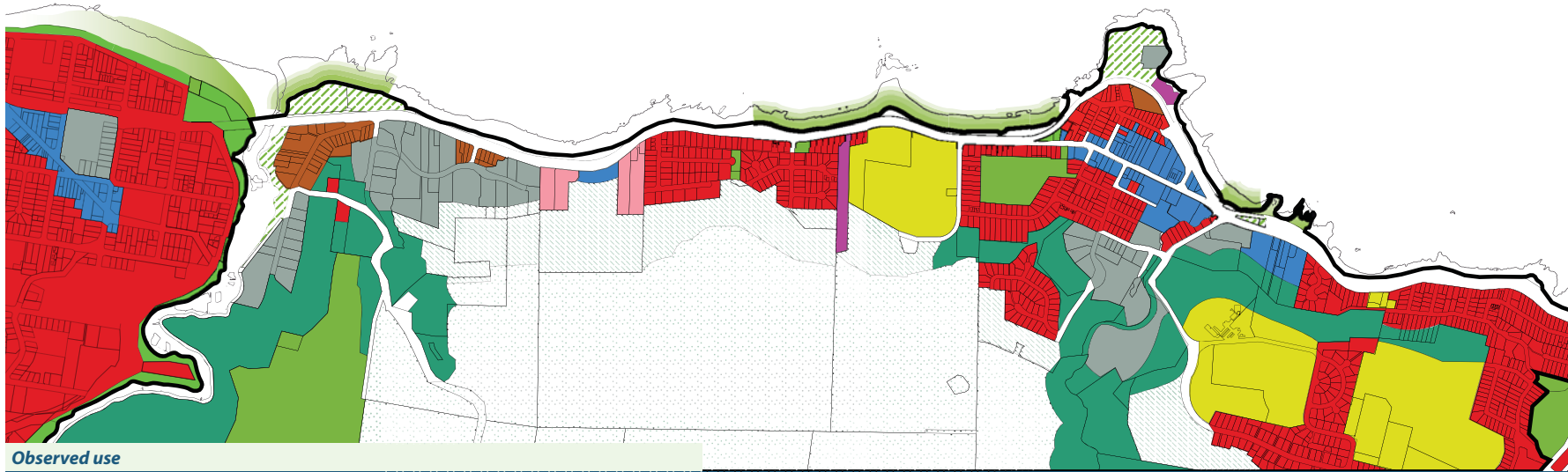
- Commercial owner perceptions that the existing zoning is not the best use and general uncertainty associated with the various recommendations for future rezoning
- The amount of underutilized land currently zoned industrial suggests that there is little demand for industrial use and owners may recognize the area as being or having potentially high value as urban land
- Land apparently being held vacant as a transitional stage in intended property amalgamations

The combined effect of underutilization and associated dereliction and non-conforming use of property is to deflate local confidence in the Cooee area.

Consistency with the planning scheme

Ideally a planning scheme articulates Council's current directions. This is not always possible due to timing difficulties in recognising changes in demand, assessing whether they are consistent with long standing directions and then responding with updated Council policies and strategies and finally amended or new controls.

There was a lack of consistency between observed landuse, trends observed in



OBSERVED LAND USES

- Residential
- Rural Residential
- Tourism
- Mixed Use
- Commercial
- Industrial
- Community Support
- Existing Recreation Use
- Foreshore Active Use
- Existing Woodland Landscape
- Landscape Slope
- Rural and Landscape setting



BCC PLANNING SCHEME

- Residential A
- Residential B
- Commercial
- Industrial
- Community Purposes
- Open Space
- Rural
- Reserved Residential / Deferred Urban

WWC PLANNING SCHEME

- Urban Living
- Business and Civic Activity
- Industrial and Transport Activity
- Environmental Resource Protection

various areas and the Burnie Planning Scheme.

The following notes, refer figure previous page, enlarge on the fit between apparent demand, directions, current Council policies and strategies.

A- South Camdale - Zoned Rural Residential. An area with difficult topography and servicing difficulties. Identified in the *Settlement/Investment 07* as only suitable for Rural Residential in the short-medium term but potentially in the long term a possible residential area (once demand rises with population and servicing costs become less of an obstacle).

B- Camdale Point - Zoned Industrial. Industrial buildings were demolished in the mid 1990s by Council consistent with the *Directions 94* recommendation that more access was provided to foreshore areas. Since then the area has not been developed as open space and a proposal for an integrated development with a rezoning was unsuccessful due to failure to show a resolved strategic relationship to industrial areas adjacent. The coastal policy would now make it difficult to re-establish industrial use on this site unless it was a water-based industry.

C North Scarfe Street - Camdale Road - Messenger Creek hub - Zoned Industrial. Currently use is mixed with the car dealership creating a defacto gateway of sorts with a strong commercial presentation to the Bass Highway, and particularly for people travelling eastwards. Location of a scenically located heritage character houses Pilots House (South Fork) and traditional Deco/Interwar housing is part of the mix.

Includes significant areas of un-used space apparently associated with realignment of roads maintained as lawn-like grassland

Potential to anticipate and protect options for a future walking track-cycleway linkage up the Messenger Creek.

D Isolated portion of land - Zoned Rural. Landmark wooded knoll of the southern end of the ridge along the East side of the Cam. High landscape value but not protected. Isolation reduces its effective rural value. Requires explicit protection of landscape value.

E Steep slopes at the rear of industrial lots - Zoned Industrial. These slopes present practical difficulties for industrial use. If developed would be prominent which

would not be consistent with *Directions 94* recommendation for protection of scenic settings of Burnie.

F Landscape separator - Zoned industrial. Steep slope would make any development prominent. Development with small footprint and frontage presentation could be compatible with retaining the separator quality. Relatively isolated for residential use unless linkages improved.

G Escarpment and plateau - Zoned Rural. Escarpment of less rural use, but serves to protect landscape setting. Requires explicit protection of landscape value.

H Existing housing Zoned - Reserved Residential - Deferred Urban. Zoning apparently intended to provide visual transition to the escarpment. Larger elevated lots seem to attract more prominent architecture, and zoning seems unhelpful in terms of apparent intent.

I Open - Zoned Residential A. Zoning on steeper area requires protections of landscape value and future escarpment linkage.

J Area on shoulder of escarpment and slope down to Cooee Creek - Zoned

Residential. Potentially visually prominent from north Cooee and Cooee Point. Requires protection.

K Woodland retained on the escarpment appears to have a maintenance access path. Not clear how it is maintained or how fire hazard is addressed.

L Cooee Creek - Zoned Open Space and Industrial. Zoning at area of historic interest (Captain Jones brickworks - sawmill area); Commercial and Residential closer to the foreshore Residential area has heritage character residences with distinctive double storey frontage to the creek at the rear along Brickport Road. To the west is an area of large sheds and significant vacant areas.

Cooee Creek has been proposed as a future walking track link in the 2003 Recreation Project, which requires ownership and management to be resolved as part of implementation. There may be potential sites of archaeological significance and interpretation interest associated with the Captain Jones developments along the Creek.

The Creek provides an opportunity to for educational - business - health links between Cooee Town Centre and the

the Mooreville Park Education Precinct, between the GP superclinic and the Teaching School at the hospital, and possibly attractive student housing close to the beach and local centre in Cooee.

Cooee Creek crossing by the Bass Highway was proposed as a gateway in the 2004 *Cooee Strategy* and potentially links to Brickport Bay Beach. Any upgrade of linkage would need to be resolved with DIER. It may be appropriate to identify potential linkages or other place based intentions in the Scheme.

M North Cooee - Zoned residential but with some commercial incursions including demolition and open hardstand in Turrung St and industrial scale shed at the end of Morris St Distinctive high character value Deco-InterWar houses and fences and some older Victorian houses.

N Cooee Point - Zoned Open Space. Existing abattoir limits attractiveness as a destination for recreation purposes but does not discourage large vehicle tourist accommodation. Opportunities are constrained by state Coastal Policy to show uses that can only take place in coastal location. Opportunities for integrated development that supports

provision of recreation and access, and complement conservation of habitat have been identified in previous strategies and in this Study.

O Large areas of vacant and underutilised land to the west of Cooee.

P East Brickport/Bass Highway - Zoned industrial but with views that could support other uses. Industrial not supported in the long term, but currently a good central easy access site.

Q Private land adjacent to Bass Highway - Zoned Commercial. A derelict service station and vehicular entry to the popular Red Rock fishing spot (reached by a vehicle width earth track alongside the service station building).

Attempts by developers to negotiate access from the Bass Highway onto this site have been unsuccessful.

Prior to the highway upgrade there was a row of houses on the north side of the road which acted as a pinchpoint to alert drivers travelling west that they were entering a more urban area. Without those buildings the width of the current eastern entry into Cooee suggests smooth running and higher speed driving through the strip.

R Woodland on the escarpment which contributes to the backdrop of Parklands is not currently protected.



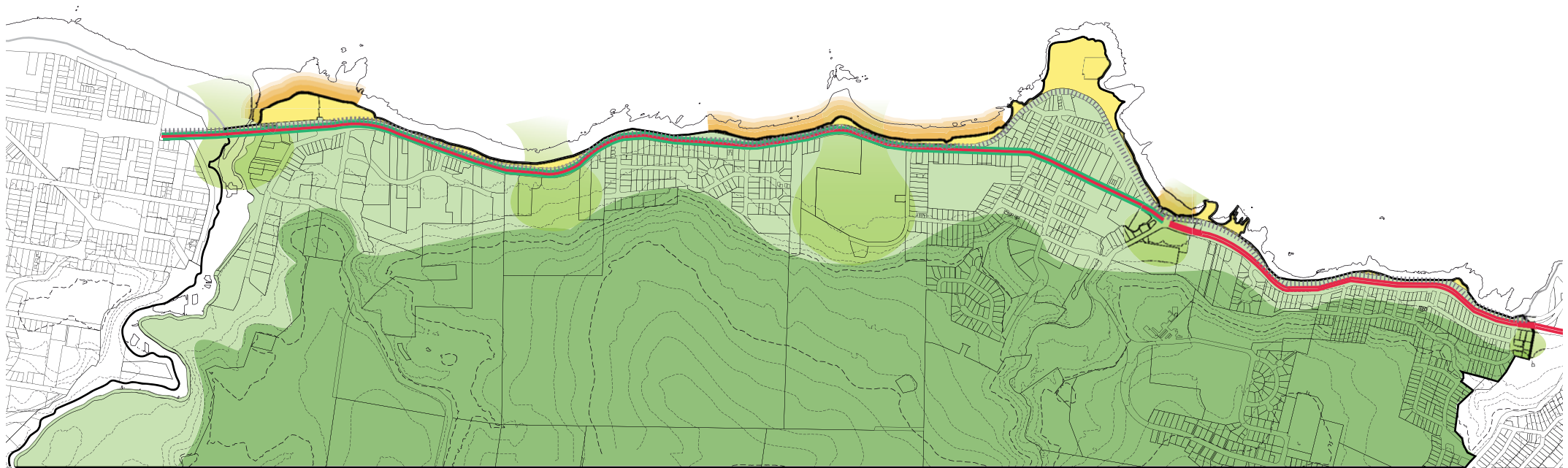
SECTION FIVE

Strategic Framework

SECTION FIVE

Strategic Framework

OBJECTIVES	PRINCIPLES	STRATEGIES
OVERARCHING		
<p>To realise the opportunities presented by the Burnie West Coastal Area's natural setting, traditional and varied urban character and landuse pattern:</p> <ul style="list-style-type: none"> • Maximise opportunities to enjoy views to and access to the Bass Strait coast and foreshore, Cam River and Cooe Creek and escarpment localities • Provide convenient and high amenity residential and recreation settings and attractive work places and investement opportunities <p>To address the issues raised by current and historic competition for flat coastal land; for industry, workplaces and residential uses</p> <p>To complement the role of Burnie as a regional centre</p> <p>To complement the composite patterns of landuse and intrinsic values of North West Tasmania</p> <p>To promote socially and environmentally sustainable development, responding to the Bass Strait coastal context and existing and potential landuses</p> <p>To allow for long-term strategic options:</p> <ul style="list-style-type: none"> • future transport and other linkages • changing commercial and industrial hierachies • maturing of Burnies radial-linear structure <p>To protect emerging long term land use capabilities</p> <p>To facilitate efficient use of local infrastructure and timely implementation, staged to maximize achieving strategic objectives</p> <p>To retain and strengthen the overall landscape character of the Bass Strait foreshore, separated coastal settlements and rural and natural-like escarpment</p>	<p>Development and landuses along the Burnie West Coastal Area to be demonstrably consistent with:</p> <ul style="list-style-type: none"> • Equity of access to the coast and river edges • Keeping coastal and riverine land available for activities that can only take place in these locations - including conservation of natural values and water-based landuses • Addressing hazard to people and infrastructure <p>Restore and improve residential and work place settings and recreational amenity:</p> <ul style="list-style-type: none"> • Build on the existing diversity of character • Address interface issues <p>Contribute to the Burnie regional centre and NW Tasmania by:</p> <ul style="list-style-type: none"> • Providing a quality life setting attractive to skilled workers • Providing opportunities for quality work places compatible with or having a managed interface to natural areas and adjacent or close landuses • Reducing traffic and land conflict <p>Recognise oportunities presented by existing uses, underlying uses and locational advantages and limitations</p> <p>Accommodate state arteries and local traffic with minimum friction</p> <p>Provide a framework that allows investors to make decisions while providing for long term and short term requirements</p> <p>Realise opportunities for establishing linkages, networks or complementary or synergistic uses</p> <p>Separate consideration of ecological conservation consistent with best scientific practice and for social values outcomes where both values appear to be present</p>	<p>Encourage landuses that benefit from the scenic, character and high diversity locations within the Burnie West Coastal Area by strong explicit statements of intention in:</p> <ul style="list-style-type: none"> • Council's Strategic Land Use strategies and policies • Planning Scheme - zoning, detailed site specific controls that support mixed use • Prominent public domain works for better presentation of key areas and to demonstrate Council commitment to strategies • Partnering with stakeholders to accelerate key projects • Implementation processes to balance emphasis on achievable (credibility) projects and high reward projects • Dedicated resources and officer responsibility for implementation and formalised monitoring processes <p>Re-frame retail and business hierachy to support a stronger role for Cooee and for easy walking between settlements and local centres:</p> <ul style="list-style-type: none"> • Strong statement of intent • Encourage additional housing preferably as medium density • Bass Highway traffic calming or interim (possibly longterm) alternative convenient traffic flow parking within Cooee <p>Planning scheme to establish, identify and protect:</p> <ul style="list-style-type: none"> • Managed interfaces between uses - buffers, transitions, performance, for a diversity of complementary uses • Valuable character, heritage and conservation places, routes, natural land systems, and heritge or character views • Microclimate and scenic amenity, optimising protection of sunlight, seabreezes and views • Foreseeable infrastructure including transport routes



- Accessible beaches
- Foreshore / Separated by Road/Rail
- Landscape Separators
- Coastal Plain - Lower Slopes
- Escarpment and Uplands
- Bass Highway 4 lane and proposed separate foreshore cycleway
- 2 Lane Bass Highway and kerbside cycleway

Strategy Land Units

OBJECTIVES	PRINCIPLES	STRATEGIES
FORESHORE		
<p>To protect the intrinsic values of the Bass Strait foreshore and its landscape setting</p> <p>To protect values of the coastal systems including habitat values and values appreciated by local people and visitors</p> <p>Protect foreshore uses and values from any expansion of the transport corridor into the foreshore</p> <p>To allow some development, as compatible with public access and conservation of habitat</p>	<p>Development to be consistent with the State Coastal Policy and with current best practice for coastal development</p> <p>Width of the transport corridor to be retained or reduced</p> <p>Identify, assess and conserve existing ecological, social, scenic and recreational values in accordance with best practice</p> <p>Minimise the footprint of development or contiguous developments or uses on the foreshore (including accommodation of the existing transport corridor and proposed foreshore trail)</p> <p>Encourage multiple outcome integrated development.</p> <p>Where a change of use or development is proposed:</p> <ul style="list-style-type: none"> • Identify and minimise adverse impacts: on the site or adjacent areas; on uses of the site or adjacent areas; duration and timing of adverse impacts • Identify and realise potential benefits: including synergies between uses; selection of locations; designs and management 	<p>Promote awareness of how coastal values are protected by the state Coastal Policy and the Burnie Planning Scheme.</p> <p>Council to work with DIER to ensure the foreshore areas and values are protected from encroachment by any new, realigned or widened transport routes. Council to also develop strong foreshore recreation and conservation programs, collecting and retaining analytical and performance data (to be available should use of the foreshore areas be proposed).</p> <p>Coastal development guidelines and performance criteria or processes could assist developers, assessing officers and the community in preparing or responding to proposals for developments or changes of use potentially impacting:</p> <ul style="list-style-type: none"> • Scenic or character values • Areas of known ecological sensitivity or potential ecological value • Areas of known or potential social or recreation value
<p>To provide easily identified and convenient access to the foreshore for locals and for Greater Burnie residents</p> <p>To provide access in a responsible manner, optimising between providing access for the community and visitors with requirements for other uses</p>	<p>Promote recreational use in the least sensitive areas, minimising access locations and the impacts of any accesses and amenities</p> <p>Locate accesses where responsible in terms of:</p> <ul style="list-style-type: none"> • Minimising access in or near areas critical for habitat value • Minimising hazard from the Western Line, Bass Highway • Providing recreation access to attractive areas 	<p>Program of activities to introduce people to the foreshore</p> <p>Program of assessment of need and works including Foreshore Trail and provision of amenities (currently in development by City Engineers Department of Council)</p> <p>As practical Foreshore Trail to be multiple use, designed to minimise pedestrian - cycle conflict</p>
<p>To address coastal processes and associated hazards. Anticipate the impacts on all uses and values associated with forecast sealevel rise</p>	<p>Explicit response to coastal processes including erosion and forecast sea level rise. Locate more vulnerable forms of development or longer duration development at higher elevation, with reference to best current sea level modelling</p> <p>Explicit consideration of constriction of habitat and recreation to be triggers for re-balancing uses on particular sites or off-site</p>	<p>Short-term, use current Tasmanian Government guidelines and processes for modelled sea level rise. Generally development to be accompanied by site-specific modelling of sea level rise over the lifespan of the development with implications outlined.</p> <p>If a proposal relies on changes being reversible, it should include detail of how that anticipation would be effected.</p>

OBJECTIVES	PRINCIPLES	STRATEGIES
COASTAL PLAIN		
<p>To prioritise competing land uses in the coastal plain to achieve maximum public benefit, recognising that the coastal plain provides:</p> <ul style="list-style-type: none"> • Industrial and mixed use areas with good access • High amenity residential land with views or easy access, including explicit consideration amenity associated with proximity to the the coastal foreshore and Cam River and proximity to local and regional centres and community purpose facilities • Conveniently located community purposes facilities including hospitals, schools and recreation areas servicing Burnie City • Local retail and services centre at Cooee <p>To reduce unhelpful fragmentation and entanglement of existing users while recognising and respecting benefits of local Burnie mixed use traditions, i.e. more affordable start-up business and industry costs, affordable housing</p> <p>Retain some mixed use capability, but with contemporary environmental standards for off-site impacts</p> <p>To retain areas of vibrant local character, distinct urban form heritage values and streetscape or scenic character</p>	<p>Recognise opportunities presented by existing uses and the existing patterns of use. Uses which are complementary although unconventional combinations, should not be arbitrarily excluded</p> <p>Identify elements of local character and linkages for protection</p> <p>Identify areas where it is desirable that a new or enhanced character could be established by new development or re-development.</p> <p>Allow to retain or accommodate the beneficial elements of the Burnie West Coastal Area's mixed uses tradition where practical. Accommodate low impact commercial uses and fabrication in ways compatible with local character and environmental amenity</p> <p>Retain the diversity of street layout, housing types and character and residential work-place relationships throughout the Study Area, particularly in Camdale and Cooee</p> <p>Encourage:</p> <ul style="list-style-type: none"> • Complementary increased residential opportunities in Cooee, Cooee Point, Cooee Creek Valley • Encourage a diversity of uses, including residential and a re-vitalised local service capacity in Cooee urban village • Take advantage of proximity to the foreshore and escarpment views for residential, recreation and commercial uses. • Retain and encourage industry and other workplaces that benefit from the scenic settings along the coastal strip and good access <p>Co-operate with Waratah-Wynyard Council on a joint strategy for the management of the Cam River and surrounds including addressing natural hazards</p> <p>Retain the existing Landscape Separators between settlements along the Coastal Plain</p> <p>Facilitate complementary developments and catalyst projects</p>	<p>Consolidate the Parklands - Cooee end of the coastal plain as a high amenity local centre/urban village close to the CBD and the the Mooreville Road Education Precinct</p> <p>Manage the natural transition of Camdale to more substantially mixed use, complementing the growth of Burnie and Somerset</p> <p>Where there is no single best use allow a wide range of potential uses, with site-specific performance controls, in respect of:</p> <ul style="list-style-type: none"> • Scale, presentation, style of buildings and surrounds • Heavy vehicles and parking requirements • Lighting, noise or odour and any security arrangements <p>In areas where industrial is not the best use now or in the future formalise a staged transition process through amendments to the planning scheme</p> <p>Where the intention is to substantially retain industrial use short-term - contain impacts within each lot and address scale</p> <p>Where industrial use is not suitable, re-zone to targeted mixed use</p> <p>Implement catalyst projects to accelerate transformation:</p> <ul style="list-style-type: none"> • Camdale Point and Camdale public domain areas • Cooee Urban Village - Red Rock redevelopment and Cooee Point and Cooee Town Centre, public domain areas <p>Identify and protect long term options, making provision for future long term land uses and facilities including:</p> <ul style="list-style-type: none"> • Cooee Creek walkway link to the Mooreville Road, Park Grove Creative Campuses and emerging senior services precinct • Retain potential for residential and open space/recreational use and development of south Camdale • Identify and protect arterial transport corridors and the current Bridport - East Cam de-facto heavy vehicle bypass routes

OBJECTIVES	PRINCIPLES	STRATEGIES
ESCARPMENT AND UPLANDS		
<p>To protect the natural and pastoral appearance of the escarpment as a landscape backdrop to Burnie and to the Burnie West Coastal Area</p> <p>To provide for staged (possibly long term) implementation of an escarpment walk and/or possible emergency services route</p> <p>To retain existing agricultural use</p>	<p>Development visible on the escarpment: on the face of the slope, on the skyline or over the skyline or else on the side silhouette of the escarpment should only be permitted if there is no, or very limited, visual impact</p> <p>The escarpment makes a significant contribution to the scenic value of the Study Area, but as a prominent sloping area is highly vulnerable to visual impacts of development or changes of use or mangement. Any development on the escarpment or visible parts of the uplands should:</p> <ul style="list-style-type: none"> • Have a small, relatively contained footprint, and little visual impact • Bring the majority of the site into landscape management (including rural uses). Development would need to make provision for continuing land management into future ownership <p>For instance, clustered housing or low visual impact stratum development with balance area community title agriculture, or tourism with bushland management of the balance area might comply with these requirement</p> <p>Development should include or provide for future realisation of a skyline walk with some degree of informal surveillance of the route</p>	<p>Retain the primarily rural zoning, but with explicit protection of landscape values in the Planning Scheme, potentially an overlay control</p> <p>Reconsider the requirement for residential zoning south of Panorama Estate at Cooee, and whether encouraging medium density in Cooee would better accommodate residential demand in Cooee. If the zoning is retained introduce controls on visual impact, supported by improved connectivity to the Cooee town centre, school and hospital and Park Grove Mooreville Road Education Precinct</p> <p>Allow consideration on non-agricultural land use or development where:</p> <ul style="list-style-type: none"> • Uses do not encroach on high capability rural land • Use or development does not impact areas of ecological or landscape significance including: <ul style="list-style-type: none"> - no or limited visual impact on the skyline or silhouette view of the slopes of the escarpment - the primarily natural or pastoral appearance of the escarpment is not compromised <p>Formulate site-specific provisions, or require any proposal to identify and assess visual and land systems impacts</p> <p>Encourage development that allows for linkages with good informal surveillance, utilising existing walking routes or footpaths where practical - and with the potential to link lengths of walking track along the escarpment.</p> <p>Identify and protect the current Bridport - East Cam de-facto heavy vehicle bypass routes</p>

A decorative horizontal line with a wavy, undulating shape, transitioning from a dark teal color on the left to a lighter, pale green color on the right.

SECTION SIX

Strategies Applied To Settlements

STRATEGIES APPLIED TO SETTLEMENTS

Camdale & Camdale Point

Development at Camdale and Camdale Point has primarily occurred along the coastal plain parallel to the foreshore and inland up the Cam River.

Identifiably different precincts have emerged, reflecting the different topographic areas and settlement history of Camdale. Industrial, residential, commercial and recreational land use areas are juxtaposed.

Some precincts are more appropriate to industrial use than others. Many precincts in Camdale are also sub-optimal for other uses.

Residential and accommodation uses are less suitable due to relative isolation from local centre (better linkage to Somerset is possible), hazard associated with the Cam River and Camdale Beach and interface with conservation values.

Being sub-optimal however can create particular opportunities: lower overheads, industrial and business start-ups and smaller ventures; affordable housing and home businesses benefit.

While current Council strategy (Settlement/Investment 07) proposes that Camdale is transformed over time to residential, this Study suggests tempering that strategy:

- Any transformation from industrial use

should commence with precincts least suited for industry and with highest value for other uses, i.e. Camdale Point, Camdale Hub and then Cam River

- Provide for a staged transition driven by market forces
- Key catalyst projects to be undertaken by Council and private developers as appropriate
- Cam River and Besser Drive to remain primarily industrial use in the short-medium term, while planning should anticipate future residential use
- Encourage Camdale Point, Camdale Hub and Cam River precincts to evolve from existing almost accidental forms of mixed use, into planned contemporary high diversity, high amenity mixed use areas

Further strategies include:

- Strengthen historic relationships with Somerset as a local centre, and Burnie as regional centre
- Act as a short-medium term land bank for industrial and residential land
- Realise the Cam River/City gateway with development along the Highway



West Camdale



East Camdale

Site Implications

STRENGTHS

Camdale overall

- Close to Somerset local centre and to Burnie regional centre

Camdale Point

- Large area, single owner (Council)
- Coastal frontage and highway access
- Penguin habitat interest and values

Cam River frontage

- Attractive river edge trees and wetlands, largely public ownership
- Council access to old bridge site

North Scarfe Street/East Cam hub

- Central, links to south suburbs
- Attractive character: Landmark 'Ferryman's House'; Interwar residences
- Proximity to the Cam and coast
- Current courtyard presentation acts as partial City gateway

Industrial areas

- South Scarfe Street - contained area scenic location; some recent industrial investment
- Besser Drive /East Cam Rd - well presented with signage and self-contained access; housing on Bass Highway lessens visual prominence; workplace adjacent to coast puts little pressure on habitat values
- Highway retail strip - suits commuters

Area South of Camdale

- Riverside setting
- Golf Club residents, workplace amenity

WEAKNESSES

Camdale Point

- Underutilised, potential hazards, poor surveillance and dangerous currents along the beach
- Forecast sea level rise impacts
- Unresolved penguin habitat expectations, use constraints
- Bass Highway/rail adjacent, vibration, noise intrusion
- Poor presentation of some adjacent land

Cam River frontage

- Undertow at popular swimming spot

North Scarfe Street/East Cam hub

- Traffic from industrial areas reduces residential amenity

Industrial areas

- Council strategies - sub-optimal use of coastal and river-edge land
- Residents and industry interface issues - contested approvals; noise, traffic and odour
- South Scarfe Street - impacts on Somerset and North Scarfe residents
- Besser Drive/East Cam Road - over-size signage impact Bass Highway character
- Bass Highway retail strip - dilutes BCC central retail strategy

Area South of Camdale

- Topography, servicing and environmental values along river

OPPORTUNITIES

Camdale overall

- Long term role as a residential area - Settlement and Investment Strategy

Camdale Point

- Responsible use of a highly attractive coastal site
- Integrated development consistent with the Coastal Policy, address habitat values and forecast sea levels
- Coastal industry and port history as points of interest
- More people into the area could reduce hazards

Cam River - Camdale

- Burnie Gateway - Directions Study
- Joint or integrated management or development with WCC

Cam River frontage

- Bridge at old location (1862-1967) - river walk, emergency vehicle link

Existing industrial

- Better premises presentation
- South Scarfe Street - encourage uses including industry benefitting from scenic location
- Besser Drive/East Cam Road - consolidate existing and anticipate long term transition to residential

South of Camdale

- Long term residential land reservoir (Settlement strategy)
- Options for development of golf course

THREATS

Camdale

- Difficulties of managing of any land use transition period

Camdale Point

- Inapt development in North Scarfe Street/East Cam Hub could adversely effect local character and reduce land use opportunities for Camdale Point

Industrial areas

- Lack of a clear direction could discourage owner decisions or continuing industrial investment, potentially leading to run down of condition of premises or blight of the area. Blight can potentially discourage both continuing industrial use and introducing alternative uses.



Camdale

Camdale Strategic Directions

OBJECTIVES	PRINCIPLES	STRATEGIES
CAMDAL		
<p>Cam River</p> <ul style="list-style-type: none"> To provide a recognisable and memorable interlude between Burnie and Waratah-Wynyard and a gateway to each To achieve complementary land uses across the river To balance conservation providing recreational access, passive enjoyment and complementary development To protect the existing natural appearance, make natural areas more accessible (as compatible with safety and conservation) 	<ul style="list-style-type: none"> Facilitate transition of use from industrial to residential when sufficient alternative sites are available and making reasonable provision for short term industrial use Development to demonstrate that it is compatible with all conservation management of significant cultural and environmental values associated with the Camdale area Identify, retain and enhance scenic, aesthetic and character values and facilitate removal of detracting development and uses Address safety issues and allow for future recreational use of the Cam River or Camdale Beach beach once safety issues resolved Consideration of views: to Bass Strait, across the Cam River and the escarpment Reverse adverse impacts on Somerset and minimise any future impacts 	<p>Planning Scheme to :</p> <ul style="list-style-type: none"> Protect views to and access to scenic and character places Provide incentives for development to make good use of the coastal and river settings for industry, residential or tourism which utilises the setting Allow for a small local centre or shop/s <p>Staged implementation of residential opportunities with:</p> <ul style="list-style-type: none"> Immediate protection of amenity for adjacent residential areas applying to new or extending development Protection of future residential amenity, to apply most strongly to the areas least suitable for industrial use
<p>Camdale Point</p> <p>To encourage responsible use of a prominent coastal site</p>		
<p>Historic Mixed Use Camdale</p> <p>To facilitate retention of character fabric</p>		
<p>Cam River – industrial</p> <p>To accommodate continuing light industrial, short-term</p>		
BESSER DRIVE AREA		
<p>To retain industrial land, mid-long term</p>	<p>Better presentation of existing industrial areas and position as a quality of life workplace more compatible with future use.</p>	<p>Transition to be achieved through planning controls, natural market forces and catalyst projects or land banking</p>
SOUTH CAMDALE		
<ul style="list-style-type: none"> Development on the ridge, the knoll and along the river to be consistent with the scenic value of those areas To provide a range of options for development of the golf course To protect the potential for development to the south, to meet Burnie’s long term residential needs 	<ul style="list-style-type: none"> Encourage complementary development to resolve access and servicing issues and provide for recreation. Layout and servicing to anticipate future needs Retain knoll and ridgeline as local landscape separators 	<p>Explicit requirement to demonstrate exploration of options for complementary development in these areas</p>



Camdale Strategic Directions

PROPOSED LAND USE DIRECTION

- Recreation in balance with foreshore values and uses
- Mixed Use with residential component
- Redevelop local centre along main strip and adjacent areas

RETAIN EXISTING LAND USES

- Residential
- Rural Residential
- Tourism
- Mixed Use
- Commercial
- Industrial
- Community Support
- Existing Recreation Use
- Foreshore Active Use
- Existing Woodland Landscape
- Landscape Slope
- Rural and Landscape setting

Camdale Precinct Strategies

FORESHORE, CAMDALE POINT

Intent

Optimise providing recreation access, effective continuing conservation management and realising development opportunities associated with a coastal site:

- Gateway role presenting first or last impressions of Burnie and Waratah – Wynyard, in an understated way that allows scenic value of Cam River to dominate
- Retain scenic values along the coast, linking to the promotional image of Burnie
- Take responsible precautions concerning forecast sea level rise

Precinct directions

Land use

Promote a mix of commercial, residential and tourism uses, with consideration of independent living possibilities.

Promote uses that allow the wider public to enjoy the foreshore setting.

Linkage and circulation

- Recreational use – foreshore trail currently being explored by Council to

be extended to the Cam River

- Allow for future linkages to Somerset and provide for local amenity at the Cam River Gateway
- Allow for realisation of a Burnie - Somerset, walking and cycle trail
- Encourage (possibly with favourable offsets) development that provides safe, easy and convenient access (pedestrian, cycle, vehicles and parking) for the public and for any development including:
 - safe and convenient access early in any development process
 - good quality access for all users in conjunction with any reworking of the East Cam Road junction
 - at least 2 accesses to the foreshore during emergencies

Response to conservation

Require that any changes of land use or development demonstrate consistency with best practice for conservation of ecological values, using contemporary precedents and standards - including responses to conservation of penguin habitat.

Urban form – volume, public domain and detail

Address potential noise, light, vibration impacts as a consequence of proximity to

the Bass Highway.

Building forms and any landscape to provide for ready views into and through the site to the beach from the highway, (consideration to be given to views from the Cam River bridge, views at main entries, views down East Cam Road).

It is anticipated that overall design would be contemporary in style. Site layout, the spaces and buildings volumes would be encouraged to reflect the coastal values of the foreshore and to be informed by aspects of the site's historic development and the development of adjacent areas. Site design to effect or complement achieving a Burnie Gateway close to the Cam River and setting cues for slowing drivers on the Bass Highway near pedestrian crossing points.

Paving and construction to be set back from the foreshore with any car parking visually discreet or screened. Development on the foreshore could be considered only if it allowed for significant public access and had favourable scenic impact.

Landscape to continue to strengthen the re-establishment of natural foreshore.

All development to demonstrate a response to forecast sea level rise.

CAMDALE CENTRAL OR HUB

Intent

- To ensure a gateway role presenting first or last impression of Burnie and Waratah – Wynyard in an understated way that allows scenic value of Cam River to dominate
- Retain scenic views along the Cam River to rivers edge and to the house traditionally identified as the original ferryman's or pilot's house, associated with early use of the Cam River (currently South Fork)
- Conserve character area of Interwar traditional housing north Scarfe Street
- Provide responsible precautions concerning forecast sea level rise
- Initial stage improvements to act as a catalyst, re-positioning this area as attractive for residential and tourist development

Precinct directions

Land use

Presentation to be the main criterion in this area.

Permit tourist and residential uses as part of mixed use in this area. Encourage mixed use in the vicinity of prominent highway frontage sites adjacent to the historic Pilots House, a key character element of this area.

Residential and recreational use to be considered, subject to safety issues with the Cam River being addressed.

Linkage and circulation

- Allow for future linkages to Somerset and provide for local amenity at the Gateway
- Any development to be compatible with a future Cam River walking track loop, potentially using the old highway route down to the Cam River (Council land, designated on the title for recreation)

Response to conservation

Require ecological assessment of values and impact of any development for all areas beside the Cam River.

Urban form – volume, public domain and detail

Frontage to the Cam River to be retained as natural, or enhanced.

Retain, re-construct or interpret historic elements or traces along the river, such as the historic bridge ruins and footings, and the old road route and road formation.

Development along the river to complement presentation of the Pilots House. Protect views to and streetscape of the interwar houses along north Scarfe Street.

All development to demonstrate a response to forecast sea level rise.

CAM RIVER & SOUTH SCARFE STREET

Intent

- To provide for:
 - equitable withdrawal of industrial use as availability of land elsewhere permits, while recognising recent investment
 - transition over time to mixed use which could include low impact industry and industry which benefits from a scenic setting e.g. maritime, specialty food manufacturers
- To realise the inherent value of river edge land for public recreation and to life setting
- To retain and enhance the natural appearance of this area viewed from Somerset and scenic views along the Cam River
- To alert potential developers to the requirement to take responsible precautions concerning forecast sea level rise along the Cam River
- Initial stage improvements to act as a catalyst project to present the area as attractive for residential and tourist development

Precinct directions

Land use

Assess land use and development proposals for compatibility with future residential use and impacts on recreation on both sides of the Cam River.

Consideration to be given to noise, traffic generated, scale and visual impacts.

Development on the Knoll to be encouraged that provides for public access or enjoyment of the views from the knoll. It should be designed to complement this local landmark in views along the escarpment.

Linkage and circulation

- Allow for future linkages to South Camdale and Somerset
- Allow for a future pathway, cycle and emergency vehicle link to Somerset. It should not be able to become a through route for industrial traffic.
- Protect the potential for a future Cam River walking track loop

Response to conservation

Require ecological assessment of values and impact of any development for all natural areas or areas beside the river.

Urban form – volume, public domain and detail

Frontage to the Cam River to be natural or be of a high standard of design. Development is not to be individually prominent in views from Somerset unless designed to be attractive in the view.

Screening of significant hard stand or open works areas.

Some form of volumetric patterning, of the shapes of any large buildings to break up apparent scale.

Knoll and ridgeline to be retained as primarily natural in appearance.

Any development close to the river to demonstrate a response to forecast sea level rise.

EAST CAM/BESSER DRIVE

Intent

- To anticipate the long-term withdrawal of industry that is less compatible with future uses, while allowing for short-term investment
- To permit, low impact industry which benefits from a scenic setting e.g. maritime and specialty food manufacturing
- To provide for future value of coastal land for residential use, recognising it would only become attractive in the longer term, as more suitable areas are developed
- To conserve scenic views along the Bass Highway, protecting prominence of the escarpment and the 'landscape separator' area at the Veggie Shed bend

Precinct directions

Land use

At East Cam and Besser Drive - support short-medium term viability as an industrial area, but limiting impacts (scale, noise, air, traffic) of significant expansion or new development.

At the 'Youngs Veggie Shed' Bend - Allow activities compatible with conservation of the natural escarpment landscape e.g.. development of residences, accommodation, industry with a small footprint.

Linkage and circulation

- Retain Besser Drive loop which minimises the traffic impact of the industrial area on the highway
- Establish extent of issues at the East Cam Road intersection and respond
- Make provision for a future walking track along the Escarpment

Conservation performance

Decisions about land use to be informed by impact on habitat values.

Urban form – volume, public domain and detail

At East Cam and Besser Drive areas

- Frontage to Bass Highway - encourage retention of existing residential area which provides foreground interest
- Stronger landscape planting required
- Larger scale of industrial buildings to be considered for re-use or introduction of denser residential forms.

Signage - Stronger estate signs on the Bass Highway, Besser Drive and East Cam Road as an alternative to oversized signage on premises.

Landscape presence - Retain views to the escarpment setting and retain landscape separation at the 'Youngs Veggie Shed' bend.

SOUTH OF CAMDALE & GOLFCLUB

Intent

- To protect long-term opportunities for denser residential development while encouraging short-medium term development of the area currently zoned Rural Residential. Future development could benefit from the existing golf course, Cam River location and proximity to a well serviced town centre at Somerset.
- To encourage a master-planning approach to development of the Rural Residential area, potentially complementary to any future redevelopment of the Golf Course
- To encourage consideration of options with Waratah-Wynyard Council regarding the use of the Cam River, traffic management and servicing
- To retain scenic views along the Cam River.

Precinct directions

Land use

Short term residential and recreational development that realised opportunities presented by proximity to the Cam River, Burnie Golf Club and Somerset, based

on assessment of the best location for recreation and residential uses after detailed consideration of the nature of this land.

Linkage and circulation

- Pedestrian bridge to Somerset, to be available in the interim for emergency vehicles
- Make provision for future Cam River catchment system of walking and cycle tracks, with achievable early stages

Conservation performance

Decisions about land use to be informed by impact on habitat values.

Urban form – volume, public domain and detail

Frontage to the Cam River to be natural or be of a high standard of design. Development is not to be individually prominent in views from Somerset unless designed to be attractive in the view.

Screening of significant hard stand or open works areas.

Fine scaled pattern of development and appearance.

Any development close to the river to demonstrate a precautionary response to forecast sea level rise.

Recreational or residential uses in this area would require that potential hazards had been assessed and addressed.

STRATEGIES APPLIED TO SETTLEMENTS

Ocean Vista

Ocean Vista was established as a subdivision in the 1960s. It is relatively homogeneous in character and continues to function well as a residential area. The suburb is attracting medium density infill development.

The population of Ocean Vista includes a high component of older people. This is not ideal for a suburb that is relatively isolated and where people could more easily become dependent on cars for everyday tasks.

The distinctive garden suburb layout with a central park provides opportunities to encourage more active enjoyment for all age groups and to promote healthier aging.



Ocean Vista

Site Implications

STRENGTHS

- High amenity location with water views from houses and parkland
- Residential use supported by high standard housing stock and distinctive suburb design - centrally located "secret" park links upslope and vehicular connection accessway along the contour
- Entry park and highway crossing and access to Cooee Beach
- Strong community
- Cooee schools within walking distance, Burnie CBD an easy drive

WEAKNESSES

- Relatively isolated in terms of walking to local centre for shopping or minor services. Car reliance can be difficult for older residents
- Access to the beach across highway perceived as dangerous and linkage within the suburb weak without good informal surveillance. Central park appears little used
- Stormwater and waterlogging at foot of the escarpment and in entry park
- Continuing infill changing the garden suburb character

OPPORTUNITIES

- High quality infill (retaining garden suburb character) increasing population, attracting local services
- Loop walking opportunities and better linkage to Cooee - possibly foreshore track and escarpment track
- Better access and relationship to Cooee Beach, road crossing reworked to feel safer with stronger behavioural cues for drivers
- Upgrade park to provide 'destinations', improved amenity and surveillance
- Resolve park hierarchy and provide an integrated open space system potentially including use of streetscape areas

THREATS

- Increasing mismatch of more isolated suburb, located on some slope with the needs of an increasingly older population
- Poorly designed infill could compromise the garden character of the area and impact on amenity of the suburb by blocking views and seabreezes



Ocean vista

Ocean Vista Strategic Directions

OCEAN VISTA

Intent

Retain as an attractive high amenity residential area.

Directions

Landuse

Retain primarily residential use.

Anticipate further infill pressure and provide guidelines to ensure the garden character of the suburb is retained.

Assess distribution and quality of open space areas.

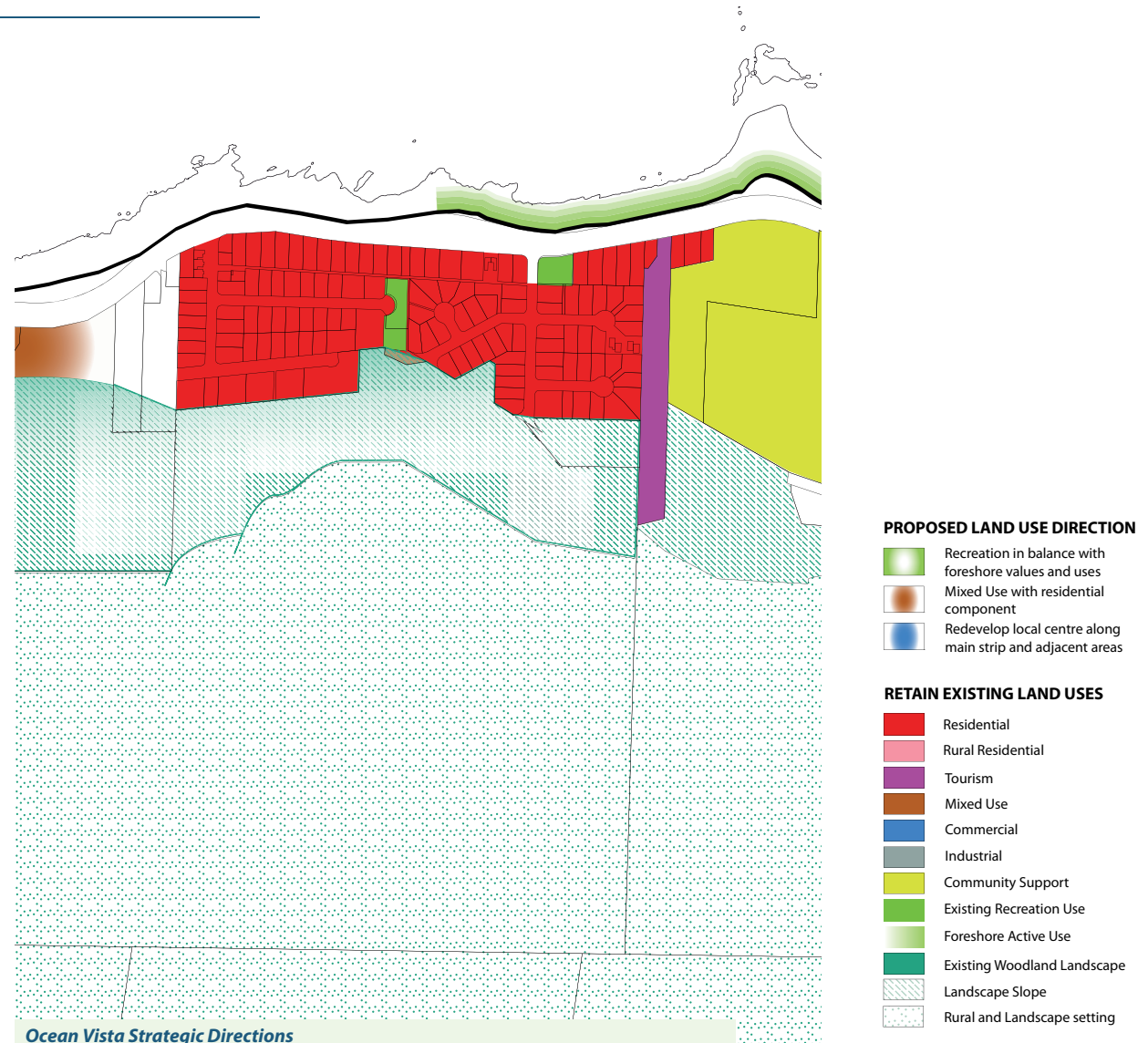
Linkage and circulation

Explore options for safe and convenient access to the beach over the highway and strongly defined walking routes with destinations within the suburb.

Urban form – volume, public domain

Create high amenity open space with different features and increased opportunities for informal surveillance. Explore options for infill development adjacent to POS areas to provide good surveillance.

Resolve drainage issues in lower Arthur Street POS area.



STRATEGIES APPLIED TO SETTLEMENTS

Cooee and Cooee Point

Cooee has developed incrementally with distinctive precincts being established. Precincts are separated by the Bass Highway, the rail line, the wooded escarpment and Brickport Road/Cooee Creek.

Distinctive character features within Cooee include St David's Church visible in views throughout the town, the palm trees alongside the highway at the school oval, and to a lesser extent the Cadburys tower, Cooee Creek and north Cooee and south Cooee streetscapes.

A key issue in Cooee is the decline of the main street of Cooee as a functioning town centre, and its dominance by auto retail.

Recent changes, attracting a younger population, construction of Burnie Greens bowling centre in the Les Clarke Reserve and the recent approval of a GP Superclinic could suggest an emerging resurgence of the town.

There are a number of under-utilised large sites and coastal sites in Cooee which present land use opportunities and suggest directions in which the town could develop.

There is also an opportunity for a potential link along Brickport Road/Cooee Creek to the Mooreville Road Education Precinct.

In the older parts of Cooee there are interwoven interfaces between different uses that may previously have been perceived as discouraging development.

However with contemporary aspirations for residential use in inner city locations close to shops and workplaces, those areas could be understood as having vibrant and desirable character, close to the Cooee town centre.

Cooee presents opportunities to revitalise its local centre as a character urban village with convenient amenities, and services. Revitalisation could be supported by catalyst projects and public domain works, capturing the momentum provided by the recent construction of Burnie Greens and GP superclinic.

Cooee could become a model of sustainable and liveable reworking of an existing settlement.

Specific directions are outlined for key precincts.



Cooee from the east



Cooee closer view

Site Implications

STRENGTHS

Cooee generally

- Close to beaches; Burnie CBD, Schools, Hospital, Education precinct
- New bowling centre and GP clinic
- Landmark buildings and trees

Cooee Point

- Relatively high, 270 degree views
- Large flat area, 2 owners (1 Council)
- Existing road access and services
- Penguin habitat values

North Cooee

- Character residential area, 'Interwar'
- Close to town and beaches, flat

Bass Highway commercial strip

- Recent streetscape and buildings
- Character buildings
- GP superclinic recently approved

South and west Cooee

- Established residential area, schools, childcare, beach, largely flat
- Community/civic character area, St Davids, Memorial Hall, Burnie Greens
- Contained industrial area

Cooee Creek and Brickport Bay Valley

- Central, connected, local landmark
- Screened within the valley

East Cooee

- Foreshore views and interesting sites

Upper Burnie, Panorama subdivision

- Established residential area, views

WEAKNESSES

Cooee generally

- Perceived lack of direction and decline in the town centre

Cooee Point

- Exposed to wind
- Multiple ownerships
- Existing abattoir not compatible with other uses. Vacant character
- Penguin habitat constraints
- Existing uses: camping by permit under-utilises potential of the site
- Single vehicle entry, difficult intersection. impacts if rail re-used

Bass Highway commercial strip

- Poor access-egress onto Bass Highway from residential areas and difficult for cars or pedestrians to cross
- Transition-Vacant buildings, derelict and underutilized areas on the commercial strip and adjacent areas
- Loss of retail, commercial services

Cooee Creek and Brickport Bay valley

- Brickport Bay beach - poor presentation and parking
- Historic and recent land use pattern
- No apparent land use direction
- Various mixed uses, weak or no buffers between co-located uses

East Cooee

- Questionable use of waterview land
- Impact of traffic movement

OPPORTUNITIES

Cooee generally

- Better use of water-side land
- Revitalise strip and whole suburb, with more people and more activity

Cooee Point

- Complementary development and habitat conservation
- Residential, retirement village, accommodation
- Railway - potential for access by rail or across rail at west end
- Owner and Council work together for best public benefit and value
- Potential Cooee change catalyst
- Incorporate site in Morrison Street

North Cooee

- Retain traditional residential use and character

Bass Highway commercial strip and environs

- Build on - historic character at west end, contemporary at east, views to the water at west and east ends
- Link to community facilities or beach
- Housing/accommodation infill
- Retain auto focus, less dominant
- Incentives or packaging of land

Cooee Creek and Brickport Bay

- Connect Education precinct to Beaches, Cooee, potential student housing, Cooee industrial sites

THREATS

Cooee generally

- Continued loss of local centre functions.
- If the perception of lack of direction continued, it could discourage further investment
- Development that compromised beachside character

North Cooee

- New buildings or renovations that compromise the character of the area
- Demolitions and creeping commercial uses

Cooee Point

- Cooee township relationship needs road as barrier sorted out.

Cooee Creek

- Premature development before options identified

Land adjacent to the hospital

- Expansion of the hospital without clear management of buffer areas.

Flexible transition management

- Settlement and Investment strategy proposes change to residential, but needs to accommodate changes in different types of industrial commercial and business use.



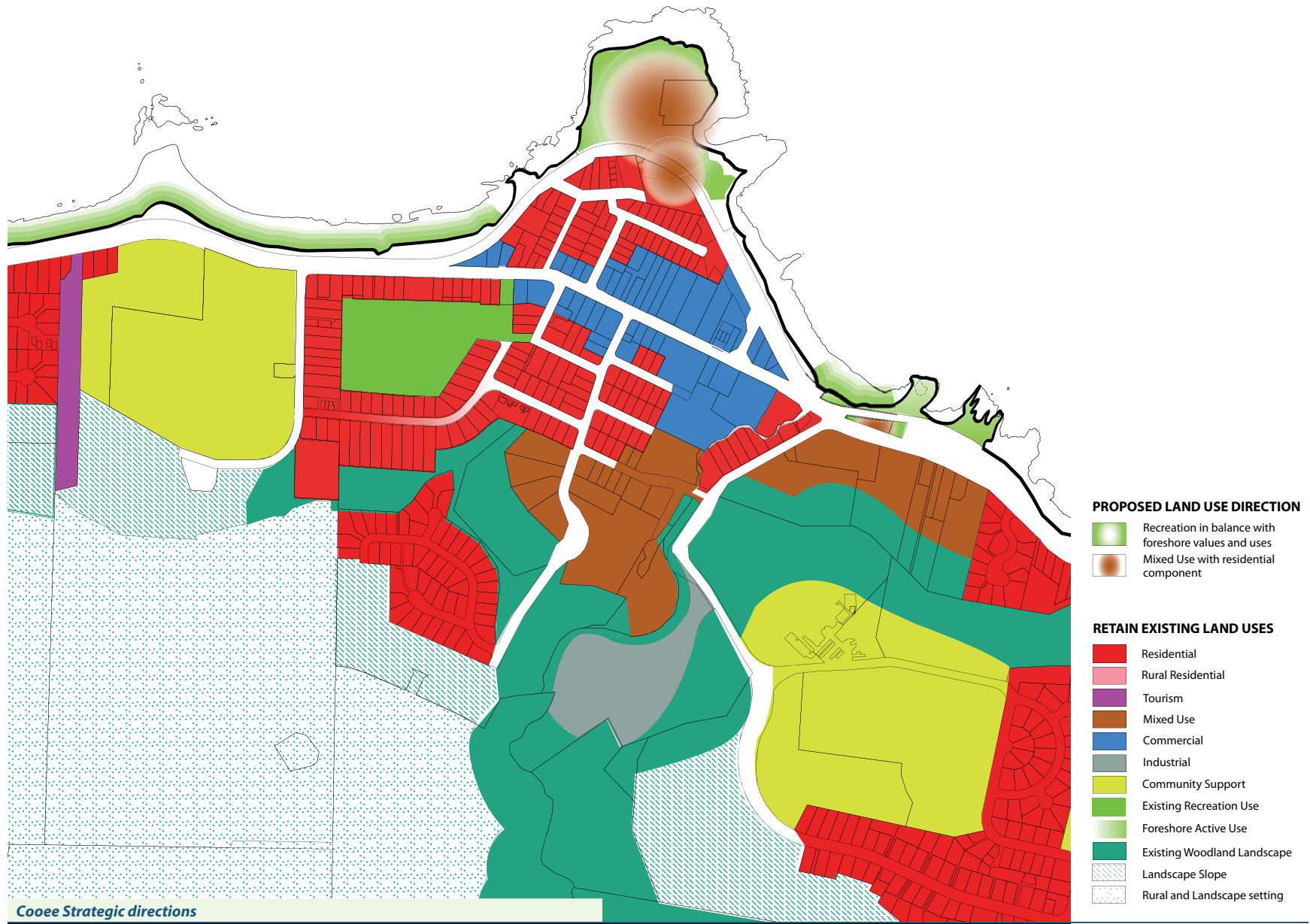
Coee

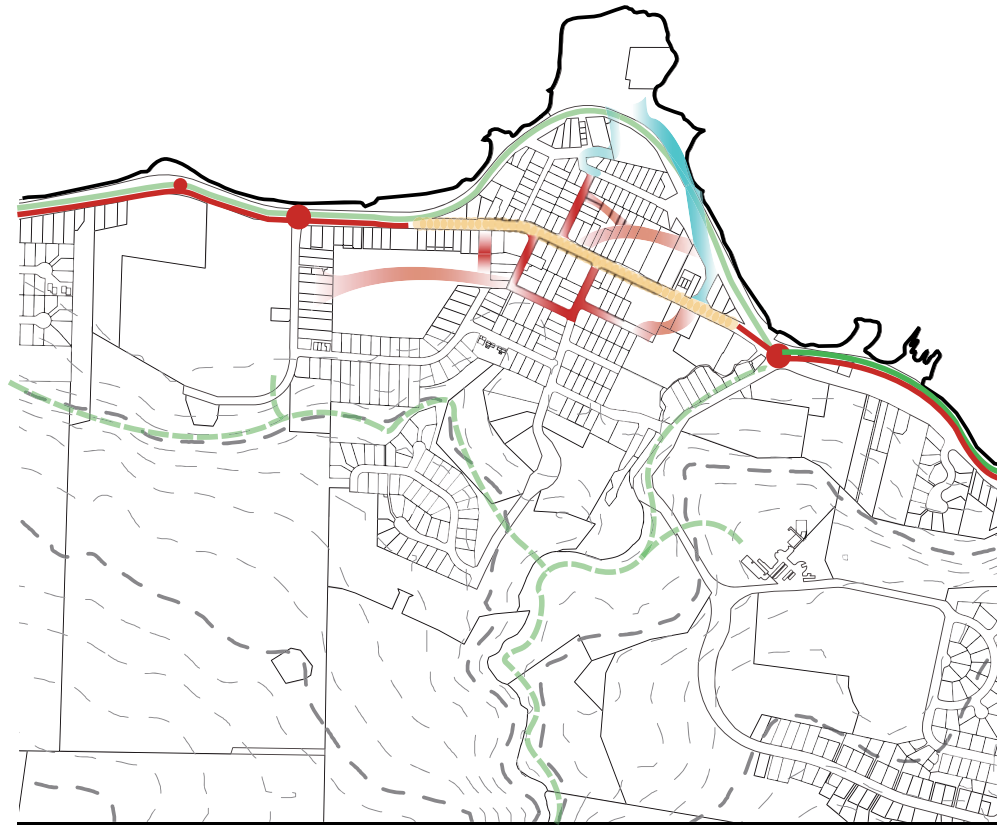
Cooee and Cooee Point Strategic Directions

OBJECTIVES	PRINCIPLES	STRATEGIES
COOEE REGIONAL AND GREATER BURNIE ROLE		
<p>Urban form and direction To revitalise the local centre of Cooee, establishing a vibrant urban village to reverse the previous adverse impacts of the highway upgrade through the town, while complementing but not competing with the regional role of Burnie CBD.</p> <p>To provide:</p> <ul style="list-style-type: none"> • Central and prominent locations for retail and services displaced after the highway upgrade of the Bass Highway • Easy access and convenient parking • Views and access to adjoining foreshore areas <p>To allow Cooee to emerge as an example of sustainable renewal of older towns, with contemporary standard interfaces between close proximity use areas, and as a town where walking is an attractive and convenient option.</p> <p>To provide for staged and equitable implementation of the change from industrial zoned areas to encourage more residential use without losing benefits of the existing organic mixed use pattern. To ensure staged changes commence with areas currently most adversely effected by the existing situation.</p> <p>To allow for greater density residential use of a high amenity and conveniently located urban village.</p> <p>To ensure responsible balance of use of the Cooee foreshore for conservation, recreation and for transport corridors.</p> <p>To explore options for establishing a strategic relationship to the hospital in Brickport Road and Mooreville Road Education Precinct.</p>	<ul style="list-style-type: none"> • Identify and protect views through to natural areas, including opportunities for background views • Where practical, provide views, physical access and facilities that make enjoyment of natural areas convenient for residents and visitors, while not competing with Burnie tourist precincts or features • Work strongly with DIER to identify fully, the circulation and land use problems resulting from the highway upgrade and the range of practical alternative responses - emphasizing the need to meet state goals of sustainable development. Responses to be formulated co-operatively with the Department wherever practical • Development in historic and older areas to reflect historic and local forms of buildings, open spaces and street layout, including contemporary interpretations informed by the local historic or traditional character. New development to be compatible with allowing a wide spread of potential land uses, responsible energy use and microclimate, and walkable settlements • Provide clear directions for owners and investors, particularly during any transition process and recognize value of previous investment • Strengthen effective access to all community purpose destinations • In more sensitive or prominent sites outline site-specific planning guidelines as practical • Allow for both Council and individual owner investor initiatives 	<p>Council strategic documents and Planning Scheme to make strong and complementary statements of intent:</p> <ul style="list-style-type: none"> • To protect views to and access to scenic areas including the foreshore and Cooee Creek • Encourage development that makes good use of the coastal setting • Encourage Cooee to develop as an urban village (local centre), a local destination with shops, cafes and services supporting work places and higher population with greater densities close to the village centre • Encourage establishment of workplaces complementary to Cooee urban village revitalisation • Support continuing mixed use in areas where it is already established, but restricting allowable impacts on environmental amenity from any property • Resolve traffic management perceived as blighting the local centre functioning of the Cooee strip, either with DIER, or by developing alternative local circulation routes within the suburb <p>Council to undertake projects demonstrating Council's commitment to the urban village direction, as a catalyst to urban re-vitalisation, or to facilitate complementary works as part of private development, including:</p> <ul style="list-style-type: none"> • Landscape works along foreshore areas, and in civic areas improving access and amenity including: the Foreshore Trail and potential works at Cooee Point, along the Cooee Creek and within the Cooee Strip • Traffic management/urban design projects

OBJECTIVES	PRINCIPLES	STRATEGIES
COOEE POINT		
<ul style="list-style-type: none"> • Development on Cooee Point to support revitalisation of Cooee by bringing more people into the town • To encourage land uses complementary to regional and local open space systems and conservation management on the point while making good use of development opportunities the area presents 	<ul style="list-style-type: none"> • Retain and enhance scenic and aesthetic values of the Point • Encourage Integrated Development to limit the footprint of individual proposals • Balance permitting development with conservation of habitat values and with providing recreational access and passive enjoyment for the local community and for visitors • Access from the Bass Highway and across the rail line to be resolved with DIER and to provide for emergency egress for all visitors and residents 	<p>Require a site specific planning framework for Cooee Point either a LAP, precincts or masterplan approach demonstrating how complementary landuses are established and maintained</p>
NORTH COOEE		
<ul style="list-style-type: none"> • To retain residential use and character • To encourage development, in a manner that promotes renovation of older housing stock 	<ul style="list-style-type: none"> • Retain character streetscape appearance, detail and apparent scale of historic fabric and encourage greater diversity of use • Discourage property amalgamations except where residential character is not compromised 	<ul style="list-style-type: none"> • Planning Scheme to establish height controls and volume controls in terms of potential impacts on North Cooee traditional and interwar streetscapes • Streetscape works including undergrounding of infrastructure including power
EAST COOEE		
<ul style="list-style-type: none"> • To provide for better use of waterfront land long term • To facilitate re-establishing some sense of the gateway-like pinchpoint appearance at the east end of Cooee before the Bass Highway upgrade • To anticipate future development pressure if large properties in the East Cooee area become available 	<ul style="list-style-type: none"> • Urban form on the site of the derelict service station at Red Rocks to have a significant presence close to the road frontage (as consistent with sightlines for safety, could include signage) • Require development to make responsible use of sites with high amenity and Bass Strait views, or sites with potential to contribute to revitalisation of Cooee urban village or to establishing the Cooee Creek corridor/linear park 	<ul style="list-style-type: none"> • Work with DIER and landowners to re-establish an East Cooee gateway pinchpoint character along the highway. • Provide site-specific guidelines, or alternatively require a local area analysis to ensure development is compatible with responsible use of land close to the foreshore • Development to complement Council's civil works, potentially including the Foreshore Trail construction

OBJECTIVES	PRINCIPLES	STRATEGIES
SOUTH AND WEST COOEE		
Consolidate as a residential area that accommodates associated essential community services, schools and recreation	Strengthen community and civic role and residential amenity	<ul style="list-style-type: none"> Public domain works in the Council owned civic areast Work with the next owner of St David's or consider acquisition
UPPER COOEE		
<ul style="list-style-type: none"> To protect landscape value of escarpment above Cooee To protect existing farming activity 	<ul style="list-style-type: none"> Minimise visual prominence of development on the skyline or on silhouettes, ideally there should be no or little contrast or visual impact should be of short duration Support continuing farming activity and require transition area between agricultural land and other land uses that effectively buffers the farmland from impacts Provide for the continuation of the Cooee Creek Linear Park corridor and link to the Mooreville Road Education Precinct Optimise visual impacts, ecological resilience, fire hazard of any change of landuse on the escarpment 	<ul style="list-style-type: none"> Provide visual guidelines for future escarpment development Define the Cooee Creek linear park link to the hospitals and to the Mooreville Road Education Precinct in the current or next Council Strategic Plan and in the Planning Scheme Strengthen the requirement for buffers between adjacent land uses and remaining farming activity on high value rural land
COOEE CREEK/BRICKPORT BAY		
<ul style="list-style-type: none"> To establish a strong visual prominence for natural foreshore features to be appreciated from the Bass Highway, adjacent streets and within Cooee Village To establish and identify the Cooee Linear Park as parkland and a connecting corridor to the Education Precinct 	Development to be consistent with establishing the Cooee Creek/ Brickport Bay to Education Precinct as an idea and access corridor	<ul style="list-style-type: none"> Liaison with Education Precinct, Hospital, industry stakeholders LAP and masterplan





- Bass Highway transition to more pedestrian friendly and easy vehicle access route through Cooee Strip
 - Existing street accepts displaced main street activity
 - Indicative location of potential linkways supporting displaced main street areas
 - Traffic Management at intersection ideally linked to managing traffic flow through the Cooee Strip
 - Pedestrian crossing point
- Access to Cooee Point
 - Indicative location of potential linkway to Cooee Point and/or emergency egress
 - Funded walkway/cycleway to Burnie CBD
 - Potential walkway/cycleway interium use of existing rail easement
 - Escarpment/Cooee creek walking track system

Indicative pattern of linkage - Conceptual only

Cooee Precinct Strategies

COOEE STRIP AND SURROUNDS

Intent

- To rebuild the functionality of the Cooee Strip to become the vibrant core of an urban village (local centre)
- To encourage additional residential use or tourist use of areas close to or on the strip without alienating key commercial sites - to provide a critical mass population to attract local retail and services
- To attract re-establishment of displaced local centre functions to the Strip or areas adjacent to the Strip
- To resolve traffic movement to provide easy pedestrian and local traffic access to the Strip with convenient parking, possibly requiring local traffic routes
- To retain and complement the historic character of west of the Strip
- To accept and incorporate the current use and character as a subregional auto retail at the east end of the strip as part of the village revitalisation
- To encourage development at the east and west of the Strip to take advantage of opportunities for water views, making views available to clients, customers

and to passersby e.g. cafes, shops with foreshore colonnades

Precinct directions

Land use

- Encourage mixed use with a retail and local centre focus on the lower floor in buildings with frontage to the Bass Highway
- Encourage uses that utilize foreshore views or proximity to the foreshore

Linkage and circulation

- Work with land owners to identify alternative routes: streets, lanes which can provide for convenient high surveillance walking routes linking to the Strip
- Facilitate construction of convenient, comfortable and safe parking areas
- Streetscapes to be pedestrian friendly while also being practical for vehicles of a variety of sizes

Urban form – volume, public domain and detail

Retain key views to the water and to the escarpment.

Scale and character of new development to reflect historic buildings in the west and auto buildings in the east.

NORTH COOEE

Intent

- To conserve the historic late nineteenth century - Interwar built and streetscape character and retain or strengthen the presence of existing views to the coast along streets
- To allow for organic residential development while retaining the distinctive residential character and streetscapes
- To encourage a vibrant residential area adjacent to the Cooee Strip and character area adjacent to Cooee Point
- To outline a Desired Future Character for North Cooee, giving clear urban form criteria regarding streetscape and building volumes
- Facilitate foreshadowed development on and adjacent Cooee Point by promoting transition character development of the derelict land in Morris Street

Precinct directions

Land use

- Consolidate residential use and character.

- Encourage only modest development benefit from the character of this area or that utilise foreshore views or proximity to the foreshore

Linkage and circulation

- Improve pedestrian and vehicular links to Cooee Strip, Cooee Point and foreshore areas
- Traffic management, streetscapes and road design to make North Cooee more pedestrian friendly

Urban form – volume, public domain and detail

- Urban design criteria for development in North Cooee to include:
 - impact of a proposed development on the historic or streetscape character including identified heritage and character buildings, fencing and road layout
 - design criteria for second storey extensions or additional units to allow streetscape to be retained
 - ease of visual and physical access to the foreshore and the Cooee Strip

COOEE POINT

Intent

- To optimise providing recreation access and substantial continuing conservation management with realising development opportunities associated with coastal land
- To retain scenic values along the coast
- To ensure all land use is compatible with the exposed nature of the Point, while encouraging land uses that make responsible use of flat land relatively close to a local centre
- To attract land uses that would support revitalisation of Cooee as an urban village by attracting people into the town centre
- To ensure development or change of land use has responsible precaution concerning forecast sea level rise

Precinct directions

Land use

- Encourage residential land use, giving consideration of independent living on this flat central site, or accommodation

- Permit limited commercial uses, as compatible with hierarchy for retail in Burnie and in Cooee
- Permit tourism as complementary to Councils Tourism Plan

Linkage and circulation

- Provide for cycle/pathway movement through the Point on the Foreshore Trail and link to the Trail. If the trail makes interim use of the rail easement provide an alternate future Trail route
- Provide responsible vehicular access including 2 emergency egress routes

Response to conservation

Require that any changes of landuse or development demonstrate consistency with best practice for conservation of ecological values, using contemporary precedents and standards - including responses to conservation of penguin habitat.

Urban form – volume, public domain and detail

It is anticipated that overall design would be contemporary in style. Site layout, the spaces and buildings volumes would be encouraged to reflect the coastal values of the foreshore and to be informed by aspects of the site's historic development and the development of adjacent areas. If

residential use provide sheltered areas and suncourts, access through with social opportunities. Constrain impact of vehicles.

All development to demonstrate a response to forecast seal level rise.

SOUTH COOEE

Intent

- To retain scenic values on the escarpment
- To attract additional residents or workers to support the viability of the Cooee urban village revitalisation
- To investigate apparent reluctance to undertake development in areas currently zoned industrial. Potentially rezone as mixed use to allow areas to be a land bank for light industry should circumstances require.
- To realise opportunities provided by residential areas in South Cooee:
 - land with flat gradient close to schools and childcare
 - area with civic, community focus presence: memorial hall, bowling club and landmark St Davids Church
- To address circulation difficulties if Bass Highway is not made more permeable
- To promote development that supports the revitalisation of Cooee.

Precinct directions

Landuse

- To be primarily a residential area. Encourage infill closer to the Cooee strip.
- Allow/encourage community purposes close to the emerging civic and central area around St David's Church, Memorial Hall and Burnie Greens/Les Clarke Reserve
- Along Cooee Creek and Thirkell Street
 - Light industrial/residential mixed use where light industrial uses have either:
 - No impacts sound, noise, traffic generation
 - On site amelioration by performance
 - possibly setbacks; limited working hours; traffic management plan
- Panorama - Residential area
- Escarpment - Landscape conservation

Linkage and circulation

- If Bass Highway issues are not resolved, explore options for an alternative easy access to the highway, the Schools and to shops.
- Investigate walking/cycle route to the school along the escarpment, links to other walks, un-connected Panorama

walkway. Link to Foreshore Walk, Cooee Creek walkway

Urban form – volume, public domain

Civic space around St Davids, to leave church as key character feature.

Pedestrianisation of streets close to the civic area and close to the Cooee Strip

Higher density permitted in existing mixed use areas close to the Cooee Strip

EAST COOEE

Intent

- To retain scenic values on the escarpment and foreshore
- To contribute strongly to the urban form of Cooee and investigate urban design options for re-establishment of the appearance of a gateway pinch point for drivers travelling west on the Bass Highway in the vicinity of the Red Rocks (derelict service station site)
- To attract additional residents or workers to support the viability of the Cooee Strip
- To make good use of the opportunities provided by land with easy access to arterial roads, good waterviews and prominence on the road and proximity to Cooee centre
- To provide safe effective access to the foreshore
- To provide a framework to consider any applications should there be changed ownership of key sites

Precinct directions

Landuse

To encourage tourism, residential or industrial uses that benefits from water

views and allow mixed use where buffers are clear or transitions.

Any tourism development to be complementary to the directions established in Councils Tourism Plan.

Industrial zoned land between Parklands and Cooee used as commercial frontage is not consistent with the city retail hierarchy. Requires a City-wide response.

Linkage and circulation

Bass Highway is a DIER concern. Visual presentation and land use implications of DIER decisions, e.g. dereliction of the Red Rocks service station site require resolution - preferably with DIER.

Urban form – volume, public domain

Interim use or development for the service station and Red Rock opportunity site is a priority for the presentation of Cooee.

Building footprint, circulation space, open space areas and building design to ensure good use of the available views

Industrial zoned land being used as commercial frontage between Parklands and Cooee is in effect an outlier of the Cooee commercial area. Requires stronger urban form guidelines for any upgrade or re-use in this area.

STRATEGIES APPLIED TO SETTLEMENTS

Parklands

This city edge suburb was established in the late 1920s as a garden suburb (in association with the purchase of Burnie Park adjacent). Parklands now has an established garden suburb character, with a high standard of amenity.

Key issues are connection to central Burnie and West Park which are best addressed as part of an overall consideration of the impact of the Bass Highway on the Study Area.

Other matters to be addressed are assisting healthy aging and encouraging use of open space by the current and anticipated populations.



Parklands

Site Implications

STRENGTHS

- High amenity location - views over Bass Strait, adjacent to Burnie Park and West Park. Wooded escarpment backdrop.
- Residential use with high standard housing stock and 1920s garden suburb residential character including distinctive streetscapes - approaching heritage value and relatively intact
- Local shop central to the suburb
- Close to Burnie CBD, schools and hospital

WEAKNESSES

- No close local centre at western end
- Walking linkages and crossings to CBD sub-optimal
- Escarpment not accessible
- Bass Highway amenity impacts: noise, high retaining wall
- Proximity to escarpment means less available sun in winter
- Gradient means less suitable for those requiring easy access

OPPORTUNITIES

- More convenient and attractive walking and cycle opportunities
- Linked walking/cycle trail along the escarpment
- Easy linkage to the foreshore trail
- Given Parkland's views and proximity to beaches, parklands and Burnie CBD, higher density or infill development, would be appropriate (residential or smaller scale accommodation)
- Development to strengthen the distinctive garden suburb character
- Future local centre, if/when there is sufficient population to support it

THREATS

- Escarpment woodland setting not protected
- Higher density development of inappropriate design could compromise the amenity or character of this suburb by scale, volumes or hard surfaces and impacts on views and blocking sea breezes
- Preclusion of future higher density in a suitable location



Landscape separator

Wooded escarpment

Parklands characteristics

Parklands Strategic Directions

PARKLANDS

Intent

- To retain scenic values on the escarpment
- To make good use of a centrally located area with easy access to arterial roads, and affording a high residential amenity

Directions

Landuse

Retain as inner ring residential. Anticipate infill development.

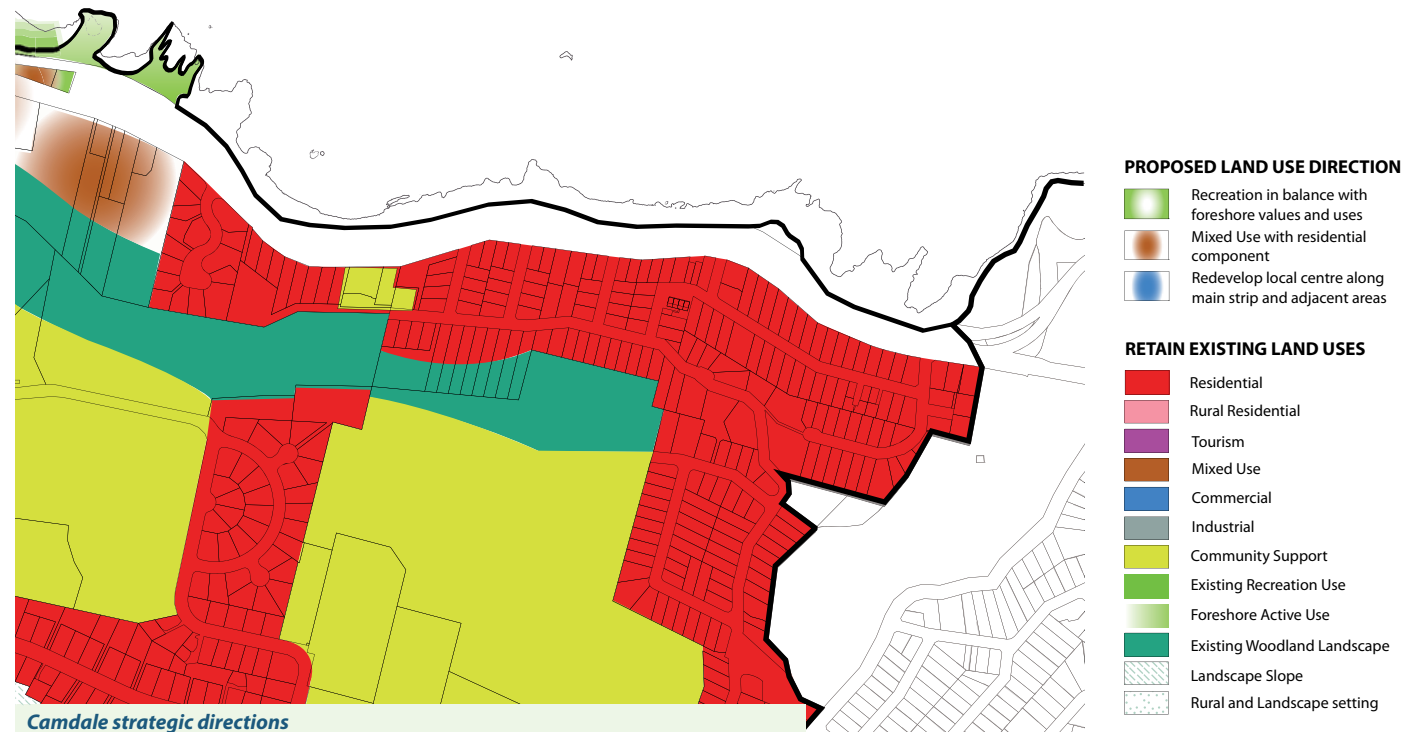
Linkage and circulation

Improve access to Burnie CBD, West Park and to Cooee village and to the hospital. Provide for an Escarpment Trail.

Urban form – volume, public domain

Require any infill development to strengthen the garden suburb character with microclimate amelioration of any hardening by paving and roofing, and garden areas and other permeable ground surfaces.

Identify character streets including Button Avenue, Upper Bay Street and provide guidelines to protect and enhance their character.





SECTION SEVEN
Implementation

SECTION SEVEN

Implementation

Status of Section 7

Section 7 outlines implementation of the key Strategic Land Use Guidelines, anticipating the guidelines are accepted by Council following public exhibition and comments.

7.1 IMPLEMENTATION PRINCIPLES

Sequencing

Sequencing of development projects and complementary civic and planning projects can facilitate the success of land use strategies. By contrast, poor sequencing can jeopardize implementation.

The sequencing of implementation should address:

- Critical sequences already in Councils strategic or policy framework, e.g. the conditions in Councils *Settlement and Investment Strategy* to trigger changes to rezoning of areas zoned industrial
- Credibility of the strategy with stakeholders, balancing realising easily achieved goals with resourcing goals that require substantial preparation
- Early response to evident problems and detracting factors in implementation
- Optimum timing for provision of

infrastructure and services

- Place management - building the image and value of an area in a way that complements strategic objectives including land use directions
- A framework that supports balance between achieving different strategic objectives for an area
- Having a range of projects 'on hold' should public funding (grants etc) or philanthropic funding become available at short notice

Adaptability

Strategic Planning processes need to respond to new information, refined appreciation of circumstances and or changed circumstances including evolving community aspirations or developer initiatives.

Monitoring

Strategies need to be re-assessed in terms of:

- Match with existing circumstances and aspirations
- Success in achieving intended outcomes (either objectives or specific measures for success)
- Unexpected outcomes or implications

7.2 IMPLEMENTATION PROCESSES

Burnie Strategic Plan

It is recommended that implementation of the Burnie West Coastal Area Land Use Strategies is incorporated into Councils existing strategic planning processes, specifically the 5 yearly cycle of preparing the Burnie Strategic Plan (and a transition period until the next plan begins), with:

- Action plan for further investigation and prioritised incorporation of relevant portions into the Burnie Planning Scheme
- Action plan for works

Burnie city wide approach required

Some issues identified in the Study would be best addressed by a city-wide approach including, commercial uses establishing in industrial zoned areas with Highway frontage (not consistent with the City's retail hierarchy). Others having city-wide implications such as the options for mixed use could benefit from exploring specific examples as a basis to developing a standard approach.

Both types of issues need explicit referral back to city-wide strategic planning processes.

Burnie Planning Scheme

Protection of the escarpment landscape values

Could be prepared relatively quickly as an overlay control replacing protection of trees in this area. Require explicit reconciliation with current requirements for minimising fire hazard.

Controls applying in specific areas

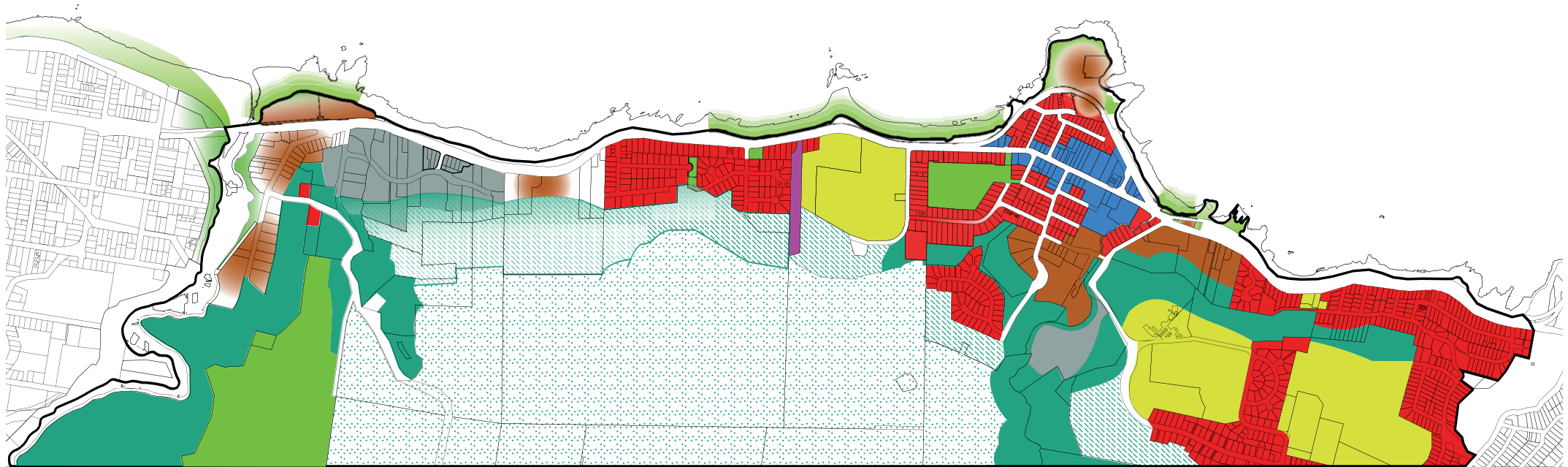
This is a likely outcome of the Stage 2 case studies for Camdale Point and Cooe Point.

Place management




Place management provides for integrating provision for economic development, community services and infrastructure. Key projects arising from this study area:

- Camdale Hub and Gateway (includes Camdale Point)
- Cooe urban village revitalisation including reworking of local circulation and Cooe Point and potentially Cooe Creek corridor
- Cam River management and upgrade






Place management will identify specific works projects for Council and for private developers



PROPOSED LAND USE DIRECTION

-  Recreation in balance with foreshore values and uses
-  Mixed Use with residential component
-  Redevelop local centre along main strip and adjacent areas

RETAIN EXISTING LAND USES

- | | |
|---|---|
|  Residential |  Community Support |
|  Rural Residential |  Existing Recreation Use |
|  Tourism |  Foreshore Active Use |
|  Mixed Use |  Existing Woodland Landscape |
|  Commercial |  Landscape Slope |
|  Industrial |  Rural and Landscape setting |

PROJECT	PRIORITY/ TIMEFRAME	INITIATOR/ RESPONSIBILITY	OBJECTIVES/OUTCOMES	PROCESS/COMMENTS
ESCARPMENT PROTECTION	<i>Priority 1 - Immediately achievable</i>	initiator: Council	Objective: <ul style="list-style-type: none"> Protect natural scenic backdrop Outcomes: <ul style="list-style-type: none"> Planning Scheme amendments, overlay and controls 	Processes: <ul style="list-style-type: none"> Planning amendment processes, drafting, exhibition, review/refine and submit amendment.
FORESHORE TRACK	<i>Burnie – Cooee In progress</i>	Initiator and responsibility: Council (Federal funding)		Funded and under design development
	<i>Cooee - Camdale Track</i>	Initiator and responsibility: Council	Feasibility study leading to works	Potential to work with state bikeways project
COASTAL FORESHORE AND TRANSPORT CORRIDOR	<i>Priority 1- Immediately achievable / immediate benefit</i>	Initiator: Council Responsibility: DIER, Council	Outcomes: <ul style="list-style-type: none"> Clarification of multiple user circulation along the highway-rail-foreshore tracks, articulated relationship to other foreshore uses, policy and practices Bass Highway Cooee strategy Brickport to Cooee School Ovals: <ul style="list-style-type: none"> Intersections and access onto highway easier More permeable for pedestrians crossing Rail corridor: maintenance and safety, crossing points for beach access particularly in North Cooee, Cooee Point and east Cooee East Cam intersection with Bass Highway Cam River - response to requirements for emergency egress 	Processes: <ul style="list-style-type: none"> Consultation with key stakeholders and agreed scope and limitations Liaison with Council, DIER, stakeholders Briefing note regarding impacts of current configuration on traffic flow on highway and adjacent landuse Initial masterplan or policy document with action plans Continuing item on regular BCC/DIER liaison Scope/contingencies <ul style="list-style-type: none"> Alternative Cooee Main Streets Project If attempted liaison with DIER less than fully successful, alternative strategy to be developed by Council and works . Refer Cooee following.
CAMDAL POINT	<i>Priority 2 Scheduled</i> Phase 2 of this study Relies on CRM management Plan (See above)	Initiator: Council Responsibility: Council, Phase 2 this consultancy	Planning framework <ul style="list-style-type: none"> Master Plan or LAP Potentially: zoning, provisions and site specific requirements 	To be in accordance with CRM Management Plan strategies and priorities – could include conservation works and/or park or clean-up in Camdale Point or on Old Scarfe Street extension leading to a pedestrian / emergency access only bridge.

PROJECT	PRIORITY/ TIMEFRAME	INITIATOR/ RESPONSIBILITY	OBJECTIVES/OUTCOMES	PROCESS/COMMENTS
CAM RIVER MOUTH (CRM)	<i>Priority 1 - Short term and achievable goals</i>	Initiator: Council Responsibility: BCC; WWC and DPIW	Objectives: <ul style="list-style-type: none"> Gateway or junction civic works Planning, for land and conservation management of the banks and waterway Outcomes: <ul style="list-style-type: none"> Strategic Management Plan: Scheduled planning and works that contribute to realizing Camdale Strategic Objectives (Section 6.1) 	Key stakeholders: BCC; WWC and DPIW; local community, user groups; Cradle Coast NRM, Life Saving, Burnie Scouts, others; DIER; Cradle Water; owners of adjoining properties Indicative scope and considerations: <ul style="list-style-type: none"> Existing and potential values Natural and cultural heritage conservation Risk assessment Social value and recreation use values Road and rail networks
EAST CAM RIVER	<i>Priority 2</i> Relies on alternative sites becoming available, could become urgent quickly	Initiator: Council Responsibility: Council and private owners	Outcomes: Transition - Mixed Use <ul style="list-style-type: none"> Decision to proceed or not Decisions - Timetable, trigger points for different precincts; catalyst projects Potentially leads to: Works program, land holdings decisions	Key stakeholders: Local business, property owners Processes <ul style="list-style-type: none"> Investigation: image of Camdale Precincts; benefits/disbenefits of mixed use Testing of proposed strategy Exploration of opportunity projects including consideration of public domain works and signage Resourcing and responsibility Cost benefit analysis
CAM HUB	<i>Priority 2-3</i> Could be a catalyst or complement to Cam River and to Camdale Point	Initiator: Council Responsibility: Council and private owners	Outcomes <ul style="list-style-type: none"> Direction for existing underutilised areas at existing node Planning overlay or zone 	Key stakeholders Local business, property owners Processes <ul style="list-style-type: none"> Investigation, develop options and testing of proposed strategy Exploration of opportunity projects including consideration of public domain works and signage Resourcing and responsibility Cost benefit analysis

PROJECT	PRIORITY/ TIMEFRAME	INITIATOR RESPONSIBILITY	OBJECTIVES, OUTCOMES	PROCESS, COMMENTS
OCEAN VISTA	<i>Priority 2 - Medium Term</i>	Initiator and responsibility: Council	Assessment of local recreation provision Outcomes: <ul style="list-style-type: none"> Recommendations regarding land holdings, land management, improvements Potentially leading to Leads to works program, land holdings decisions	Processes: <ul style="list-style-type: none"> Brief : demand and demographics, opportunities, costs, quality and amenity including hazard Investigation: including liaison with local community Report with recommendation and assessment of strength of the requirements for change
COOEE VILLAGE Applies to the Bass Highway Main street and adjacent transition areas	<i>Required immediately, not scheduled</i> Relies on - background work to be scheduled.	Initiator: Council as co-ordinator Responsibility: Council responsible for public domain areas Private owners initiatives on private land	Objectives: <ul style="list-style-type: none"> Local centre re-vitalised Centre attractive for investment: retail, eateries and residential Stronger links to the foreshore Outcomes: <ul style="list-style-type: none"> Decision to proceed or not If proceeding <ul style="list-style-type: none"> Decisions - Timetable, trigger points for different precincts; catalyst projects Master Plan – including Cooee Circulation Plan Urban design direction including volumetrics and circulation Adaptive design parameters rather for flexibility. Potentially leading to <ul style="list-style-type: none"> Planning amendments and review processes Guidelines and information workshops 	Process: Liaison with stakeholders and establish scope Investigation: image of Cooee; testing of proposed strategy; benefits/disbenefits of revitalization; exploration of opportunity projects including public domain works, example projects or designs; more attractive public transit corridor; resourcing; responsibility; cost benefit analysis; Relies on: outcome of DIER liaison, see Coastal Skein Project. The two projects could run in parallel if sufficient direction from DIER could be established
NORTH COOEE STREETScape	<i>Priority 2-3</i>	Initiator: Council Responsibility: Council, consultants	Outcomes: Potentially: overlay controls provisions and area or site-specific guidelines or provisions	Processes: <ul style="list-style-type: none"> Brief : views, heritage and historic value Investigation: including liaison with local community Report with recommendation

PROJECT	PRIORITY/ TIMEFRAME	INITIATOR/ RESPONSIBILITY	OBJECTIVES/OUTCOMES	PROCESS/COMMENTS
COOEE POINT	<i>Priority 2 Scheduled Phase 2 of this study</i>	Initiator: Council Responsibility: Council, Phase 2 this consultancy	Outcomes: Planning framework Master Plan or LAP Potentially: zoning, provisions and site specific requirements	
BRICKPORT BAY SERVICE STATION SITE	<i>Priority 1 - Short term and achievable goals</i>	Initiator: Council Responsibility: Owner/Council	Outcomes: <ul style="list-style-type: none"> • Minimum clean-up and safe, potential interim use • Determin optimum range of uses 	Process: Liaison with owner re interim presentation and/or future use
BRICKPORT BAY COOEE CREEK CORRIDOR	<i>Priority 2 – Medium-long term goals</i>	Initiator: Council Responsibility: <ul style="list-style-type: none"> • Various land owners, other stakeholders • Council responsibility in public domain areas 	Outcomes: <ul style="list-style-type: none"> • Stronger links between University and Cooee • Potentially space for innovation research and student housing • Cooee Creek walkway • Provision for public transit long term. 	Relies on: Liaison between Council and Education authorities Process: Liaison and establish brief/feasibility process with key stakeholders. Possibly working group with 3 month time-line. Stakeholders: Uni, Tafe, Hellyer and (preferred) key entities adjacent to the Cooee Creek including rural health.