

Housing and Homelessness

Which level of government should be responsible for housing policy?

If more than one, how should roles and responsibilities in particular policy funding and delivery, be shared between governments and how should cost shifting between governments be avoided?

Which level of government should be responsible for funding public housing?

Which level of government, if any, should be responsible for the delivery of public housing?

Which level of government if any should be responsible for the regulation of public housing?

Which levels of government should be responsible for policy, funding, delivery and regulation to address homelessness?

What are the roles and responsibilities of local government in housing and homelessness?

Who should fund that role?

If there are changes in roles and responsibilities in relation to housing and or homelessness between levels of government, in particular between the Commonwealth and states/territories, what measures should be taken to stop cost shifting to local government?

Which level of government should be responsible for health and or education policy?

Which level of government should be responsible for funding health and education services?

If more than one, how should roles and responsibilities in particular policy funding and delivery, be shared between governments and how can cost shifting between governments be avoided?

Which level of government, if any, should be responsible for the delivery of health and or education?

Which level of government if any should be responsible for the regulation of health or education?

What are the roles and responsibilities of local government in health and or education?

Who should fund that role?

If there are changes in roles and responsibilities in relation to housing and or homelessness between levels of government, in particular between the Commonwealth and states/territories, what measures should be taken to stop cost shifting to local government?

Further Context for Consideration

Outcomes of 2014 NGA

In response to the release of the National Commission of Audit Report (2014) and the 2014 - 15 Federal Budget decision to freeze the indexation of Financial Assistance Grants (outlined below), the 2014 NGA resolved:

Delegates of the 2014 National General Assembly, in recognition of the vital importance of the Financial Assistance Grants (FAGs) to local government for the provision of equitable levels of local government services to all Australian communities, unanimously call on the Commonwealth Government to:

- *restore indexation of Financial Assistance Grants in line with CPI and population growth immediately,*

- *reject Recommendation 22 of the National Commission of Audit in which the Commission recommends that tied grants to local government cease, and to the extent that programs are identified as priorities, local and state government provide them to the communities they serve.*

Further Delegates also resolved that:

- *It is imperative that the Commonwealth consult with local government, the states and territories and local communities in the development of the White Paper on Reform of the Federation and the White Paper on Taxation; that the Government's White Papers must genuinely reflect the wishes of the Australian people; and that future Federal-state and local financial relationship arrangements must ensure long term sustainable distribution of taxation revenues between the levels of government that are commensurate with the roles and responsibilities of each level government in our modern Federation.*

2014 National Commission of Audit

On 1 May 2014 the National Commission of Audit released its Phase 1 and 2 reports. The audit was established in October 2013 and asked, inter alia; "... assess the current split of roles and responsibilities between and within the Commonwealth government and State and Territory governments, including areas of duplication."

The two reports made 86 recommendations – 64 in its Phase 1 Report which dealt predominantly with roles and responsibilities and improving the sustainability of the nation's finances, and a further 22 recommendations in its Phase 2 Report which mostly addressed public sector performance and accountability as well as infrastructure. Many of these recommendations may be of interest to those engaged in the broad issue of Commonwealth-state relations. They may also have implications for local government. However there are some specific recommendations that go directly to the heart of Commonwealth-local government relations, and state and local government relations.

The approach taken by the 2014 Commission is similar to that of the 1996 National Commission of Audit with its central theme being that the Commonwealth has a narrow range of responsibilities (essentially outlined in Section 51 of the Constitution), and that the States have residual powers and therefore are responsible for most service delivery including health, education and ultimately local government. In stark terms the Commission proposed to sever the direct funding relationship between the Commonwealth and local government.

Recognising the degree of vertical fiscal imbalance within the Federation the 2014 Commission proposed in Recommendation 22 (Phase 2 Report) that: '... States have access to the personal income tax system so that they are in a better position to fund their own priorities. This will include support for local government.' They further conclude that in this situation, the need for separate tied funding from the Commonwealth will diminish. The Commission recommends that '... tied grants to local government cease, and to the extent that programmes are identified as priorities, local or State governments provide them to the communities they service.'

Recommendation 5 (Phase 2 Report) advances the same model for infrastructure funding: '... the States are responsible for infrastructure and should determine their own priorities'. Noting that implementing the Commission's recommendations will take time (i.e. states to

obtain access to additional revenue through personal income tax), the Commission recommends that a range of infrastructure funding, including the Identified Roads Component of FAGs and Nation Building Funds i.e. Roads to Recovery grants, be consolidated into a single pool.

In releasing the Audit Report the Treasurer explained that there were some Commission recommendations that the Government would accept, and would inform the preparation of the 2014 - 15 Federal budget, there would be some recommendations that the Government would reject and that there were some recommendations that would be considered in the context of the White Paper on Reform of the Federation and the White Paper on Taxation.

On 13 May 2014 the Commonwealth brought down the 2014 - 15 Federal Budget and provided a brief response to the Commission of Audit indicating that payments to local government would be considered in the Federation White Paper.

2014 - 15 Federal Budget

In the 2014 - 15 Federal Budget the Government committed to provide \$2.2867 billion in Financial Assistance Grants to Local Government (FAGs). However, the Government also announced it would pause the indexation of FAGs for the next three years.

Local Government Financial Assistance Grants (FAGs) are a Commonwealth Specific Purpose payment to local government paid through the states and Northern Territory Government. Payments are made to councils by jurisdictional Treasurers on the advice of state and territory Local Government Grants Commissions under the provisions of *the Local Government (Financial Assistance) Act 1995*.

The objects of the *Local Government (Financial Assistance) Act 1995* enable the Commonwealth Parliament to provide assistance to the states for the purposes of improving:

- (a) the financial capacity of local governing bodies;
- (b) the capacity of local governing bodies to provide their residents with an equitable level of services;
- (c) the certainty of funding for local governing bodies;
- (d) the efficiency and effectiveness of local governing bodies; and
- (e) the provision by local governing bodies of services to Aboriginal and Torres Strait Islander communities.

Freezing of FAG's will reduce Commonwealth expenditures (and grants to councils) by more than \$925 million over the forward estimates.

The freezing of FAGs indexation means that the aggregate level of FAGs will be permanently reduced by 13 per cent, unless there is a future government decision to restore this base with a catch-up payment.

Councils are invited to submit motions to address either these developments, and or that build on the 2014 resolution of the NGA.

Note:

Motions should be lodged electronically using the online form available via the NGA website at: www.alga.asn.au.

All motions require among other things: a contact officer; a clear national objective; a summary of the key arguments in support of the motion, and endorsement of your council.

Motions should be received by ALGA no later than 11:59pm Friday 17 April 2015, electronically in the prescribed format.

Northern Midlands Council
Bank Reconciliation as at 28 February 2015

Summary of Cash Transactions	February-15	Year to Date
Opening Balance	9,662,079.17	7,249,091.04
Add: Receipts	<u>2,146,408.89</u>	<u>13,502,090.48</u>
	11,808,488.06	20,751,181.52
Less: Payments	<u>1,343,393.77</u>	<u>10,286,087.23</u>
Closing Balance all Accounts	<u>\$10,465,094.29</u>	<u>\$10,465,094.29</u>

Summary of Investments and Other Balances as at 28 February 2015

Bank Balances and Cash	1,104,167.11
Trading Accounts	9,362,813.15
Fixed Deposits	4,972.35
24 hr At Call Account	600.00
Cash Advances	<u>10,472,552.61</u>
Unbanked collections	-
	<u>10,472,552.61</u>
Less	
Unpresented Cheques	<u>7,458.32</u>
Closing Balance all accounts	<u>\$10,465,094.29</u>

NORTHERN MIDLANDS COUNCIL

Summary of Rates and Charges Levied, Remitted and Collected as at 28 February 2015

	This Financial Year 28-Feb-15	to	Last Financial Year 28-Feb-14
Arrears bought forward 1 July	933,430.68		356,670.64
ADD Current Rates Levied including Supplementary Lists and Penalties	9,023,890.11		8,781,204.86
Gross Rates and Charges Demanded	9,957,320.79	0.00	9,137,875.50
LESS Rates and Charges Collected	7,881,031.97	79.04%	7,222,431.59
LESS Remissions and Discounts	551,170.20	5.54%	532,868.83
Total Credits	84.68%	84.87%	7,756,300.42
UNPAID RATES AND CHARGES TO 28 February 2015	15.32% \$ 1,525,118.62	0.00	15.13% \$ 1,382,575.08
Variance from last year	0.19%		

Northern Midlands Council

Schedule of Investments as at 28 February 2015

External Investments	Investment Date	Maturity Date	Interest Rate% (note 1)	Purchase Price (note 2)	Maturity Value (note 2)
Tasmanian Public Finance Corporation - Call Account	4/02/2015	28/02/2015	2.27	4,972	4,980
Commonwealth Bank - 24hr Call Account	24/02/2014	28/02/2014	2.15	1,501,233	1,501,587
Commonwealth Bank - Term Deposit	2/02/2015	2/04/2015	3.00	1,500,000	1,507,274
Westpac Banking Corporation	12/11/2014	12/03/2015	3.41	1,640,382	1,658,772
ANZ Term Deposit	12/09/2014	12/03/2015	3.64	1,036,743	1,055,457
ANZ Term Deposit	3/11/2014	3/05/2015	3.59	1,255,154	1,277,499
Bass & Equitable - Term Deposit	24/11/2014	23/05/2015	3.40	1,348,652	1,371,265
My State Financial - Term Deposit	25/05/2014	25/05/2015	3.70	1,080,649	1,120,633
Total Investments				9,367,785	9,497,466
Actual Interest Earnings Year to Date:				199,262	

note 1 - For the Tasmanian Public Finance Corp and CBA Call Accounts, Interest Rate is Variable, the interest rate shown represents the rate for the month ending at the date of the statement.

note 2 - The Tasmanian Public Finance Corporation and CBA Call Accounts are shown at its value at the date of the statement, as term and interest rate are not fixed a maturity value can't be determined.

Northern Midlands Council Account Management Report

Income & Expenditure Summary for the Period Ended 28 February 2015 (67% of Year Completed)

	Operating Statement												% of Budget
	Governance		Corporate Services		Economic & Community Dev		Planning & Development		Works		Total Operating Statement		
	2014/15 Budget	2014/15 Actual	2014/15 Budget	2014/15 Actual	2014/15 Budget	2014/15 Actual	2014/15 Budget	2014/15 Actual	2014/15 Budget	2014/15 Actual	2014/15 Budget	2014/15 Actual	
Wages	301,358	174,773	489,463	303,541	479,793	299,053	606,486	360,788	1,394,305	774,844	3,250,385.00	1,882,989.00	57.93%
Material & Services Expenditure	351,990	245,604	386,804	273,300	242,743	114,073	286,193	177,420	3,233,104	2,030,254	4,500,934.00	2,840,651.00	63.11%
Depreciation Expenditure	46,220	30,940	51,750	33,990	70,130	46,310	16,220	10,180	4,412,120	2,934,610	4,596,440.00	3,055,970.00	66.49%
Government Levies & Charges	61,350	57,026	519,536	268,317	12,460	4,889	0	0	78,310	44,553	671,656.00	374,585.00	55.77%
Councillors Expenditure	191,290	101,176	0	0	0	0	0	0	0	0	191,290.00	101,176.00	52.89%
Oncost	218,490	206,874	409,320	400,341	154,229	76,317	17,200	17,393	133,676	90,991	932,915.00	791,916.00	84.89%
Internal Plant Hire/Rental	130,134	76,832	10,770	118,728	75,672	42,336	245,188	139,676	510,049	279,498	1,162,810.00	657,068.00	56.51%
Other Internal Transfers Expenditure	37,850	10,351	580	12,239	18,110	10,721	85,080	43,808	807,540	549,250	939,350.00	526,069.00	56.00%
Internal Rental/Rates	290	0	0	0	0	0	0	0	11,330	17,790	6,548,124.00	4,321,244.00	65.99%
Other Internal Transfers Expenditure	0	860	6,504,214	4,291,194	18,000	11,600	0	0	25,910	17,790	6,548,124.00	4,321,244.00	65.99%
Oncost Paid - Payroll	52,953	12,992	91,916	78,850	79,813	80,652	116,565	160,332	248,952	215,815	588,199.00	548,541.00	93.26%
Oncost Paid - Non Payroll	86,746	41,736	126,728	74,100	127,942	74,100	173,742	102,714	369,896	228,448	884,054.00	526,275.00	59.53%
Plant Expenditure Paid	13,770	7,387	4,800	3,199	20,840	10,222	25,000	20,295	581,650	334,363	646,080.00	375,956.00	58.10%
Loss on Sale of Fixed Assets	0	0	0	0	0	0	0	0	450,000	0	450,000.00	0.00	0.00%
Operating (Surplus) / Deficit Before	1,491,441	966,251	8,777,648	5,882,904	1,299,752	740,073	1,550,654	1,082,216	12,254,842	7,500,416	25,374,337	16,101,866	63.48%
Rate Revenue	0	0	(8,466,946)	(8,304,966)	0	0	(22,089)	(22,089)	(648,999)	(657,147)	(9,138,034.00)	(8,984,192.00)	98.31%
Recruitment Grant Revenue	(2,182)	(2,182)	(1,820,557)	(1,426,330)	(250,870)	(190,981)	0	0	(2,270,000)	(1,653,566)	(4,343,609.00)	(3,273,088.00)	75.35%
Fees and Charges Revenue	(100)	0	(186,992)	(140,158)	(343,998)	(236,337)	(555,635)	(406,611)	(385,984)	(212,803)	(1,472,709.00)	(994,909.00)	67.56%
Interest Revenue	(285,000)	(69,565)	(59,771)	(39,689)	0	0	0	0	0	0	(344,771.00)	(103,263.00)	31.69%
Reimbursements Revenue	(7,510)	(106)	(39,074)	(1,524)	(29,710)	(28,196)	(25,800)	(19,800)	(12,601)	(36,678)	(113,985.00)	(88,504.00)	75.91%
Oncost Recoveries - Internal Tier	(120,965)	(68,881)	(201,447)	(126,489)	(75,492)	(40,918)	(268,404)	(140,143)	(607,918)	(362,704)	(1,274,225.00)	(739,145.00)	58.01%
Plant Hire Income - Internal Tier	(20,000)	(11,307)	(10,780)	(10,160)	(18,120)	(9,998)	(40,000)	(45,856)	(1,024,110)	(718,023)	(1,112,990.00)	(795,344.00)	71.46%
Other Internal Transfers Income	(32,824)	(22,024)	(94,408)	(36,408)	(631,056)	(387,036)	(712,276)	(470,216)	(5,117,580)	(3,406,560)	(6,586,124.00)	(4,322,244.00)	65.61%
Other Revenue	(767,780)	(119,069)	(7,515)	(7,241)	0	(3,233)	(12,000)	(10,077)	(63,065)	(102,095)	(650,360.00)	(241,715.00)	28.43%
	(1,236,361)	(293,134)	(10,886,470)	(10,082,974)	(1,349,226)	(895,698)	(1,696,204)	(1,114,792)	(10,131,257)	(7,149,606)	(25,239,518)	(19,546,204)	77.44%
Operating (Surplus) / Deficit Before	265,080	673,117	(2,108,822)	(4,230,070)	(49,474)	(155,626)	(85,550)	(82,576)	2,123,585	350,810	134,819	(3,444,344)	
Capital Grant Revenue	0	0	0	0	0	483	0	0	(790,000)	(40,000)	(790,000.00)	(39,517)	
Subdivider Contributions	0	0	0	0	0	0	0	0	(350,000)	0	(350,000.00)	0	
Gain on sale of Fixed Assets	0	0	0	0	0	483	0	0	(1,140,000)	(40,000)	(1,140,000.00)	(39,517)	
Operating (Surplus) / Deficit	265,080	673,117	(2,108,822)	(4,230,070)	(49,474)	(155,143)	(85,550)	(82,576)	983,585	310,810	(1,005,181)	(3,483,861)	

Northern Midlands Council
Account Management Report
for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Capital Expenditure - Corporate Services					
Equipment & Buildings - Corporate Services					
707914 Ross - Restoration of Godfrey Rivers Painting	\$500	\$340	\$550	-\$50	110%
707915 Crown - Restoration of Godfrey Rivers Painting	\$5,000	\$3,320	\$6,700	-\$1,700	134%
715300 Corp - Computer System Upgrade	\$158,450	\$105,650	\$36,113	\$122,337	23%
715310 Corp - Purchase Office Equipment	\$1,900	\$1,260	\$1,771	\$129	93%
720112 Corp - Office Redevelopment Council Chambers	\$200,000	\$133,320	\$40,983	\$159,017	20%
Total Equipment & Buildings - Corporate Services	\$365,850	\$243,890	\$86,116	\$279,734	24%
Total Capital Expenditure - Corporate Services	\$365,850	\$243,890	\$86,116	\$279,734	24%
Grand Total	\$365,850	\$243,890	\$86,116	\$279,734	24%

Northern Midlands Council
Account Management Report
for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Capital Expenditure - Economic & Community Develop					
Equipment & Buildings					
750202 Ec & Comm Dev - Sports Centre Equipment Purchases / Improvements	\$20,000	\$13,320	\$1,500	\$18,500	8%
780025 Ec & Comm Dev - Purchase of Office Equipment	\$0	\$0	\$0	\$0	0%
Total Equipment & Buildings	\$20,000	\$13,320	\$1,500	\$18,500	8%
Fleet					
700008.7 Fleet 8.7 - Care A Car	\$22,500	\$14,980	\$22,508	-\$8	100%
Total Fleet	\$22,500	\$14,980	\$22,508	-\$8	100%
Child Care					
707901 Crv - Childcare Footpath to Back Door	\$1,000	\$680	\$3,154	-\$2,154	315%
707907 Pth - Childcare Centre Rubber Soft Fall	\$14,000	\$9,320	\$13,720	\$280	98%
Total Child Care	\$15,000	\$10,000	\$16,874	-\$1,874	112%
Total Capital Expenditure - Economic & Communit	\$57,500	\$38,300	\$40,883	\$16,617	71%
Grand Total	\$57,500	\$38,300	\$40,883	\$16,617	71%



Northern Midlands Council
Account Management Report
 for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	Annual % Budget
Capital Expenditure - Planning & Development					
Fleet, Plant & Equipment					
700006 Fleet - F6 Building Inspectors Vehicle	\$15,000	\$10,000	\$0	\$15,000	0%
715330 Plan & Dev - Purchase of Office Equipment	\$0	\$0	\$0	\$0	0%
Total Fleet, Plant & Equipment	\$15,000	\$10,000	\$0	\$15,000	0%
Total Capital Expenditure - Planning & Development					
Grand Total	\$15,000	\$10,000	\$0	\$15,000	0%

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Northern Midlands Council Account Management Report for year to February 2015

Capital Expenditure - Works Department

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Fleet, Plant & Depot					
700015 Fleet - F15 Light Truck	\$2,310	\$1,550	\$2,310	\$0	100%
700021 Fleet - F21 Utility	\$20,000	\$13,320	\$0	\$20,000	0%
700029 Fleet - F29 Utility	\$20,000	\$13,320	\$0	\$20,000	0%
700030 Fleet - F30 Flocon	\$200,000	\$133,320	\$0	\$200,000	0%
700035 Fleet - F35 Street Sweeper	\$120,000	\$80,000	\$0	\$120,000	0%
700038 Fleet - F38 Light Truck	\$20,000	\$13,320	\$0	\$20,000	0%
700053 Fleet - F53 Backhoe	\$3,085	\$2,045	\$0	\$3,085	0%
700055 Fleet - F55 Float for Backhoe	\$8,385	\$5,585	\$8,385	\$0	100%
700059 Fleet - F59 Forklift	\$0	\$0	\$0	\$0	0%
700109 Fleet - F109 Ride on Mower Reserves North	\$14,000	\$9,320	\$0	\$14,000	0%
700196 Fleet - F196 Zero Turn Mower	\$9,450	\$6,290	\$9,450	\$0	100%
700197 Fleet - F197 Slasher	\$40,485	\$27,005	\$10,485	\$30,000	26%
700198 Fleet 198 - John Deere Gator	\$0	\$0	\$0	\$0	0%
707848 Lfd - Hay St Depot Improvements	\$20,000	\$13,320	\$2,624	-\$2,624	0%
715320 Works - Purchase Small Plant	\$20,000	\$13,320	\$7,534	\$12,466	38%
722000 Works - Longford Depot Improvements	\$20,000	\$13,320	\$11,318	\$8,687	57%
722021 Works - Crown Depot Improvements	\$10,000	\$6,680	\$5,310	\$4,690	53%
Total Fleet, Plant & Depot	\$507,715	\$338,395	\$57,411	\$450,304	11%

Recreation

707774 Evan - Lamp Posts Main Street	\$25,000	\$16,680	\$0	\$25,000	0%
707792 Lfd - Recreation Ground Raw Water Watering System	\$5,000	\$3,320	\$0	\$5,000	0%
707793 Lfd - Rec Ground/Little Aths Ground and Facility	\$17,000	\$11,320	\$4,525	\$12,475	27%
707801 Rec - Private Power Poles All Areas	\$20,000	\$13,320	\$1,610	\$18,390	8%
707814 Rec - Street Tree Program All Areas	\$100,000	\$66,680	\$14,069	\$85,931	14%
707855 Lfd - Town Entrance Access Road and Landscaping	\$10,000	\$6,680	\$7,720	\$2,280	77%
707883 Evan - Falls Park Sewer Dump Point	\$0	\$0	\$0	\$0	0%
707910 Rec - Topdressing Recreation Ground	\$6,000	\$4,000	\$2,300	\$3,700	38%
707912 Rec - Playground Development	\$50,000	\$33,320	\$15,369	\$34,631	31%
707913 CRY - Recreation Ground Sewer Dump Point	\$0	\$0	\$0	\$0	0%
707917 CRY - Boat Ramp Proposal	\$5,000	\$3,320	\$5,150	-\$150	103%
707918 Evan - Morven Park Sewer Dump Point Screening	\$3,000	\$2,000	\$0	\$3,000	0%
751506 Evan - Parking Area Reconstruction Morven Park	\$0	\$0	\$0	\$0	0%
Lfd - Village Green to Mill Dam Project					
707789 Lfd - Village Green to Mill Dam Project	\$100,000	\$66,680	\$1,926	\$98,074	2%
707789.67 Lfd - Village Green to Mill Dam Project - St Georges Sq	\$0	\$0	\$1,309	-\$1,309	0%
Footpaths					
Total Lfd - Village Green to Mill Dam Project	\$100,000	\$66,680	\$3,235	\$96,765	3%
Total Recreation	\$341,000	\$227,320	\$53,977	\$287,023	16%

Buildings

707805 Crown - War Memorial Oval Amenities Upgrade	\$3,500	\$2,340	\$4,927	-\$1,427	141%
707847 Lfd - Pound for Dogs and Stock	\$10,000	\$6,680	\$9,091	\$909	91%
707849 Pth - Recreation Ground Amenities Building	\$5,000	\$3,320	\$1,944	\$3,056	39%

Northern Midlands Council Account Management Report for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
707871.1	\$30,000	\$20,000	\$0	\$30,000	0%
707877	\$45,000	\$30,000	\$400	\$44,600	1%
707880	\$50,000	\$33,320	\$33,870	\$16,130	68%
707887	\$261,802	\$174,522	\$250,503	\$11,299	96%
707887.5	\$80,000	\$53,320	\$112,844	-\$32,844	141%
707895	\$5,000	\$3,320	\$0	\$5,000	0%
707897	\$38,234	\$25,514	\$16,607	\$21,627	43%
707899	\$45,000	\$30,000	\$16,328	\$28,672	36%
707902	\$30,000	\$20,000	\$2,296	\$27,704	8%
707903	\$15,000	\$10,000	\$0	\$15,000	0%
707904	\$20,000	\$13,320	\$0	\$20,000	0%
707905	\$100,000	\$66,680	\$68,217	\$31,783	68%
707906	\$12,000	\$8,000	\$0	\$12,000	0%
707908	\$0	\$0	\$0	\$0	0%
707909	\$20,000	\$13,320	\$138	\$19,862	1%
707911	\$50,000	\$33,320	\$18,552	\$31,448	37%
745255	\$107,535	\$71,695	\$0	\$107,535	0%
745350	\$943,071	\$628,671	\$535,718	\$407,353	57%
Total Buildings					

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Waste Management					
712952	\$25,000	\$16,680	\$14,000	\$11,000	56%
728755	\$25,000	\$16,680	\$4,986	\$20,014	20%
Total Waste Management	\$50,000	\$33,360	\$18,986	\$31,014	38%

Roads

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Avoca - Churchill St Falmouth to St Pauls Verge					
750281	\$120,000	\$80,000	\$15,426	\$104,574	13%
750281.1	\$0	\$0	\$9,422	-\$9,422	0%
750281.2	\$0	\$0	\$5,580	-\$5,580	0%
750281.3	\$0	\$0	\$16,311	-\$16,311	0%
750281.4	\$0	\$0	\$3,828	-\$3,828	0%
750281.5	\$0	\$0	\$4,543	-\$4,543	0%
750281.7	\$0	\$0	\$2,547	-\$2,547	0%
750281.8	\$0	\$0	\$1,008	-\$1,008	0%
750281.9	\$0	\$0	\$1,425	-\$1,425	0%
750281.91	\$0	\$0	\$25,382	-\$25,382	0%

Northern Midlands Council
Account Management Report
for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
and Soakage Drain - Stormwater					
Total Avoca - Churchill St Falmouth to St Pauls Verge					
Clown - Glenelg St Ch 0.285 to Ch 0.640	\$120,000	\$80,000	\$85,473	\$34,527	71%
750493	Clown - Glenelg St Ch 0.285 to Ch 0.640 K&G	\$300,000	\$6,940	\$293,060	2%
750493.1	Clown - Glenelg St Ch 0.285 to Ch 0.640 Excavation	\$0	\$28,051	-\$28,051	0%
750493.2	Clown - Glenelg St Ch 0.285 to Ch 0.640 Subbase	\$0	\$21,972	-\$21,972	0%
750493.3	Clown - Glenelg St Ch 0.285 to Ch 0.640 Base	\$0	\$20,275	-\$20,275	0%
750493.4	Clown - Glenelg St Ch 0.285 to Ch 0.640 Prep for Seal	\$0	\$0	\$0	0%
750493.5	Clown - Glenelg St Ch 0.285 to Ch 0.640 Seal	\$0	\$0	\$0	0%
750493.6	Clown - Glenelg St Ch 0.285 to Ch 0.640 Footpaths	\$0	\$851	-\$851	0%
750493.7	Clown - Glenelg St Ch 0.285 to Ch 0.640 Naturestrips	\$0	\$2,949	-\$2,949	0%
750493.8	Clown - Glenelg St Ch 0.285 to Ch 0.640 Driveways	\$0	\$3,759	-\$3,759	0%
750493.9	Clown - Glenelg St Ch 0.285 to Ch 0.640 Other	\$0	\$5,792	-\$5,792	0%
750493.91	Clown - Glenelg St Ch 0.285 to Ch 0.640 Stormwater	\$0	\$12,223	-\$12,223	0%
	Total Clown - Glenelg St Ch 0.285 to Ch 0.640	\$300,000	\$102,310	\$197,190	34%
City - Burlington Rd Reconstruction Stage 1					
750231	City - Burlington Rd Reconstruction Stage 1	\$160,000	\$106,680	\$159,531	0%
750231.1	City - Burlington Rd Reconstruction Stage 1 Excavation	\$0	\$0	-\$3,540	0%
750231.2	City - Burlington Rd Reconstruction Stage 1 Subbase	\$0	\$0	-\$35,464	0%
750231.3	City - Burlington Rd Reconstruction Stage 1 Base	\$0	\$0	-\$29,991	0%
750231.4	City - Burlington Rd Reconstruction Stage 1 Prep for Seal	\$0	\$0	-\$5,125	0%
750231.5	City - Burlington Rd Reconstruction Stage 1 Seal	\$0	\$0	-\$23,845	0%
750231.7	City - Burlington Rd Reconstruction Stage 1	\$0	\$0	-\$1,640	0%
750231.8	City - Burlington Rd Reconstruction Stage 1 Driveways	\$0	\$0	-\$4,876	0%
750231.9	City - Burlington Rd Reconstruction Stage 1 Other	\$0	\$0	-\$19,584	0%
750231.91	City - Burlington Rd Reconstruction Stage 1 Stormwater	\$0	\$0	-\$29,400	0%
	Total City - Burlington Rd Reconstruction Stage 1	\$160,000	\$106,680	\$6,067	96%
City - Green Rises Road Recon Ch 5.9 to 7.0					
750522	City - Green Rises Road Reconstruction Ch 5.9 to 7.0	\$220,000	\$146,680	\$210,439	4%
750522.1	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Excavation	\$0	\$0	-\$9,810	0%
750522.2	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Subbase	\$0	\$0	-\$12,055	0%
750522.3	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Base	\$0	\$0	-\$91,764	0%
750522.4	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Prep for Seal	\$0	\$0	-\$6,002	0%
750522.5	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Seal	\$0	\$0	-\$43,496	0%
750522.8	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Driveways	\$0	\$0	-\$332	0%
750522.9	City - Green Rises Road Reconstruction Ch 5.9 to 7.0 Other	\$0	\$0	-\$12,093	0%

Northern Midlands Council Account Management Report for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
750522.91 Cry - Green Rises Road Reconstruction Ch 5.9 to 7.0 Stormwater Total Cry - Green Rises Road Recon Ch 5.9 to 7.0	\$0 \$220,000	\$0 \$146,680	\$433 \$185,547	-\$433 \$34,453	0% 84%
Lfd - Archer St George to Wellington					
750015 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Kerb	\$50,000	\$33,320	\$29,090	\$20,910	58%
750015.1 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Excavation	\$0	\$0	\$11,297	-\$11,297	0%
750015.2 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Subbase	\$0	\$0	\$2,741	-\$2,741	0%
750015.3 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Base	\$0	\$0	\$17,946	-\$17,946	0%
750015.4 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Prep for Seal	\$0	\$0	\$0	\$0	0%
750015.5 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Seal	\$0	\$0	\$7,322	-\$7,322	0%
75015.9 Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Other	\$0	\$0	\$89	-\$89	0%
Total Lfd - Archer St George to Wellington	\$50,000	\$33,320	\$68,486	-\$18,486	137%
Pth - Arthur St Reconstruction before railway line					
750036.6 Pth - Arthur St Reconstruction Before Railway Line Footpath	\$5,000	\$3,320	\$1,811	\$3,189	36%
750036.9 Pth - Arthur St Reconstruction Before Railway Line - Other	\$0	\$0	\$300	-\$300	0%
Total Pth - Arthur St Reconstruction before railway line	\$5,000	\$3,320	\$2,111	\$2,889	42%
Pth - Main St Phillip to Train Line West Side					
750805 Pth - Phillip to Train Line West Side Reconstruction K&G	\$56,409	\$37,609	\$17,727	\$38,682	31%
750805.1 Pth - Phillip to Train Line West Side Reconstruction Excavation	\$0	\$0	\$9,174	-\$9,174	0%
750805.2 Pth - Phillip to Train Line West Side Reconstruction Subbase	\$0	\$0	\$9,056	-\$9,056	0%
750805.3 Pth - Phillip to Train Line West Side Reconstruction Base	\$0	\$0	\$9,635	-\$9,635	0%
750805.4 Pth - Phillip to Train Line West Side Reconstruction Prep for Seal	\$0	\$0	\$2,136	-\$2,136	0%
750805.5 Pth - Phillip to Train Line West Side Reconstruction Seal Footpath	\$0	\$0	\$0	\$0	0%
750805.6 Pth - Phillip to Train Line West Side Reconstruction Footpath	\$0	\$0	\$0	\$0	0%
750805.7 Pth - Phillip to Train Line West Side Reconstruction Nature Strip	\$0	\$0	\$9,903	-\$9,903	0%
750805.8 Pth - Phillip to Train Line West Side Reconstruction Driveways	\$0	\$0	\$4,717	-\$4,717	0%
750805.9 Pth - Phillip to Train Line West Side Reconstruction - Other	\$8,542	\$5,702	\$17,645	-\$9,103	207%

Northern Midlands Council Account Management Report for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
750805.91 Other	\$8,697	\$5,757	\$10,713	-\$2,076	124%
Stormwater					
Total Pth - Main St Phillip to Train Line West Side	\$73,588	\$49,068	\$90,705	-\$17,118	123%
Ross - Tooms Lake Rd Recon Ch 4.075 to 6.360	\$315,000	\$210,000	\$1,548	\$313,452	0%
751218 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Recon	\$0	\$0	\$29,743	-\$29,743	0%
751218.1 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Excavation	\$0	\$0	\$216,638	-\$216,638	0%
751218.2 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Subbase	\$0	\$0	\$127,982	-\$127,982	0%
751218.3 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Base	\$0	\$0	\$9,219	-\$9,219	0%
751218.4 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Prep for Seal	\$0	\$0	\$0	\$0	0%
751218.5 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Seal	\$0	\$0	\$2,354	-\$2,354	0%
751218.8 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Driveways	\$0	\$0	\$34,179	-\$34,179	0%
751218.9 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Recon	\$0	\$0	\$0	\$0	0%
Other					
751218.91 Ross - Tooms Lake rd Ch 4.075 to Ch 5.390 Recon	\$0	\$0	\$53,901	-\$53,901	0%
Drainage Work					
751219 Ross - Tooms Lake rd Ch 5.390 to Ch 6.360 Recon	\$230,000	\$153,320	\$457	\$229,543	0%
Total Ross - Tooms Lake Rd Recon Ch 4.075 to 6.360	\$545,000	\$363,320	\$476,020	\$68,980	87%
Ross Streetscape Improvements	\$60,000	\$40,000	\$5,366	\$54,634	9%
714846 Ross - Streetscape Improvements	\$60,000	\$40,000	\$5,366	\$54,634	9%
Total Ross Streetscape Improvements	\$60,000	\$40,000	\$5,366	\$54,634	9%
Resealing Program	\$680,000	\$453,320	\$0	\$680,000	0%
715005 Roads - Resealing All Areas	\$680,000	\$453,320	\$0	\$680,000	0%
Total Resealing Program	\$680,000	\$453,320	\$0	\$680,000	0%
Resheeting Program	\$210,000	\$140,000	\$24,826	\$185,174	12%
715125 Southern - Resheeting	\$210,000	\$140,000	\$31,191	\$128,809	39%
715460 Roads Northern - Resheeting	\$420,000	\$280,000	\$106,017	\$313,983	25%
Total Resheeting Program	\$420,000	\$280,000	\$106,017	\$313,983	25%
Footpath Construction Program	\$4,000	\$2,680	\$0	\$4,000	0%
750000.61 All Areas - Unallocated Brought Forward Expenditure	\$4,000	\$2,680	\$0	\$4,000	0%
Footpaths					
750011.6 Cty - Archer St from King St Footpath	\$12,000	\$8,000	\$0	\$12,000	0%
750037.6 Pth - Arthur St Fairbough to Clarence Footpath	\$110,000	\$73,320	\$0	\$110,000	0%
750176.6 Crown - Bridge St Esplanade to King St Footpath	\$70,000	\$46,680	\$0	\$70,000	0%
750244.6 Lrd - Catherine St Hobhouse to Bulwer Footpath	\$0	\$0	\$0	\$0	0%
750435.6 Pth - Fairbough Over Railway Line Footpath	\$0	\$0	\$1,394	-\$1,394	0%
750473.6 Pth - George St Fairbough to Clarence Footpath	\$0	\$0	\$46,253	-\$46,253	0%
750548.6 Eyan - High St Leighlands to West Cambock Footpath	\$65,000	\$43,320	\$39,868	\$25,132	61%
750642.6 Cty - King St Gravel Section to Ch 0.314	\$16,000	\$10,680	\$0	\$16,000	0%
750794.6 Cty - Main St No 120 to South Footpath	\$35,000	\$23,320	\$0	\$35,000	0%
750795.6 Cressy - Footpaths Main Street Bus Park 530 to 630	\$18,000	\$12,000	\$15,795	\$2,205	88%
750800.6 Cty - Main St, No 18 to William Footpath	\$11,000	\$7,320	\$0	\$11,000	0%

Northern Midlands Council Account Management Report for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
750802.6					
Cry - Main St No 146 to Stock Route Footpath	\$4,300	\$2,860	\$3,739	\$561	87%
751017.6					
Evan - Ploughmans Court Footpath	\$9,000	\$6,000	\$0	\$9,000	0%
751133.6					
Evan - Shearers Court Stockmans to End Footpath	\$11,000	\$7,320	\$0	\$11,000	0%
751169.6					
Evan - Stockmans Road Footpath	\$35,000	\$23,320	\$0	\$35,000	0%
751346.6					
Lfd - Wellington Bakery to Archer St Footpath	\$30,000	\$20,000	\$0	\$30,000	0%
751352.6					
Lfd - Wellington St High to Swan Footpath	\$26,000	\$17,320	\$0	\$26,000	0%
751566.6					
Ph - Youl Rd Edward to Phillip Footpath	\$100,000	\$66,680	\$0	\$100,000	0%
751568.6					
Lfd - St Georges Square Smith St to Tasman Avenue Footpath	\$50,000	\$33,320	\$0	\$50,000	0%
Cry - Saundridge St Charles to Murref St Footpath					
751122					
Cry - Saundridge St Charles St to Murref St Kerb	\$0	\$0	\$1,073	-\$1,073	0%
751122.6					
Cry - Saundridge St Charles St to Murref St Footpath	\$30,000	\$20,000	\$13,058	\$16,942	44%
751122.8					
Cry - Saundridge St Charles St to Murref St Driveways	\$0	\$0	\$6,719	-\$6,719	0%
751122.9					
Cry - Saundridge St Charles St to Murref St Other	\$0	\$0	\$1,724	-\$1,724	0%
Total Cry - Saundridge St Charles to Murref St Footpath	\$30,000	\$20,000	\$22,574	\$7,426	75%
Evan - Coachmans Rd Footpath					
750300.6					
Evan - Coachmans Rd Footpaths	\$0	\$0	\$3,387	-\$3,387	0%
750300.8					
Evan - Coachmans Rd Driveways	\$0	\$0	\$836	-\$836	0%
790301.6					
Evan - Coachmans Rd Seal Change to End Footpath	\$14,150	\$9,430	\$8,155	\$5,995	58%
750301.8					
Evan - Coachmans Rd Seal Change to End Driveways	\$0	\$0	\$1,338	-\$1,338	0%
Total Evan - Coachmans Rd Footpath	\$14,150	\$9,430	\$13,716	\$434	97%
Evan - Leighlands Rd Evan Main Rd to Railway Line					
751567.6					
Evan - Leighlands Rd Footpath Evandale Main Rd to Railway Line	\$10,000	\$6,680	\$2,992	\$7,008	30%
751567.9					
Evan - Leighlands Rd Footpath Evandale Main Rd to Railway Line Other	\$0	\$0	\$5,380	-\$5,380	0%
Total Evan - Leighlands Rd Evan Main Rd to Railway Line	\$10,000	\$6,680	\$8,372	\$1,628	84%
Evan - Saddlers Court Footpath					
751102					
Evan - Saddlers Court Replace K&G and Footpath	\$0	\$0	\$10,296	-\$10,296	0%
751102.6					
Evan - Saddlers Court Footpath	\$13,500	\$8,980	\$1,731	\$11,769	13%
751102.8					
Evan - Saddlers Court Driveways	\$0	\$0	\$764	-\$764	0%
Total Evan - Saddlers Court Footpath	\$13,500	\$8,980	\$12,791	\$710	95%
Evan - Richard St Ch 0.253 to 0.449 Footpath					
751054.6					
Evan - Richard St Ch 0.253 to Ch 0.358 Footpath	\$3,960	\$2,640	\$3,960	\$0	100%
751487.6					
Evan - Richard St Ch 0.358 to Ch 0.449 Footpath	\$10,890	\$7,250	\$10,890	\$0	100%
Total Evan - Richard St Ch 0.253 to 0.449 Footpath	\$14,850	\$9,890	\$14,850	\$0	100%
Lfd - Archer St George to Wellington Footpath					
750015.6					
Lfd - Archer St George to Wellington Footpath	\$40,000	\$26,680	\$36,836	\$3,164	92%
750015.7					
Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Naturestrip	\$0	\$0	\$1,053	-\$1,053	0%
750015.8					
Lfd - Archer St George to Wellington Reconstruction KG & Verge North Side Driveways	\$0	\$0	\$1,071	-\$1,071	0%

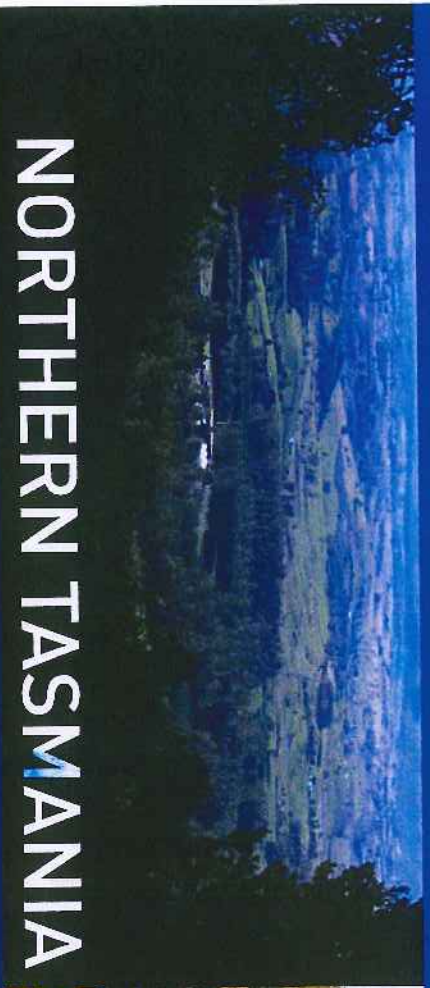
Northern Midlands Council Account Management Report for year to February 2015

	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
Total Lfd - Archer St George to Wellington Footpath	\$40,000	\$26,680	\$38,959	\$1,041	97%
Pth - Elizabeth St William to Clarence Footpath	\$7,000	\$4,680	\$0	\$7,000	0%
750399.6 Pth - Elizabeth St William to Clarence Footpath	\$0	\$0	\$5,947	-\$5,947	0%
750399.9 Pth - Elizabeth St William to Clarence Other	\$0	\$0	\$788	-\$788	0%
750401 Pth - Elizabeth / Main Street Intersection	\$0	\$0	\$788	-\$788	0%
Total Pth - Elizabeth St William to Clarence Footpath	\$7,000	\$4,680	\$6,735	\$265	96%
Lfd - Tannery Rd Rail to Factory Entrance Footpath	\$40,000	\$26,680	\$13,974	\$26,027	35%
751507.6 Lfd - Tannery Rd Railway to Factory Entrance F'path	\$0	\$0	\$23,479	-\$23,479	0%
751507.9 Lfd - Tannery Rd Railway to Factory Entrance F'path - Other	\$0	\$0	\$0	\$0	0%
Total Lfd - Tannery Rd Rail to Factory Entrance Footpath	\$40,000	\$26,680	\$37,453	\$2,547	94%
Total Lfd - Tannery Rd Rail to Factory Entrance Footpath	\$775,800	\$517,160	\$262,498	\$513,302	34%
Other Road Projects	\$0	\$0	\$770	-\$770	0%
715470 Roads - Replacement of Crossovers All Areas	\$0	\$0	\$770	-\$770	0%
723333 Pth - Cromwell St Phillip to Nelson Reconstruction East Side	\$0	\$26,680	\$0	\$40,000	0%
740414 Evan - English Town Rd Ch 0.00 to 2.50 Reconstruct part of Segment	\$0	\$0	\$1,480	-\$1,480	0%
750420 Pth - Eskleigh Road Intersection Reconstruction	\$40,000	\$26,680	\$0	\$40,000	0%
750715 Evan - Logan Rd Traffic Islands outside Falls Park	\$15,000	\$10,000	\$0	\$15,000	0%
750774 Clown - Macquarie Rd Ch 32.940 to 33.865	\$200,000	\$133,320	\$44	\$199,956	0%
751197 Reconstruction	\$70,000	\$46,680	\$3,898	\$66,103	6%
751548 Pth - Talisker St Midlands Hwy Junction	\$75,000	\$50,000	\$0	\$75,000	0%
Reconstruction	\$0	\$0	\$0	\$0	0%
Clown - Macquarie Rd Ch 33.865 to Ch 34.215	\$0	\$0	\$0	\$0	0%
Reconstruction	\$0	\$0	\$0	\$0	0%
Total Other Road Projects	\$440,000	\$293,360	\$6,191	\$433,809	1%
Total Roads	\$3,849,388	\$2,566,228	\$1,545,159	\$2,304,229	40%
Bridges	\$0	\$0	\$9,870	-\$9,870	0%
742030 Cty - Bridge 2030: Powranra Rd Macquarie River	\$0	\$0	\$9,870	-\$9,870	0%
743767 Avoca - Bridge 3767: Royal George Rd, Unnamed Crk	\$75,000	\$50,000	\$0	\$75,000	0%
747350 Cty - Bridge 7350: Cressy Rd, Lake River	\$0	\$0	\$0	\$0	0%
Total Bridges	\$75,000	\$50,000	\$9,870	\$65,130	13%
Urban Stormwater Drainage	\$0	\$0	\$0	\$0	0%
738565 Pth - Stormwater West Perth Catchment Survey	\$0	\$0	\$0	\$0	0%
788576 Lfd - Stormwater Detention Basin Paton Street	\$136,240	\$90,840	\$36,494	\$99,746	27%
788588 Clown - Stormwater Glenelg Street	\$313,459	\$208,979	\$465,778	-\$152,319	149%
788593 Lfd - Flood Levee Clay/Concrete Interface Works	\$0	\$0	\$32,353	-\$32,353	0%
788594 Lfd - Flood Levee Pump Testing Site South Esk	\$10,000	\$6,680	\$0	\$10,000	0%
788597 Pth - Frederick St Stormwater	\$3,070	\$2,030	\$3,070	\$0	100%
788598 Pth - Stormwater Cromwell St	\$70,000	\$46,680	\$0	\$70,000	0%

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for year to February 2015

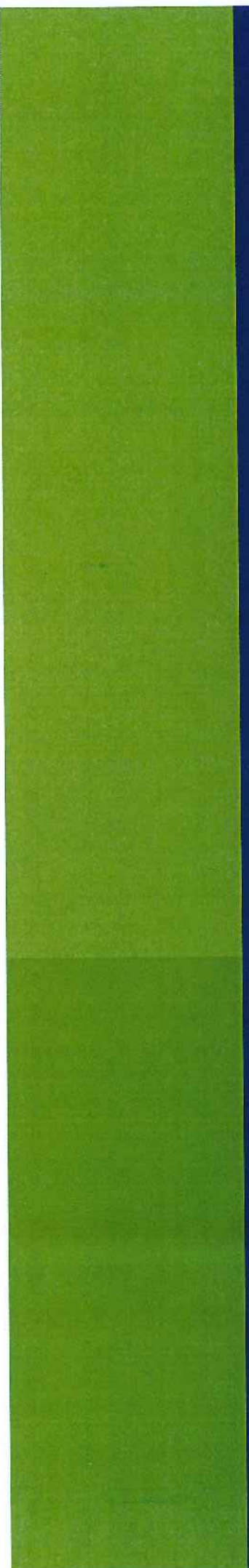
	Annual Budget	YTD Budget	YTD Actual	Budget Variance	% Annual Budget
788599 Lfd - Stormwater Craecroft Street	\$40,000	\$26,680	\$189	\$39,811	0%
788600 Lfd - Stormwater St Georges Square	\$50,000	\$33,320	\$14,662	\$35,338	29%
788601 Euan - Stormwater Translink Upgrade	\$72,000	\$48,000	\$87,363	-\$15,363	121%
788602 Pth - Stormwater Drummond St to Norfolk St extension	\$0	\$0	\$27,891	-\$27,891	0%
788603 Lfd - Flood Levee Paton Street Penstock	\$0	\$0	\$0	\$0	0%
788604 Lfd - Union St Flood Flap to River Storm Water	\$0	\$0	\$0	\$0	0%
Total Urban Stormwater Drainage	\$694,769	\$463,209	\$667,800	\$26,969	96%
Total Capital Expenditure - Works Department	\$6,460,943	\$4,307,183	\$2,888,920	\$3,572,023	45%
Grand Total	\$6,460,943	\$4,307,183	\$2,888,920	\$3,572,023	45%

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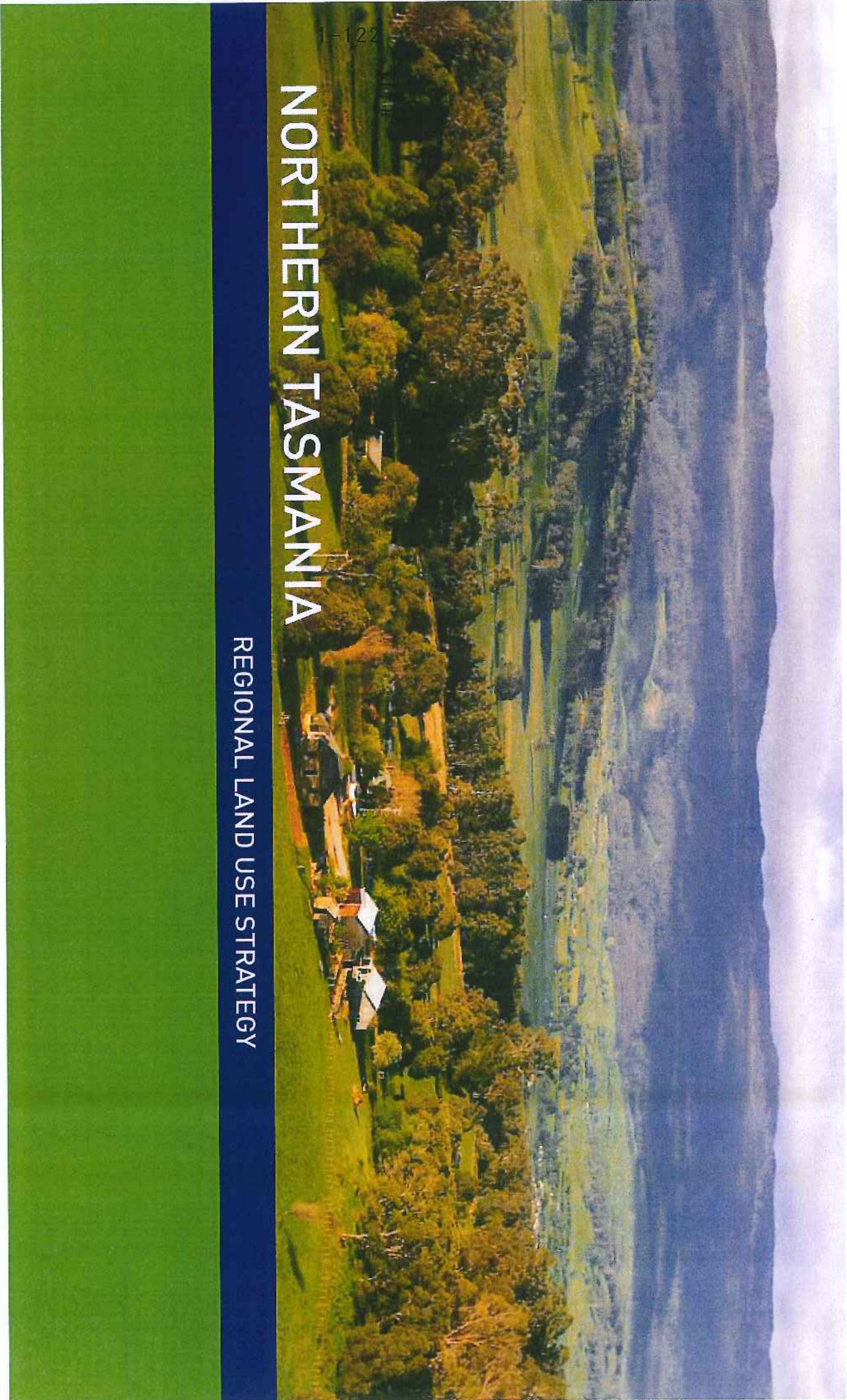
NORTHERN TASMANIA

REGIONAL LAND USE STRATEGY



NORTHERN TASMANIA

REGIONAL LAND USE STRATEGY



The region aligns with the municipal areas of the eight Northern Tasmanian Councils:
Break O'Day, Dorset, Flinders, George Town, Launceston City, Meander Valley, Northern Midlands and West Tamar



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A INTRODUCTION

A.1 PURPOSE AND SCOPE

The Regional Land Use Strategy (RLUS) is the statutory regional plan for Northern Tasmania. It applies to all land in the northern region of Tasmania.

It sets out the strategy and policy basis to facilitate and manage change, growth, and development to 2032. Across the Northern Region the RLUS will guide land use, development and infrastructure decisions made by State and local government, and by key infrastructure providers.

The RLUS is a living document. As the strategy is implemented and results monitored, this document will be updated to reflect new and revised State, regional and municipal land use, policies, projects and initiatives.

The Minister for Planning declared the first edition of the *Regional Land Use Strategy of Northern Tasmania* in October 2011 and a revised edition was declared in October 2013. This is the third edition of the RLUS.

A.2 STATE, REGIONAL AND MUNICIPAL RELATIONSHIP

All municipal, planning schemes and policy decision making within the region are expected to advance and implement the RLUS, its Vision, directions and objectives. Planning must also be consistent with State, regional and municipal policies, projects and initiatives in infrastructure, transport, economic, social, environmental and cultural planning issues (see Appendix 11).

State Planning will also use this RLUS to guide decision making on projects impacting on the region.

The draft Greater Launceston Plan (GLP) has been prepared by the Launceston City Council with West Tamar, George Town, Meander Valley and Northern Midlands councils, in conjunction State and Federal Governments. The GLP will provide a 20-year vision for the Greater Launceston area that complements the RLUS.



The RLUS contains 6 parts:

A The purpose and scope of the RLUS

B Regional profile and overview

C Regional Strategic Planning Framework

This sets out the Vision for the region and four key strategic goals: *Economic Development, Liveability, Sustainability and Governance*. Under each goal are strategic directions to advance our goals and Vision, and to underpin particular policy objectives.

D Regional Planning Land Use Categories

This defines three key land use categories to direct the allocation of all land in the region as *Urban Growth Areas, Rural Areas or Natural Environment Areas*. These categories will guide appropriate zoning in municipal planning schemes (*Planning Directive No. 1 – The Format and Structure of Planning Schemes*).

E Regional Planning Policies

This gives strategic objectives, particular regional outcomes (settlement patterns, activity centre development, infrastructure planning, economic development, social and community infrastructure and the environment) and key planning principles and actions. These will guide State and local planning policy decision making.

F Implementation and monitoring measures

A.3 PLANNING CONTEXT

Regional planning has a wider context, linked to ongoing and future Australian Government funding and investment. The Federal Government's *National Urban Policy 2011* and the State Government's *Regional Planning Initiative*, with its ongoing reforms to planning systems, zoning and assessment processes, provide the strategic context for the RLUS.

A.3.1 National Urban Policy 2011

The *National Urban Policy 2011* (May 2011) complements the Government's *Sustainable Population Strategy* and recognises the critical roles that governments, the private sector and individuals play in planning, managing and investing in Australian cities. The policy sets out the Government's plan to improve the productivity, sustainability and liveability of all major urban centres.

The policy establishes the first long term national framework to guide policy development and investment in cities. It sets a vision to deliver future prosperity and wellbeing for communities, and reinforces the Council of Australian Governments' (COAG) objective to ensure Australian cities are globally competitive, productive, sustainable, liveable, socially inclusive and well placed to meet future challenges and growth.

A.3.2 Regional Planning Initiative

Since 2008 the State government has worked in partnership with local governments to advance regional strategic planning as the foundation for new planning schemes.

The *Regional Planning Initiative* calls for the strengthening of state-wide strategic planning through evidence-based, regional land use strategies [consistent with State strategies] in each of the State's three regions.

A.3.3 Regional Governance

A collaborative coordinated governance approach between, and within, State and local government is being advanced. Advantages to this approach are:

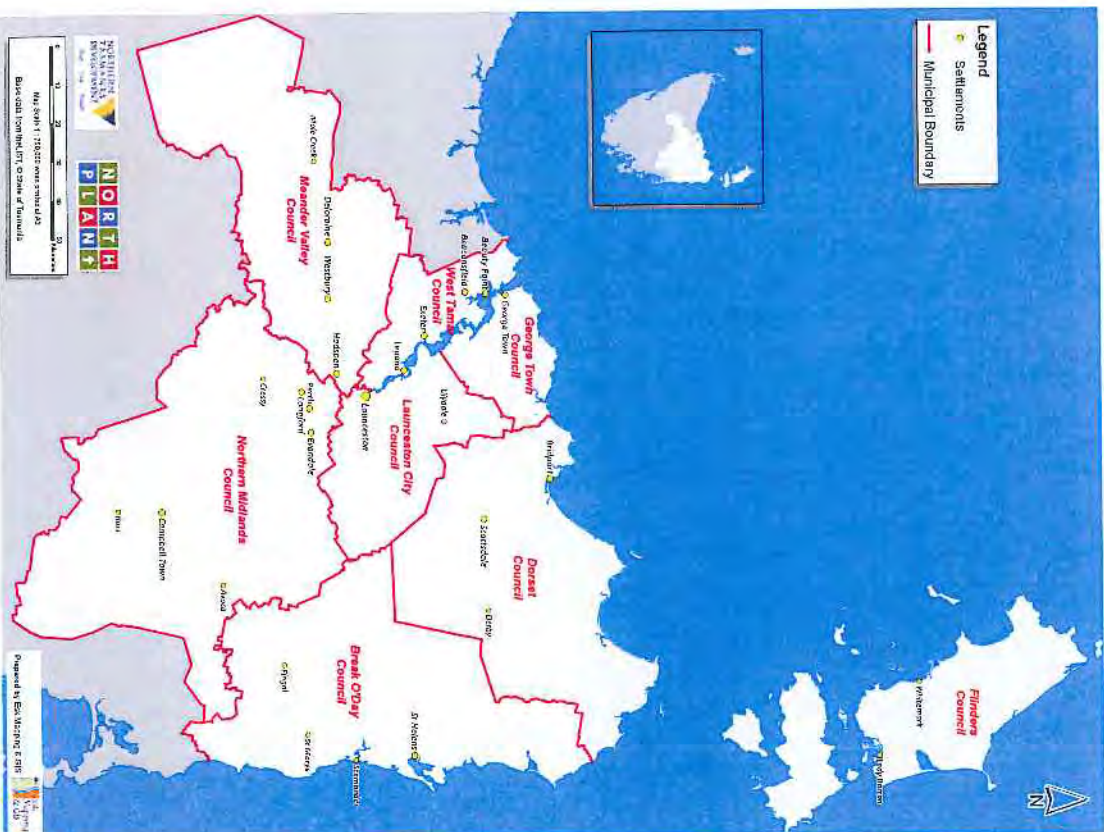
- Early audit of proposed major developments;
- Assessment of projects of regional significance;
- Regional input into projects of State significance;
- Assessment of interim planning schemes;
- Review of the regional components of planning schemes;
- Building of regional and local planning capacity;
- Appropriate regional engagement on planning matters; and
- State/regional co-ordination of strategic and land use policy and implementation.

It is expected that this will achieve:

- Increased local and regional control of significant development issues;
- Increased certainty for developers and early identification of development opportunities and risks;
- Streamlined and consistent planning processes, including increased regional planning capacity and resource sharing;
- Reduced costs for developers and Councils;
- Earlier detailed engagement with key stakeholders and local communities about major planning issues;
- Improved co-ordination between the State and local councils in the planning and delivery of infrastructure and other state policies;
- Simplified mechanisms for resolving contentious planning issues;
- Increased independence from the political process; and
- Consolidation of regional planning knowledge and information.

These matters of governance and broader planning issues will inform and enhance the further development of the RLUS.

Map A.1 Northern Tasmania - Municipal Boundaries



B.1 REGIONAL OVERVIEW

The regional strategy must be responsive to identified changes, challenges and strengths that will influence Northern Tasmania over the next 20 years.

Northern Tasmania comprises approximately one third of Tasmania's land mass and in 2010 had an estimated population of around 142,000. It is Tasmania's second largest region, with approximately 28% of the State's population and one third of its economy (domestic product).

The region aligns with the municipal areas of the eight Northern Tasmanian Councils: Break O'Day, Dorset, Flinders, George Town, Launceston City, West Tamar, Meander Valley and Northern Midlands.

Launceston City and its greater urban area accommodate the largest urban population outside Hobart and its greater area. The Greater Launceston Urban Area (GLUA) is among Australia's largest urban areas and is a focus for Federal Government infrastructure investment and planning. By many measures, the future of the region looks positive. The population is growing at moderate rates, agriculture is strong and there are significant industries to sustain it.

Northern Tasmania has emerged as a business hub and the centre for a growing regional population based on its economic, competitive and natural advantages. These include:

- An abundance of natural resources including a mild temperate climate, reliable rainfall, clean air, rich fertile soils and an unspoilt natural environment;
- Ideal growing conditions for pasture and cropping that support adaptive, flexible agriculture and dynamic viticulture;
- A wide and diverse industry base with competitive business costs, attractive to international and national companies;
- A skilled and stable workforce attracted by diverse job opportunities and extensive cultural and recreational activities; and
- A state-wide transport and distribution hub noting that Launceston is less than three hours' drive to all parts of Tasmania.

Key business sectors include:



Northern Tasmania competes to attract people and build its workforce in the face of global competition. Northern Tasmania should not rely on comparative advantage alone, but develop planning and policy platforms to build regional advantage.

Regional Settlement

Household size in Northern Tasmania is declining with smaller families and more single person households. The population is aging, with the greater proportion of the elderly being single or widowed. This matches trends in Tasmania and has implications for regional housing supply and demand for diversity in dwelling types.

Density of residential settlement patterns, particularly within more built up settlement, is low, with fewer than 10 dwellings per hectare. Part of this settlement has moved outward into the non-urban landscape areas of the region. It has the potential to become unsustainable with adverse environmental impacts, poor infrastructure capacity and supply, and a disproportionate demand upon social and community infrastructure.

Economy

The region's sources of natural and competitive advantage underpin its economic prosperity. Northern Tasmania's distinct economic attributes are observed in the combination of the following:

Unique Natural Environment The region is recognised as having high environmental values and low levels of pollution that promote an association with 'purity' and 'quality' for many specialised manufacturing (food, agricultural and service industries (tourism).

Available Resources The region's resources, including education, transport, energy, agricultural land and natural beauty, provide a significant platform for future innovation. Potential for increased productivity through process driven innovation and the development of new products is a significant focus for both government and private sectors.

A Pleasant Climate With planning and policy to address the impacts of climate change, the region offers an attractive destination from harsher climates, and significant opportunities for industry and agricultural land uses that depend on reliable water and/or stable weather patterns.

High Levels of Liveability Northern Tasmania has many 'quality of life' advantages that make it an attractive location for people and businesses. The region continues to attract residents from mainland Australia seeking the particular lifestyle attributes and the major support facilities and services in education, health, sport, recreation and culture that the region offers.

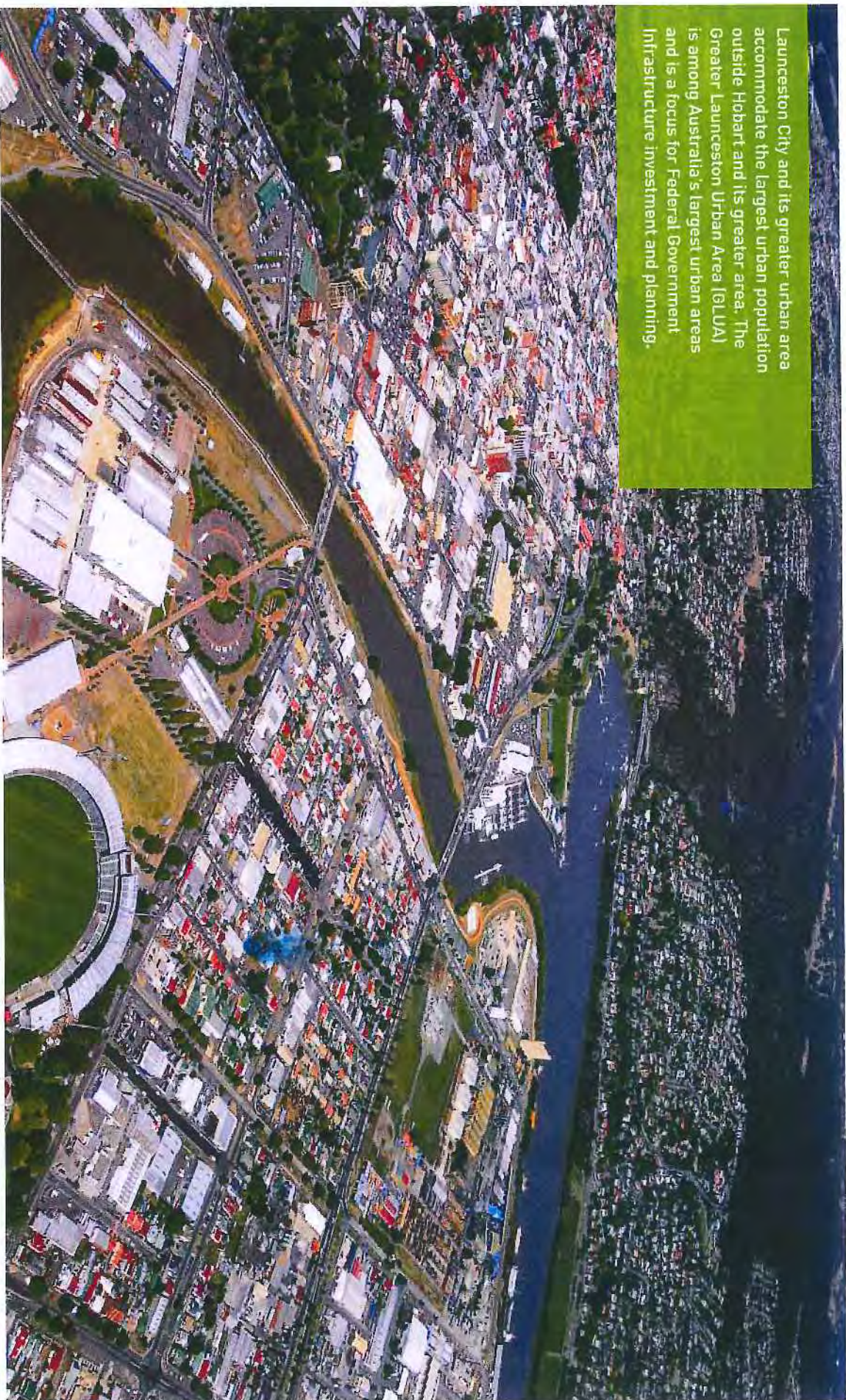
Environment

Northern Tasmania's landscape beauty, biodiversity and natural resources are recognised internationally. Its natural environment and natural resources generate much of the region's wealth.

Industries that rely directly on the natural environment are significant in the Northern Tasmanian economy. Many are small businesses serviced by local suppliers and have scope for expansion and innovation.

REGIONAL PROFILE

Launceston City and its greater urban area accommodate the largest urban population outside Hobart and its greater area. The Greater Launceston Urban Area (GLUA) is among Australia's largest urban areas and is a focus for Federal Government Infrastructure investment and planning.



B REGIONAL PROFILE

B.2 Regional Opportunities

Regional Changes

Northern Tasmania has experienced significant changes over the last two decades.

- The population has aged and grown steadily.
- The basis of the regional economy has shifted, with greater emphasis observed on the tertiary and service sector: (business, financial services, retail, education, health, tourism), and small and medium sized enterprises for employment.
- The economic and employment significance of manufacturing, agriculture and forestry industries has declined.
- The region has a role as the freight and passenger/tourist gateway for Tasmania, via the port and airport.
- Focus has shifted towards development of the airport, its business park, and transport connections to the airport and the port, rather than major upgrades to transport networks in other parts of the region.
- Launceston's role as a regional service centre for education, health, finance and business attributes has grown.
- Tourism's focus on destination tourism has increased, particularly on the East Coast.

Regional Opportunities

The following attributes support opportunities:

- Sustained regional population growth, including net growth from interstate migration;
- Diverse landscapes, coastal areas and tourist product;
- Major banking and financial services;
- Major tourist destinations and state gateways;
- Major hub for freight movements;
- Major hospital facilities;
- Major university campus;
- Modern and large capacity domestic airport; and
- Large capacity deep water port.

The following offer key regional opportunities:

- Northern Tasmania's location is the state's obvious gateway for visitors from mainland Australia and internationally;
- Northern Tasmania is the best-connected region in the state by air and sea to mainland Australia, and is best positioned to service the growing movement of freight between Tasmania and mainland Australia and internationally;
- The accessibility of the deep water port, airport, highway and rail connections to Tasmania can support industrial investment, warehousing, storage and service businesses;
- The development potential of agricultural products, renewable energy resources and tourism are yet to be fully realised;
- The region continues to attract residents from mainland Australia seeking lifestyle attributes alongside major facilities and services;
- Global communications and advances in information technology that are transforming business and social environments can reduce the impacts of distance and build the region's role and contribution to international trade in products, services and ideas;
- Agriculture offers existing opportunities for investment in agriculture, based on new irrigation schemes, and for niche and high value specialist products; and
- Renewable energy options include substantial wind energy generation opportunities in the northeast and Furneaux Group as well as tidal and wave energy.



B.3 Regional Challenges

The key challenges facing Northern Tasmania are not unique and can be observed more broadly across regional Australia.

In a global economy, regional markets distanced from global trade can be inadvertently marginalised. Tasmania's distance from mainland Australia creates a disconnect from the major hubs of its population and economic activity and its relatively small population contributes to comparatively small local domestic markets. This issue is particularly acute for the Furneaux Group of Islands.

Recent changes in the region and anticipated changes and demands indicate strategic challenges ahead.

Isolation

Tasmania is an island state and is likely to be further marginalised in a globalised economy dominated by trade, connections and networks that favour Asia and the northern hemisphere.

Maximising Regional Location and Position

It is critical that Northern Tasmania find ways to capitalise on its proximity to and infrastructure capacity to link with the mainland's south east population, manufacturing and tertiary sectors.

Ageing Population and Decreasing Workforce

The region's population and workforce will age and the proportion of the population working will decline. Competition for skilled workers will increase. Regional workforces and skills deficits will become increasingly evident.

Workforce, Labour Supply and Skills Shortages

Without intervention Northern Tasmania will struggle to meet demands for a skilled workforce across key professions and occupations. Currently local and regional training and education are not closely linked to identified future labour force needs. There is a need to lift the regional profile and significance of education, higher education and skills training. Education and training investment has potential to help drive the economy. Traditional industries may offer fewer new jobs in the long term. Future jobs will need a better skilled and trained workforce. However, a better-educated/skilled workforce may be attracted to jobs outside the region.

Economic Diversification and Services

Renewable Energy Renewable energy options are significant. Harnessing this energy potential is a significant regional challenge.

Aged Health Care Housing and Services An ageing population leads to a growing dependency ratio. Increased service industries and alternate housing types and sizes. Current hospital and aged care facilities have insufficient capacity to meet growing demand, generating a critical need to retain this population in their homes for longer. Providing direct services to aged persons in remote locations, rural towns and communities will be increasingly difficult. Investment and upgrading of medical and health facilities will be critical to retaining and attracting population in the region.

Tourism Growth and investment in tourism and recreation is currently focused in and around Launceston and in a limited number of other locations dispersed across the region. The challenge will be to expand this and capitalize on the excellent tourism potential of other, more remote locations. The region's role as the tourist gateway to Tasmania, via the airport and regional transport network will need continual reinforcement.



C REGIONAL STRATEGIC PLANNING FRAMEWORK

C.1 THE REGION'S VISION

The Vision for Northern Tasmania is to create a region within which:

- All communities enjoy a positive, affordable and competitive future;
- Councils and communities work cooperatively;
- Sustainable economic prosperity flourishes;
- Valued environmental features and assets are promoted; and
- Quality of life is enhanced and people are moved to live, invest and visit Northern Tasmania.

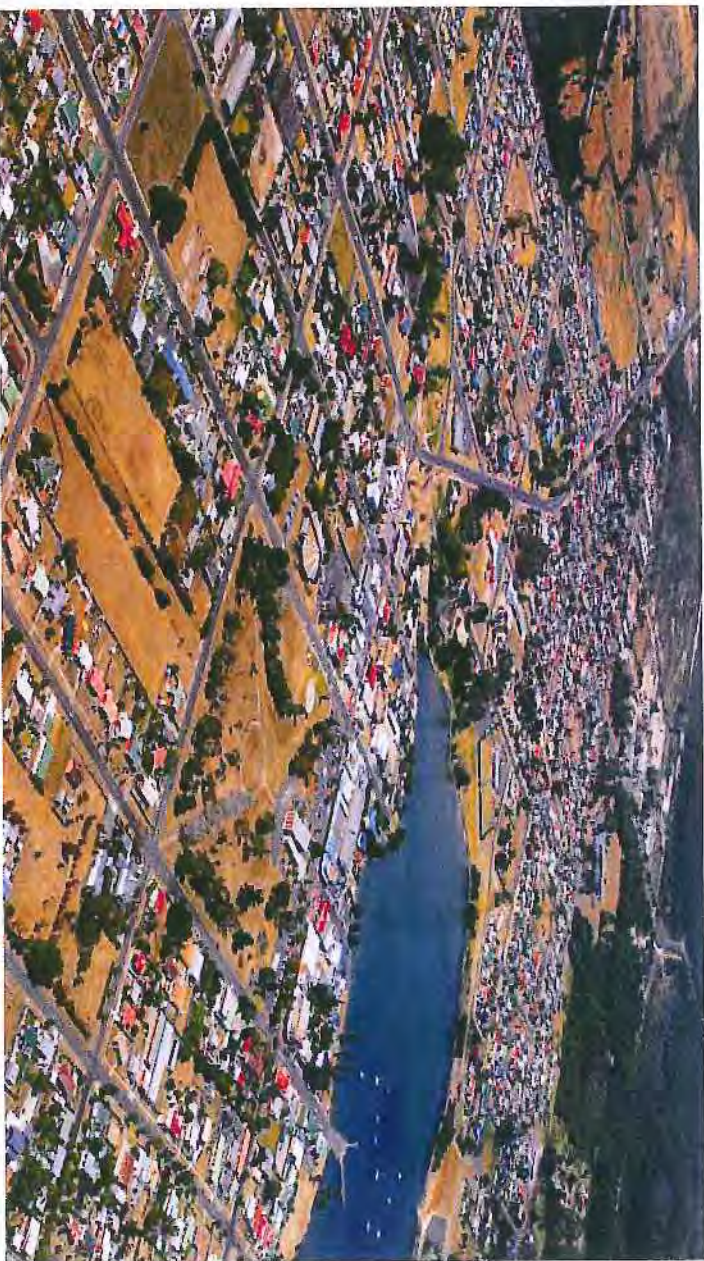
C.3 PRINCIPAL UNDERSTANDINGS

The regional Vision, goals, strategic directions and planning objectives are derived from the principal understandings that:

- Productivity growth will be the key driver of economic growth and prosperity in Northern Tasmania in the long term;
- The success of economic development strategies will be a product of competitiveness and innovation that mutually advance opportunity and development of urban and rural areas;
- Economic competitiveness will depend on the region's ability to attract and retain a population and workforce with valuable knowledge and entrepreneurial skills;
- Regionally sustainable growth will need better management of resources consumption and waste production to reduce impacts on the environment;
- Promoting and protecting the Region's unique natural environment and resources will be key to sustainable development and future livability;
- Livable communities, offering a high quality of life and that support health and wellbeing will help to attract investment, support a skilled workforce, and strengthen social inclusion and community wellbeing;
- Aligning regional planning land use policy and investment decisions will build livability;
- State and local governments have primary responsibility to plan for urban growth and change; and
- Greater public understanding and participation in the planning process will contribute to regionally integrated land use planning, economic development and provision of infrastructure.

C.2 STRUCTURE

The four key goals of the Framework are based on Economic Development, Livability, Sustainability and strong Governance. These underpin the Vision and are complemented by an integrated set of strategic planning directions and strategies. The goals and strategic directions together provide the broad policy framework to guide planning for the region in line with the Vision. The goals lead to the Regional Planning Policies in Part E which will guide local policy development and implementation.



C.4 GOALS AND STRATEGIC DIRECTIONS

C.4.1 Goal 1: Economic Development

To facilitate economic development and productivity through integrated land use and infrastructure planning.



➤ Strategic Direction G1.1

Capitalise on the region's sources of competitiveness by identifying future opportunities for sustainable competitive advantage.

This will be achieved by the following strategies -

- a) Facilitate innovation and capitalise on the co-location of industry in strengthened 'clusters' of economic and employment activity.
- b) Add value, diversify the economy and generate jobs.
- c) Develop the preconditions for business competitiveness through merits-based planning and development assessment processes that:
 - Flexibly consider the location of economic development having regard for the changing economic environment; and
 - Focus on community-specific outcomes and environmental impacts, rather than a standards-based approach.
- d) Facilitate the needs of small business, including working from home and other flexible/non-traditional locations.
- e) Support high value adding and downstream activities to natural resources including small scale manufacturing and processing enterprises.

➤ Strategic Direction G1.2

Adopt an integrated and coordinated approach to government infrastructure, transport and land use planning.

This will be achieved by the following strategies -

- a) Coordinate provision of transport, energy, communications and other infrastructure services with appropriately zoned and located land for development.
- b) Coordinate transport planning and land use planning by:
 - Safeguarding planned network improvements;
 - Identifying key transport networks and future networks; and
 - Understanding transport growth predictions.
- c) Encourage sustainable modes of transport by:
 - Protecting the rail and road network from encroachment by sensitive uses;
 - Ensuring traffic impacts and car parking are adequately considered; and
 - Encouraging cycling, walking and public transport use.
- d) Coordinate land use, future sewerage and water provision whilst promoting effective and efficient use of existing service infrastructure.
- e) Maximise provision of communications technology including the broadband network to commerce and industry, and create opportunities for new development.



Continues on page 10 ➤

C REGIONAL STRATEGIC PLANNING FRAMEWORK

C.4.1 Goal 1: Economic Development (continued)

To facilitate economic development and productivity through integrated land use and infrastructure planning.

➤ Strategic Direction G1.3

Develop a thorough understanding of key industry needs, including future demand and location requirements.

This will be achieved by the following strategies -

- a) Support agricultural and related primary industries by:
 - Recognising the complex jurisdictions and the role of Natural Resource Management (NRM) organisations;
 - Applying the State Policy on the *Protection of Agricultural Land Policy (2009)* consistently across the region;
 - Supporting the forest practices system and ongoing structural reforms;
 - Promoting appropriate aquaculture development;
 - Identifying and mapping key mineral assets, protecting key resources; and
 - Supporting appropriate mining and mineral development, and protecting that resource from encroachment by sensitive land uses.
- b) Support tourism, culture and arts by:
 - Recognising the 'drivers' of tourism, including natural values, heritage, food and wine, and local character; and
 - Providing for development of tourism products, including accommodation.
- c) Support retail and commercial development by:
 - Developing a *Regional Activity Centres hierarchy*;
- d) Support industrial development, including freight distribution and logistics by:
 - Identifying the growth and infrastructure needs of the key transport hubs of Bell Bay and the Launceston Airport precinct; and
 - Identifying key intra-regional freight links to outside the region (south and north-west).
- e) Ensure a sufficient supply of appropriately zoned and serviced land ready for development in strategic locations to advance employment and a variety of industrial and commercial land uses.
 - f) Identify a hierarchy of key employment sites, including:
 - Regionally significant precincts;
 - Strategic employers (including universities, hospitals and government research facilities);
 - Business enterprise parks; and
 - Local industry and services employment nodes.



C.4.2 Goal 2: Liveability

To promote liveability measures for social and community development and the betterment of healthy, strong and vibrant urban and rural settlements.



➤ Strategic Direction G2.1

Identify Urban Growth Areas to advance a sustainable urban settlement pattern.

This will be achieved by the following strategies -

- a) Identify *Urban Growth Areas* to guide the development of urban settlements.
- b) Establish a *Regional Settlement Hierarchy* based on the most appropriate locations for future population growth and urban centres.
- c) Coordinate investment of services to existing and future settlements and plan to maximise integration, community benefit, efficiency and long-term sustainability of service provision.

➤ Strategic Direction G2.2

Plan for socio-demographic changes.

This will be achieved by the following strategies -

- a) Plan for the needs of an ageing population including retaining and attracting a skilled labour supply, particularly people aged 15 – 29, to ensure a sustainable future workforce.
- b) Promote and plan for a diverse range of dwelling types and sizes, including small lot housing and multiple dwellings (to match changes in household size and composition) in locations highly accessible to community services.

➤ Strategic Direction G2.3

Promote local character values.

This will be achieved by the following strategies -

- a) Promote the important role of local character on the economy and the sense of place.
- b) Preserve and protect significant cultural heritage, in particular places significant to the Aboriginal community.
- c) Promote local identification and protection of unique character.



➤ Strategic Direction G2.4

Enhance social inclusion.

This will be achieved by the following strategies -

- a) Improve accessibility through improved walking and cycling networks, and integrated public transport.
- b) Promote accessibility of services for new dwellings and in response to issues of affordability.
- c) Provide for a mix of integrated and complementary land uses.



C REGIONAL STRATEGIC PLANNING FRAMEWORK

C.4.3 Goal 3: Sustainability

To promote greater sustainability in new development and develop stronger community resilience to social and environmental change

Strategic Direction G3.1

Promote and protect the Region's unique environmental assets and values.

This will be achieved by the following strategies -

- a) Protect sensitive landforms and ecosystems, including coastal landforms and karst (limestone area shaped by erosion).
- b) Manage the relationship between development and impacts of natural hazards (for example salinity, land instability, acid sulphate soils, bushfire and flood potential, contamination).
- c) Promote regionally significant open space and outdoor recreational opportunities.
- d) Enable opportunities for renewable energy production including wind, geothermal, tidal, and wave energy.
- e) Protect the future capacity of the natural resource base including productive soils, minerals, hard rock and significant forest assets.
- f) Protect and enhance water quality including significant wetlands and waterways.
- g) Protect and manage available agricultural land for sustainable productive use and values.
- h) Preserve and protect areas of natural environmental significance, particularly:
 - Areas of biodiversity and important flora and fauna communities and threatened species;
 - Land and coastal areas sensitive to climate change, tidal and storm surges, raising sea levels and other natural hazards (including acid sulphate soils, bushfire and flooding); and
 - Regionally significant open space, scenic landscape amenity areas and outdoor recreation reserves.

Strategic Direction G3.2

Establish planning policies to support sustainable development; address the impacts of climate change, improve energy efficiency and reduce environmental emissions and pollutants.

This will be achieved by the following strategies -

- a) Support good building design, reuse and recycling by:
 - Increasing the energy efficiency of new development in line with national building design codes, standards and international best practice;
 - Providing strategic support and incentives for the reuse of old buildings and other redevelopment in preference to 'greenfield' development; and
 - Identifying known or foreseeable impacts of climate change such as sea level rises, flood risk and land instability, and adopting a precautionary approach to the location of new development.
- b) Continue improving environmental management (Air and Water) by:
 - Identifying and controlling the emission of pollutants to sensitive receiving waters and to air to reduce carbon dioxide (CO2) and other greenhouse gas emissions;
 - Promoting sustainable water use and conservation measures including innovative water collection practices, and recycling measures; and
 - Implementing and securing sustainable urban drainage systems such as water sensitive urban design practices.
- c) Integrate sustainable transport design by:
 - Reducing reliance on private vehicle transportation and promoting opportunities and infrastructure for sustainable transport;
 - Promoting improved access to walking, cycling, and public and freight transport networks; and
 - Planning for residential and freight transportation needs when locating new development.
- d) Support renewable/alternative energy by:
 - Promoting and protecting future renewable energy opportunities including wind, tidal, geothermal and hydro generation; and
 - Strengthening strategic support for the development of renewable energy infrastructure.

REGIONAL STRATEGIC PLANNING FRAMEWORK

C.4.4. Goal 4: Governance

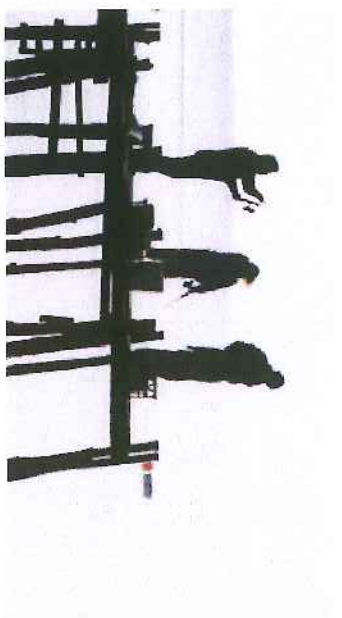
To provide cooperative and transparent leadership and regionally supportive local governance structures to advance integrated strategic land use objectives/ outcomes, and particularly the goals, strategies and policies of the RLUS.

Strategic Direction G34.1

Advance regional leadership.

This will be achieved by the following strategies -

- a) Adopt and implement best practice governance structures to provide strategic and innovative leadership within communities.
- b) Empower and engage communities to develop community 'visions', build community confidence and support acceptance of change.



D REGIONAL LAND USE CATEGORIES

D.1 INTRODUCTION TO CATEGORIES

Three key Regional Land Use Categories provide the spatial framework to achieve the region's Vision:

- Urban Growth Areas
- Rural Areas
- Natural Environment Areas

All land in the Northern Region is to be aligned with these categories to create a context for relevant zoning of land in municipal planning schemes. The categories are well defined according to appropriate current and future use.

D.1.1 Purpose of Categories

Separation of land uses within the region gives distinct physical and visual amenity and characters.

The transition between land use categories will be reflected in municipal planning schemes through land use zones. This will ensure that settlements do not adversely impact non-urban areas.

The land use categories help to:

- Define Urban Growth Areas for urban settlements;
- Prevent unplanned expansion of urban settlements;
- Promote sustainable land use and development;
- Protect high value productive rural land;
- Protect and enhance natural resources;
- Protect environmental values and landscapes;
- Provide appropriate opportunities for non-agricultural activities including rural living and tourism;
- Promote environmental conservation; and
- Enhance regionally significant open space and biodiversity.

The benefits of the Regional Land Use Categories will be evident in the consolidation of urban settlements in line with the *Regional Settlement Hierarchy* (Part E) and in the planning and efficient provision of infrastructure and services to communities.

D.2 THE LAND USE CATEGORIES

D.2.1 Urban Growth Areas

Urban Growth Areas will identify sufficient land to sustainably meet the region's urban development needs to 2032, considering population, housing, employment projections and reasonable assumptions about future growth.

Identification of Urban Growth Areas will support a sustainable development pattern consistent with the strategic directions and *Regional Planning Policies* (see Part E).

Urban Growth Areas:

- Comprise land within urban settlements already developed for a wide range of urban purposes, or intended for urban development;
- Contain the region's settlements;
- Support reliable and effective transportation and reduce vehicle dependency;
- Physically connect new urban settlements to existing communities wherever possible, or otherwise provide new development with direct transport linkages to established urban areas;
- Promote cohesive communities;
- Support a wide range of services and facilities;
- Support access to existing or planned activity centres; and
- Comprise a suitable and complementary mix of land uses to support the *Regional Settlement Hierarchy* and the *Regional Activity Centre Hierarchy*.

Municipal planning schemes will inform the particular land use and development mix of Urban Growth Areas. Intense urban land use activities will need to be centrally located within settlements to allow graduation and transition to other land uses.



D.2.1.1 Urban Growth Areas – Key Planning Principles

- Opportunities to increase the capacity of existing *Urban Growth Areas* should be given higher priority than expanding *Urban Growth Areas*. Expansion should only occur where additional capacity to accommodate growth in an area has been identified.
- Land considered for inclusion within an *Urban Growth Area* should:
 - Be physically suitable;
 - Exclude areas with unacceptable risk of natural hazards, including predicted impact of climate change;
 - Exclude areas with significant biodiversity values;
 - Be appropriately separated from incompatible land uses; and
 - Be a logical expansion of an existing urban area, or be of sufficient size to support efficient social and economic infrastructure.

- New *Urban Growth Areas* should be located to:
 - Achieve a balanced settlement pattern across the region and sub-regions;
 - Maintain a well-planned region of distinct cities, towns and villages;
 - Maintain the integrity of ‘intra-regional’ open space green breaks;
 - Minimise impacts on natural resources;
 - Maximise the use of major transport and water and sewerage infrastructure (committed and/or planned);
 - Enable efficient physical and social infrastructure, including public transport;
 - Have ready access to services and employment; and
 - Ensure significant non-residential activities will meet specific location, infrastructure and site requirements.

Additional Urban Growth Areas may be identified in the future. Should this occur additional planning will need to consider employment and economic development in the area for the longer term. Such planning should occur in line with this RLUUS.

D.2.2 Rural Areas

Rural Areas will protect significant high value productive rural land and primary industries, support the sustainable development and use of natural resources, and provide appropriate opportunities for rural and environmental living and other non-agricultural activities.

The future of the region’s *Rural Areas* depends on sustainable and diverse rural industries, reliable and efficient water resource management, and flexible and responsive rural land use planning.

Rural Areas:

- Include land rich in natural resources as well as land required for the processing of natural resources;
- Include land appropriate for rural and environmental living and other non-agricultural land uses;
- Provide for a transition and gradation of land uses and activities to the more intense use and development of land within *Urban Growth Areas*;
- Manage and/or mitigate potential land use conflicts;
- Include significant natural environmental areas; and
- Promote non-urban and environmental values.

Policy developments in natural resource management highlight the need for a systematic approach to rural land use planning and management. This approach aims to:

- Recognise the importance of agricultural land and industries near major population centres as a key determinant of future food crisis and livability;
- Prevent inappropriate fragmentation of rural land;
- Improve infrastructure and investment opportunities for agriculture;
- Protect farming operations from conflict with rural/environmental living residents;
- Enable rural industries to diversify, adjust, innovate and value-add;



- Identify preferred future uses of unproductive lands, recognising that some forms of agricultural production are not necessarily constrained by soil type or fertility;
- Assist local government to protect and enhance productive rural lands and their associated environmental and landscape values;
- Maintaining benefits to the community that are derived from the natural environment; and
- Constrain the expansion of rural and environmental living areas.

The *Rural Areas* land use category comprises land uses that fall within either one of two subcategories: *Productive Resource Areas* or *Rural Living Areas*.



D.2.2.1 Productive Resource Areas

Productive Resource Areas include land rich in natural resources or suitable for agriculture or other primary industry activities, including productive and potentially available agricultural land, included in a Rural Resource Zone in municipal planning schemes. Land in this subcategory is protected from inappropriate development, particularly from urban development including large lot, low and very low density rural and environmental living development, which is directed to Rural Living Areas.

Essential housing for workforce and employers associated with suitable land use may be considered subject to the suitability of the extent and nature of the proposal for Productive Resource Areas and the relevant policy and zoning intentions.

D.2.2.2 Rural Living Areas

Rural Living Areas include land suitable for residential land use and development opportunities on large allotments in preferred locations within a rural landscape.

Land in *Rural Living Areas* will be included within Rural Living and Environmental Living Zones in municipal planning schemes. These zones will be applied to reflect established land use patterns within Rural Living Areas. The Rural Living Zone will provide rural residential opportunities within a rural landscape. The Environmental Living Zone will offer residential opportunities in areas with protected environmental and landscape values.

An established *Rural Living Area* is land with limited potential for efficient or practical agricultural or rural resource use on a commercial basis and where the land use pattern is characterised by:

- Predominantly residential land use, including lifestyle blocks, hobby farms and/or low density residential subdivisions; and
- Fragmentation of the cadastral base and property ownership; or
- Topographical constraints resulting in physical impediments to rural resource use or connectivity, which may include bio-diversity protection and/or conservation issues.

In practice this will mean that land that may have been included in a range of low density, rural residential, village or rural zones will be identified within a Rural Living Zone or Environmental Living Zone based on existing land use patterns that are predominantly rural residential in character.

The *Rural Living Area* counters residential demands for and diverts pressure away from Productive Resource Areas by providing options for rural and environmental lifestyle preferences. This will minimise future land use conflicts and maximise infrastructure efficiencies.

Additional demand for land will be met through intensification of existing Rural Living Areas where it can meet sustainability criteria. It must be demonstrated that this is preferable to land use intensification that better meets sustainability objectives.

Intensification must balance a range of matters including:

- Impact on the agricultural and environmental values of the land and surrounding areas;
- Proximity to existing settlements containing social services;
- Land use efficiency, consolidating gaps in established rural residential land use patterns;
- Access to road infrastructure with capacity to support an intensified land use;
- On-site waste water system suitability;
- Impact on natural values or the potential land use limitations as a result of natural values;
- Impact on agricultural land and land conversion;
- Impact on water resources required for agricultural and environmental purposes;
- Consideration of natural hazard management;
- Existing land supply within the region;
- Potential future requirement for the land for urban purposes; and
- The ability to achieve positive environmental outcomes through rezoning.

D.2.2.3 Other non-rural/agricultural land uses

A range of other uses such as tourist operations, tourist accommodation and eco-tourism may be permitted where appropriate in Rural Living Areas and on non-productive rural land.

D.2.2.4 Key Planning Principles for Rural Areas

Planning for Rural Areas should consider the way in which it can:

- Conserve and manage rural areas to enhance their contribution to the regional economy, rural industries and regional rural landscape values;
- Support rural living opportunities in appropriate locations (Rural Living Areas) where it does not compromise or fragment productive rural land;
- Ensure rural communities benefit from regional growth, and participate fully in the planning and development of the region;
- Provide and maintain appropriate levels of infrastructure and services to support Rural Living Areas;
- Recognise that the Furneaux Group of Islands are more reliant on local strategies for Rural Living Areas and the protection of agricultural land to respond to the complexities of the remote area economics;
- Accommodate the required growth of rural villages;
- Consolidate future rural population growth within existing rural settlements and Rural Living Areas;
- Recognise rural living use as a legitimate residential lifestyle subject to appropriate location criteria;
- Ensure land use and water management policies and regulations do not unreasonably constrain the development of agriculture, agribusiness, and appropriate ecotourism and recreation opportunities in Rural Areas;
- Protect quality agricultural land from incumpatible development and provide for the expansion of agricultural production in Productive Resource Areas;
- Promote 'clustering' of residential development in Rural Living Areas where a higher density of development is appropriate;
- Identify and protect mineral resources from inappropriate development; and
- Permit secondary or non-agricultural land uses where water quality, scenic rural landscapes, agricultural activities and the natural environment are not adversely impacted and the strategic purpose of rural land use zones is not undermined, preferably in locations proximate to existing settlement.

D.2.3 Natural Environment Areas

Natural Environment Areas will promote and protect:

- Environmentally significant conservation areas;
- Regionally significant landscapes;
- Open space areas, including outdoor recreation areas, forests and reserves; and
- Regionally significant biodiversity areas including ecosystems that are endangered, threatened or vulnerable.

Natural Environment Areas:

- Include land with one or more of the following values:
 - World heritage areas, national parks, conservation areas, parks and forest, game, nature and state reserves and including significant fauna habitat;
 - Cultural and landscape heritage values (Indigenous and non-Indigenous);
 - Native forests;
 - Coastal wetlands including RAMSAR wetlands; and
 - Land that forms strategic and regionally significant inter-urban breaks and corridors, particularly for fauna movement and intra-regional open space connections and outdoor recreation areas.
- Promote Northern Tasmania's unique and pristine biodiversity areas, including the quality and diversity of its natural environment;
- Support biodiversity, rural production, scenic amenity, landscape heritage and outdoor recreation;
- Recognise the region's distinctive environmental features including:
 - Rich and diverse native flora and fauna;
 - A dynamic coastline and marine waters including rocky foresters, reefs, headlands and pristine beaches;
 - Spectacular forested mountain ranges and peaks;
 - Freshwater wetlands, waterways and floodplains; and
 - Good air and water quality.

Diverse and culturally significant landscapes shape the region's economy, culture, livability and lifestyle, positively influencing migration into and within the region. Regional landscape values occur in urban, semi-urban and rural areas and influence the character and quality of the places where people live, work and play. Regional sustainability and prosperity involves understanding and carefully managing interdependencies between people, land use and landscape.

Regional planning must support the resilience of regional landscape values, when faced with pressures such as population growth, infrastructure development, known climate variability and future climate change. Planning for resilience needs to better understand both the current landscape values and how to best maintain and enhance the landscape.

D.2.3.1 Key Planning Principles for Natural Environment Areas

Planning for Natural Environment Areas should consider the way in which it can:

- Protect, manage and enhance the region's biodiversity values;
- Protect, manage and enhance regional landscape values that advance the region's livability, health, lifestyle and economy;
- Within biodiversity networks, protect significant biodiversity values, improve ecological connectivity, and promote improved habitat condition and rehabilitation;
- Optimise biodiversity conservation outcomes by locating environmental land carbon offsets within identified biodiversity networks and other suitable areas, giving priority to the protection or rehabilitation of significant biodiversity values;
- Plan, design and manage development, infrastructure and activities to protect, manage and advance regional landscape values; and
- Prioritise where, when and how investment can be most effectively targeted to restore and maintain landscape values.



REGIONAL PLANNING POLICIES

REGIONAL SETTLEMENT NETWORK POLICY

E.1 PURPOSE OF REGIONAL PLANNING POLICIES

Regional Planning Policies address the management of regional growth.

Each policy states the *Regional Outcome* that will be achieved by the application of the:

- Key planning principles; and
- Specific policies and actions.

The *Regional Outcomes* are an integrated and holistic set of expectations with no intended priority. The key planning principles and specific policies guide State and local government in the formulation of their own policies and decision-making.

They are presented under the following headings:

1-140

REGIONAL SETTLEMENT NETWORK POLICY

REGIONAL ACTIVITY CENTRE NETWORK POLICY

REGIONAL INFRASTRUCTURE NETWORK POLICY

REGIONAL ECONOMIC DEVELOPMENT POLICY

SOCIAL INFRASTRUCTURE AND COMMUNITY POLICY

REGIONAL ENVIRONMENT POLICY

E.2 REGIONAL SETTLEMENT NETWORK POLICY

E.2.1 Strategic Context

The Regional Settlement Network is set in the following strategic context:

- Settlement is dispersed across the region and residential densities are relatively low at approximately 10 dwellings per hectare.
- Launceston City is the regional city of Northern Tasmania and along with the Greater Launceston Urban Area it comprises the region's largest urban settlement.
- The nature of settlements and activity centres within the region has been categorised into a hierarchy (Map E.1 and Table E.1), however the isolation and land use conditions of the Furneaux Group do not lend themselves to such a structure.
- The role and function of settlements within the region encompasses a 'Regional city', 'Satellite settlements', 'District centres', 'Rural towns', 'Rural villages' and 'Rural localities'. The distinction between these types of settlement is detailed in Table E.1.
- It is projected that by 2032 the population of the region will grow by approximately 23,500 persons and 10,000 dwellings.
- The region provides for housing opportunities that include higher and medium density development, suburban, low density and rural living (Table E.2).
- Over the next two decades the average household size is forecast to shrink towards an average of two persons per dwelling.
- The proportion of medium and higher density housing types will increase in these settlements at the upper end of the settlement hierarchy.
- There is a need for local housing strategies to further inform the projected mix of housing required and the associated land to be set aside as part of the further development of the settlement hierarchy at a municipal level. When complete, the Northern Regional Housing Study (2013) will inform the strategic setting.
- The impact of settlement strategy and land availability for housing upon affordability is a necessary component of further strategic work.

E.2.2 Regional Outcome

Establish a regionally sustainable urban settlement pattern to:

- Define and reinforce Urban Growth Areas;
- Foster a network of well planned and integrated urban settlements within identified Urban Growth Areas; and
- Consolidate the roles of the Greater Launceston Urban Area and the surrounding sub-regional urban centres.

E.2.3 Key Settlement Network Strategies

Planning for and development of the Regional Settlement Network should apply the following strategies:

Settlement Pattern

- Support sustainable growth in identified *Urban Growth Areas*.
- Contain settlements within identified *Urban Growth Areas* with a focus on consolidating and developing the Greater Launceston Urban Area as well as sub-regional centres identified in the *Regional Settlement Hierarchy*.
- Development of the Greater Launceston Urban Area will support the policy and initiatives of the Greater Launceston Plan (GLP) to ensure the efficient and consolidated functioning, servicing and future development of Greater Launceston in line with the GLP *Regional Framework Plan*.
- Consolidate existing land use patterns and identify inflill opportunities within existing settlements and urban centres, and around activity centres and key public transport nodes and networks.
- Complement and support a viable *Regional Activity Centres Network* to maximise regional productivity, economic activity and employment opportunities.

Land Use and Development

- Provide for a diversity of land uses.
- Provide for affordable housing and a diversity of housing types and sizes, including retirement accommodation and aged care facilities.

Transport and Access

- Ensure new urban development areas are contiguous with existing communities wherever possible, or otherwise provide development with direct transport linkages to established urban areas as a development priority.
- Support well-planned communities with good access to public transport that links residential areas to employment, facilities and services.
- Reduce reliance on vehicle transportation and promote walkability.
- Accommodate regional growth in locations supported by public transport and other sustainable transport choices.

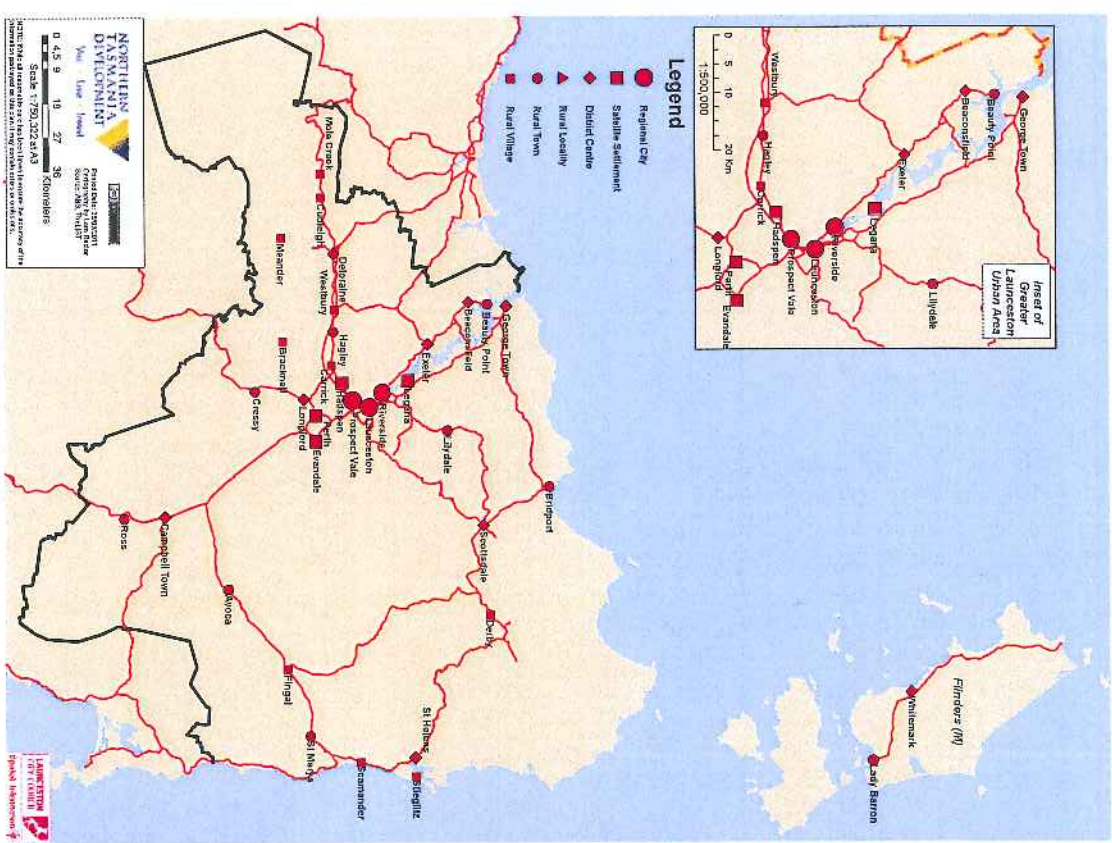
Environment

- Respond to local and regional environmental values and avoid unsustainable impacts on the natural environment, landscape, regional ecosystems, open spaces, and productive agricultural and rural land.

Social Infrastructure and Community

- Ensure funding and delivery of adequate physical and social infrastructure as part of permitting development of new settlement areas.
- Build strong linkages between Regional and sub-regional settlements.

Map E.1 Northern Tasmania - Regional Settlement Network



REGIONAL SETTLEMENT NETWORK POLICY

E.2.4 Specific Policies and Actions

The adopted settlement network (Regional Settlement Hierarchy) to serve the region is illustrated in Map E.1 and described in Table E.1.

The preferred location for the siting of different residential densities and types and their associated urban design outcomes are detailed in Table E.2 on page 25.

The following specific policies and actions shall be applied to:

- **Regional settlement networks;**
- **Housing dwellings and densities;**
- **Integrated land use and transport;**
- **Residential design;**
- **Housing affordability; and**
- **Rural and environmental living development.**



Specific Policies and Actions

Policy >

Regional Settlement Networks

Actions >

RSN-P1

Urban settlements are contained within identified Urban Growth Areas. No new discrete settlements are allowed and opportunities for expansion will be restricted to locations where there is a demonstrated housing need, particularly where spare infrastructure capacity exists (particularly water supply and sewerage).

RSN-A1

Ensure there is an adequate supply of well located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLU5, land capability, infrastructure capacity and demand.

RSN-A2

Ensure that the zoning of land provides the flexibility to reflect appropriately the nature of settlements or precincts within a settlement and the ability to restructure under-utilised land.

RSN-P2

Ensure existing settlements can support local and regional economies, concentrate investment in the improvement of services and infrastructure, and enhance quality of life.

RSN-A3

Ensure the long term future supply of urban residential land matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.

RSN-A4

Ensure a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition, ageing populations and single persons should be supported to remain in existing communities as housing needs change; ageing in home options should be provided.

RSN-P3

Recognise the isolated relationship of the Furneaux Group of islands to the settlement system of the region, and that settlement and activity centre planning will be dependent on local strategies to support sustainable outcomes.

RSN-A5

Encourage urban residential expansion in and around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.

RSN-A6

Ensure all rural and environmental living occurs outside the Urban Growth Areas.

RSN-A7

Identify areas with existing mixed land use patterns, and/or Brownfield areas adjacent to activity centres, for mixed use redevelopment, and ensure that zoning provides flexibility for uses that support the activity centre and the role of the settlement.

Specific Policies and Actions

Policy >

Housing Dwellings and Densities

Actions >

RSN-P4

Provide a planning framework for new and upgraded infrastructure and facilities to support a growing and ageing population, and provide housing choice through a range and mix of dwelling types, size and locations in new residential developments.

RSN-A8

Undertake a regional dwelling yield analysis.

RSN-P5

Encourage a higher proportion of development at high and medium density to maximise infrastructure capacity. This will include an increased proportion of multiple dwellings at infill and redevelopment locations across the region's Urban Growth Areas to meet residential demand.

RSN-A9

Ensure that zoning provisions within municipal planning schemes provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.

RSN-P6

Focus higher density residential and mixed-use development in and around regional activity centres, and public transport nodes and corridors.

RSN-A10

Ensure that settlement boundaries are clearly identified at the local level for all significant activity centres.

RSN-P7

Include in new development areas diversity in land uses, employment opportunities and housing types at densities that support walkable communities, shorter vehicle trips and efficient public transport services.

RSN-A11

Ensure planning schemes provide detailed planning provisions to encourage well-designed new urban communities.

RSN-A12

Apply the Urban Mixed Use Zone to areas within or adjacent to Activity Centres that are appropriate for a mix of uses, including higher density residential development.

Policy >

Integrated Land Use and Transport

Actions >

RSN-P8

Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.

RSN-A13

Prioritise amendments to planning schemes to support new Urban Growth Areas and redevelopment sites with access to existing or planned transport infrastructure. This will support delivery of transit oriented development outcomes in activity centres and identified transit nodes on priority transit corridors.

RSN-P9

Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.

RSN-P9

Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.

RSN-P10

Plan new public transport routes, facilities and high-frequency services to ensure safe and convenient passenger accessibility, and support the interrelationship between land use and transport.

RSN-P11

Coordinate land use and transport planning and sequence development with timely infrastructure provision.

RSN-A14

Planning will be informed by the *Northern Integrated Transport Plan* [2013]. Future iterations of the strategy are to ensure planning schemes provide appropriate zoning patterns and support land use activities by:

- Identifying transport demands and infrastructure required;
- Protecting key transport corridors from incompatible land uses; and
- Creating sustainable land use patterns that maximise efficient use of all future transportation modes (i.e. road/rail, freight routes (including land and sea ports), and public transport, pedestrian and cyclists networks).

RSN-P12

Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.

RSN-P13

Manage user parking provision in regional activity centres and high-capacity transport nodes to support walking, cycling and public transport accessibility.

RSN-A15

Promote the region's Activity Centre Network and multi-functional mixed-use areas, which provide a locus for integrating higher residential development outcomes, social and community facilities and services, and public transport opportunities.

RSN-P14

Ensure all new development within walking distance of a transit node or regional activity centre maximises pedestrian amenity, connectivity and safety.

Specific Policies and Actions

Policy ▾

Residential Design

RSN-P15
Ensure that new development and redevelopment in established urban areas reinforce the strengths and individual character of the urban area in which the development occurs.

RSN-P16
Ensure quality residential design that is sensitive to, and complements, the historic character and lifestyle of the Region's towns and enhances residential amenity.

RSN-P17
Ensure all development, infrastructure and public facilities (including bus interchanges), and incorporate urban design principles, including orientation, siting and passive climate control.

RSN-P18
Achieve high quality design outcomes for all new prominent buildings and public spaces in the Launceston Central Business District, regional activity centres and transit communities.

RSN-P19
Provide accessible and high-quality public open space in all new 'Greenfield' and infill development by creating well-designed public places.

Housing Affordability

RSN-P20
Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

Actions ▾

RSN-A16
Adopt and/or apply within infill and higher residential density areas any medium density guidelines developed by the State.

Specifically this will guide future planning scheme provisions for multiple dwellings with a specific focus on infill redevelopment opportunities within the Greater Launceston Urban Area.

RSN-A17
Develop and support a master plan for the Launceston CBD (being the CAD and inner city core areas as defined by the Launceston City Council planning scheme) to confirm and position the future strategic planning of the city as the Principal Activity Centre for Northern Tasmania.

Policy ▾

Rural and Environmental Living Development

RSN-P21
Rural and environmental lifestyle opportunities will be provided outside urban areas.

RSN-P22
Rural and environmental lifestyle opportunities will reflect established rural living areas.

RSN-P23
Growth opportunities will be provided in strategically preferred locations for rural living and environmental living based on sustainability criteria and will limit further fragmentation of rural lands.

RSN-P24
Growth opportunities for rural living and environmental living will maximise the efficiency of existing services and infrastructure.

RSN-P25
Recognise that the Furneaux Group of Islands are more reliant on local strategies for Rural and Environmental Living areas and the protection of agricultural land that respond to the complexities of remote area economics and the need to retain or increase population and visitation.

Actions ▾

RSN-A19
Rural living land use patterns will be identified based on a predominance of residential land use on large lots in rural settings with limited service capacity.

RSN-A20
Planning schemes should prioritise the consolidation of established rural living areas over the creation of new rural living areas.

RSN-A21
Target growth to preferred areas based on local strategy and consolidation of existing land use patterns.

RSN-A22
Planning scheme provisions must specifically enable subdivision opportunities in preferred areas by setting minimum lot sizes based on locality.

RSN-A23
Ensure future locations of the Rural Living Zone will not require expansion of Urban Growth Areas, or compromise the productivity of agricultural lands and natural productive resources within Rural Areas.

RSN-A24
Ensure future locations of the Environmental Living Zone do not compromise environmental values.

- RSN-A25**
Consolidation and growth of rural living and environmental living areas is to be directed to areas identified in local strategy, that align with the following criteria (where relevant):
- Proximity to existing settlements containing social services;
 - Access to road infrastructure with capacity;
 - On-site waste water system suitability;
 - Consideration of the impact on natural values or the potential land use limitations as a result of natural values;
 - Minimisation of impacts on agricultural land and land conversion;
 - Minimisation of impacts on water supply required for agricultural and environmental purposes;
 - Consideration of natural hazard management;
 - Existing supply within the region;
 - Potential for future requirement for the land for urban purposes; and
 - The ability to achieve positive environmental outcomes through the recycling.

Table E.1 Northern Tasmanian Regional Settlement Hierarchy

Settlement Type	Regional Activity Centres
Regional City	Launceston City (includes suburbs of Launceston City, Prospect Vale and Riverside)
Description	Provides the central business district level functions to the region with high levels of administrative, government, business, commercial, financial and retail services. The Regional City is supported by modern and vibrant regional arts, cultural, entertainment and recreational facilities and is set within a strong built cultural heritage and history. It contains regional education, health and allied health facilities to support regional and visitor needs.
Utility Infrastructure	Full provision of utilities and urban infrastructure serviced by regional freight, road, rail and air transportation networks
Facilities and Services	A full range of services as provided through the <i>Regional Activity Centres Network</i> .
Satellite Settlements	Hadspen, Evandale, Perth and Legana
Description	Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions.
Utility Infrastructure	Full provision of utilities and urban infrastructure serviced by regional freight routes and road networks.
Facilities and Services	See <i>Activity Centres Network</i> .
District Centres	Longford, Deloraine, Campbell Town, George Town (inclusive of Bell Bay and Low Head), Beaconsfield Exeter, St Helens (including Stigulitz and St Helens Point), Scottsdale and Whitemark
Description	Significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources.
Utility Infrastructure	Regional Service Centres
Facilities and Services	Relocated water, sewerage and electricity. See <i>Activity Centres Network</i> .
Rural Towns	Livdale, Westbury, Beauty Point, St Marys, Bridport and Lady Barton
Description	Larger townships providing lower order administrative and commercial functions with a sub-regional role for other centres in the surrounding district, particularly where distances to major urban areas make regular travel difficult.
Utility Infrastructure	Neighbourhood or Town Centres
Facilities and Services	May have relocated water, sewerage and electricity. See <i>Activity Centres Network</i> .

[Continues on page 26](#)

REGIONAL PLANNING POLICIES

REGIONAL SETTLEMENT NETWORK POLICY

Table E.1 Northern Tasmanian Regional Settlement Hierarchy

Settlement Type	Regional Activity Centres
Rural Villages	Balance of George Town (see District Central, Ross, Avoca, Cressy, Bracknell Carrick, Chudleigh, Meander, Mole Creek, Hagley, Fingal, Scamander and Derby)
Description	Predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs.
Utility Infrastructure	Local or Minor Centre
Facilities and Services	May have reticulated water, sewerage and electricity.
Rural Localities	At a minimum may have a local convenience shop, newsagent/post office agency, and community hall.
Description	Balance of George Town (see District Central, Ross, Avoca, Cressy, Bracknell Carrick, Chudleigh, Meander, Mole Creek, Hagley, Fingal, Scamander and Derby)
Utility Infrastructure	Residential settlements with limited or no services and commercial activity in a defined spatial area, including holiday settlements that have established a more permanent population.
Facilities and Services	May also include a grouping of residential properties at lower densities with no established centre or not within a clearly defined spatial area, typical of many rural living residential areas.
Utility Infrastructure	Electricity.
Facilities and Services	May have local convenience shop or community hall.

Table E.2 > Indicative Residential Types, Housing Density and Urban Design Outcomes

Residential Types, Housing Density Types and Outcomes >	Explanation >	Possible PD 1 Zoning >
High Density		
Urban Design Outcomes	<p>Housing consists of multi-story apartment buildings of three or more storeys in building height. May include duplexes or townhouses.</p> <p>The preferred built form will be determined in response to specific site features and urban design standards to achieve specified minimum density levels and maximise residential amenity.</p> <p>Detailed structure or precinct plans may guide preferred development outcomes developed as part of a master planning process.</p>	<p>Inner Residential Zone</p> <p>Urban Mixed Use Zone</p>
Approximate Gross Density	Greater than 25 dwellings per hectare and up to 40 dwellings per hectare in specific locations such as within Activity Centres and their walkable catchments.	
Net Density	Greater than 35 dwellings per hectare on residential sites.	
Lot Size	Site specific.	
Suitable Locations	<ul style="list-style-type: none"> ■ Established urban areas with good access to facilities and services, including public transport and open spaces. ■ Within and around urban centres, particularly Activity Centres. ■ As part of transit oriented developments along public transport routes with high frequency services or around transit stations. 	
Medium Density		
Urban Design Outcomes	<p>Built form consists of a mixture of multiple dwellings either duplexes, townhouses and multi-story apartment buildings of three or more storeys in building height.</p> <p>Structure or precinct plans may guide preferred development outcomes as part of a master planning process</p>	<p>Inner Residential Zone</p> <p>Urban Mixed Use Zone</p> <p>Village Zone</p>
Approximate Gross Density	12 – 25 dwellings per hectare	
Net Density	15 – 35 dwellings per hectare	
Lot Size	Minimum of 400sqm. Density can be achieved through building multiple dwellings on larger lots.	
Suitable Locations	<ul style="list-style-type: none"> ■ Established settlement areas, particularly within inner or middle suburbs of Launceston. Proximate to urban centres or regional rural centres. ■ In locations with good access to facilities, services, public transport and open space. 	

Continues on page 26 >

Table E.2 > Indicative Residential Types, Housing Density and Urban Design Outcomes

Residential Types, Housing Density Types and Outcomes >	Explanation >	Possible PD 1 Zoning >
Suburban		General Residential Zone Village Zone
Urban Design Outcomes	<p>Opportunities for a mixture of dwelling types is provided both in the form of traditional detached houses but also multiple dwellings either duplexes, townhouses up to 2 storeys in building height.</p> <p>Suburban densities are to achieve sustainable allotment sites to reduce suburban sprawl on the outer fringes of urban settlements; to reduce the cost of servicing land; and to create affordable housing and increased housing choice and type.</p> <p>Structure or precinct plans may guide preferred development outcomes as part of a master planning process.</p>	
Approximate Gross Density	10 - 15 dwellings per hectare	
Lot Size	<p>Minimum of 400sqm up to 1,600sqm for detached housing, small lot housing or otherwise.</p> <p>Minimum of 1,200sqm for multiple dwellings.</p>	
Suitable Locations	Generally Greenfield sites within <i>Urban Growth Areas</i> where urban growth is contained and housing development is consolidated around established settlements, including regional and rural towns.	
Low Density		
Urban Design Outcomes	Predominantly detached housing which may form a transition to land within Rural Area 2.	Low Density Residential Zone
Approximate Gross Density	3- 5 dwellings per hectare	
Lot Size	Between 1,600sqm to 10,000sqm	
Suitable Locations	<ul style="list-style-type: none"> Outer/fringe areas with existing low-density residential characteristics and within close proximity to a minimum settlement size of 500, serviced by a rural town centre offering basic facilities and services. 	

Continues on page 27 >

Table E.2 > Indicative Residential Types, Housing Density and Urban Design Outcomes

Residential Types, Housing Density Types and Outcomes >	Explanation >	Possible PD 1 Zoning
Rural Living		
Urban Design Outcomes	<p>Very large lot subdivision that consists of predominantly detached housing set within a rural landscape setting that forms a transition to land within Rural Area 1 land within a Rural Resource Zone.</p> <p>Should have the ability to sustain some local convenience shop or community facility such as a hall.</p>	Rural Living Zone
Approximate Gross Density	N/A	
Lot Size	<p>Existing land use patterns: No minimum lot size</p> <p>Rural Living:</p> <p>Minimum: 1 hectare. Larger lots may be required by:</p> <ul style="list-style-type: none"> ■ Environmental constraints ■ Local context ■ Access to services ■ Regional and local policy ■ Any relevant Local Area Statements 	
Suitable Locations	<ul style="list-style-type: none"> ■ Areas characterised by an established rural residential land use pattern. ■ Strategically located areas that are not of agricultural value 	
Environmental Living		
Urban Design Outcomes	<p>Very large lot subdivision that consists of predominantly detached housing set within a rural setting with environmental or landscape values.</p> <p>Should have the ability to sustain some local convenience shop or community facility such as a hall.</p>	Environmental Living Zone
Approximate Gross Density	N/A	
Lot Size	<p>Existing land use patterns: no minimum lot size</p> <p>Environmental Living: minimum 1 hectare</p> <p>Lots must be larger where it is required to achieve:</p> <ul style="list-style-type: none"> ■ Protection of environmental and landscape values ■ Regional and local policy ■ Any relevant Local Area Statements 	
Suitable Locations	<ul style="list-style-type: none"> ■ Areas with an existing rural residential land use pattern and subject to conservation covenants ■ Lots with biodiversity values that can provide a buffer between rural agricultural and resource users, and State parks 	

E.3 REGIONAL ACTIVITY CENTRE NETWORK POLICY

E.3.1 Strategic Context

The Regional Activity Centre Network is set in the following strategic context:

- Activity centres across the region provide the focus for a diverse range of mixed land uses including services, employment, commercial/retail facilities, community infrastructure, entertainment and residential accommodation.
- Activity centres within the region are categorised within a hierarchy (Map E.2).
- The role and distinction between the types of activity centres is detailed in Table E.3.
- Launceston CBD and its inner urban area is the region's Principal Activity Centre (PAC). It provides a significant proportion of all employment opportunities within the region.
- The Greater Launceston Plan supports the sustainable development of Launceston and its suburbs over at least the next 20 years. It includes strategic planning for lower order activity centres.
- While the Launceston PAC will provide the base for major regional scale services and facilities, there is a need for activity centre planning to confirm an agreed network of centres across the region to secure all communities access to a range of key facilities and services.
- Activity centre planning and better provision of industrial and commercial opportunities near existing and future population growth areas will improve existing employment opportunities outside the Launceston PAC.
- The success of the Regional Activity Centre Network will depend on access and connection by adequate transport infrastructure.

Map E.2 Northern Tasmania - Regional Activity Centre Network



E.3.2 Regional Outcome

Build and promote an attractive, sustainable and vibrant Regional Activity Centre Network to support sustainable urban settlements and communities.

Regional activity centres will be well-designed urban places as specific locations for employment, infill housing, retail, commercial and community facilities that are well connected by transport infrastructure.

E.3.3 Key Activity Centre Network Strategies

Planning for and development of the Regional Activity Centre Network should apply the following strategies:

- Implement a regional activity centre network to support a wide range of land uses and activities consistent with the role and function of centres described in the Regional Activity Centre Hierarchy Table E.3.1.
- Strengthen the Region's capacity to deliver high order government, community, commercial and private sector services and facilities through an integrated network of activity centres.
- Support the primary and role of the Launceston PAC.



- Ensure the provision and retention of critical services and facilities, particularly in rural areas, by containing the network to a limited number of strategically located rural centres that can be relatively conveniently and widely accessed and efficiently supported.
- Promote accessibility of employment to support sustainable development.
- Promote efficient land use, transport and infrastructure planning to reduce dependence on private vehicle travel.
- Plan the development of each activity centre relative to its identified function, role and anticipated catchment to:
 - Create economic growth by co-locating a mix of land uses;
 - Concentrate goods and services more efficiently;
 - Provide appropriate locations for government investment in public transport, health, education, cultural and entertainment facilities;
 - Provide a focus for community and social interaction;
 - Promote sustainable travel and access to transport infrastructure and networks;
 - Integrate land use and transport to support walking, cycling and public transport; and
 - Accommodate higher density residential development, employment and multiple trip-generating activities.

E.3.4 Specific Policies and Actions

The adopted activity centre network (Activity Centre Hierarchy) to serve the region is detailed in Map E.2.

The preferred functions and roles for activity centres are described in Table E.3 on page 32.

Specific Policies and Actions

The following specific policies shall be applied to activity centres planning:



Specific Policies and Actions

Policy

RAC-P1

Maintain and consolidate the Regional Activity Centres Network to ensure future urban development consolidates and reinforces the spatial hierarchy of existing centres. This will be achieved through the reuse and redevelopment of existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport, provision and associated infrastructure.

Action

RAC-A1

Integrate the Regional Activity Centres Network into government policy and strategies (including strategic plans, corporate plans, planning schemes and capital works programs).

RAC-A2

Ensure that zoning and land use planning provisions minimise potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforce the spatial hierarchy, role and function of centres.

Policy

RAC-P5

Ensure safe and amenable access to Activity Centres, for all members of the community, by supporting active transport opportunities that encourage people to walk, cycle and use public transport.

Action

RAC-A6

Ensure planning schemes have consistent policy, planning and design provisions to support and maximise public transport and pedestrian and cycle access to the hierarchy of activity centres.

RAC-A7

Support the improved use of public transport and alternative modes of transport, pedestrian amenity and urban environments in a coordinated and consistent manner between the higher order activity centres.

Policy

RAC-P2

Reinforce the role of the Launceston Principal Activity Centre as the primary focus for administration, government, business, commercial, cultural, high order retail goods (including bulk goods locations/ precincts) recreational, arts and tourism activity for the region.

Action

RAC-A3

Ensure the primacy of the role of Launceston City as the region's Principal Activity Centre (PPAC) is sustained and strengthened through the preparation of a master plan that:

- Maintains and consolidates regional significant retail attractions and amenities by facilitating and encouraging new investment;
- Supports regional level retail investment in the CBD and inner city areas;
- Complements the other higher order regional activity centres; and
- Facilitates the consolidation of bulky goods precincts within the City and the Greater Launceston Urban Area.

Policy

RAC-P6

Improve the integration of public transport with activity centre planning, particularly where it relates to higher order activity centres.

Action

RAC-A8

Ensure planning schemes support integrated land use and transport planning principles to reinforce the role and function of the Regional Activity Centres Network.

RAC-A9

Ensure transport strategies and future infrastructure provision support the role and function of the Regional Activity Centres Network.

Policy

RAC-P3

Promote and support the role of Major and Suburban Activity Centres to ensure these centres broaden their distinct and regional attractions as places of future employment and residential development with substantially improved access, amenity, diversity, livability outcomes.

Action

RAC-A4

Ensure the major activity centres are sustained by providing opportunities for residential development at higher densities, and a greater variety and mix of land uses to create employment opportunities, and integrate and improve public amenity, urban spaces, social infrastructure and public transport provision.

Policy

RAC-P8

Ensure high quality urban design and pedestrian amenity within Regional Activity Centres by acknowledging the significance of place making, activity diversity and improvement of amenity. Coordinated urban design and planning are necessary elements in the development and management of attractive, sustainable and socially responsive regional activity centres.

Action

RAC-A10

Ensure planning schemes have a consistent requirement for sustainable place making and urban design outcomes for new development in existing and designated future activity centres and precincts.

Policy

RAC-P4

Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres. This will support and strengthen local communities and encourage a viable population base for regional and rural settlements, while promoting the development of new neighbourhood and local centres within *Urban Growth Areas* where appropriate.

Action

RAC-A5

Ensure the lower order activity centres are sustained through a local residential strategy or development plans to create vibrant and sustainable regional and rural communities. It should strengthen their role and function, maintaining and consolidating retail attractions, local employment opportunities, public amenities and services.

Specific Policies and Actions

Policy

RAC-P9

Discourage 'out-of-centre' development to ensure that new use and development supports the Regional Activity Centres Network and the integrated transport system.

Development applications that are out of centre will only be considered if all of the following criteria are adequately addressed:

- Community need;
- No adverse impact on existing activity centres; and
- Synergy with existing employment hubs (i.e. health, education, research).

If these three factors are present there must be overall community benefit demonstrated through a social and economic impact assessment to reflect the strategic directions and policies of the RLUSS.

Action

RAC-A11

Undertake master planning for the major regional activity centres, taking into account the Regional Activity Centres Network and supporting policies to encourage in-centre developments. Master plans should include a detailed development capacity audit, public consultation, opportunities and constraints assessment, methods to improve urban amenity and an economic development strategy and address other activity centre principles.

Master plans should enhance accessibility of the higher order activity centres through good layout and good pedestrian movement.

RAC-A12

Any proposed 'out of centre' developments are to undertake a detailed economic impact assessment that addresses how the out of centre proposal complies with the strategic directions and policies of the RLUSS.

Policy

RAC-P13

Ensure effective access to a hierarchy of social facilities and amenities.

Action

RAC-A16

Consider whether an activity centre is an existing or proposed priority transit network or other high-frequency transit corridor when making a decision on a relevant planning scheme amendment or development application.

RAC-P14

Investigate capital improvements works to improve pedestrian safety and access to activity centres and precincts. Progressively implement capital works improvements to the region's activity centres.

RAC-A17

Enhance activity centres by encouraging people to linger beyond that required for their retail needs through providing:

- A good quality public realm including provisions of a particular public open space (i.e. a town square) for community events and social networking; and
- Entertainment, dining and indoor recreational opportunities.

RAC-P15

Coordinate joint agreements on the range of future needs for community, social and recreation facilities and amenities with relevant providers and state agencies.

RAC-A18

Introduce an assessment process (within the context of the existing legislative framework) relating to the quality of design for prominent buildings within the Principal Activity Centre.

RAC-P16

Coordinate joint agreement with relevant providers and state agencies on the most effective social distribution of future social facilities and services to the community. In this context:

RAC-A19

Investigate strategies to deliver a coordinated approach to the delivery of key facilities and services to the community consistent with the relative order of the Regional Activity Centres Network.

RAC-P10

Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the hierarchy of activity centres.

RAC-A13

Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors.

RAC-A14

Planning scheme controls concerned with land use, built form and residential density should reflect the *Regional Activity Centres Network*.

RAC-P11

Develop activity centres with street frontage retail layouts instead of parking lot dominant retailing, with the exception of Specialist Activity Centres where the defined character or purpose requires otherwise.

RAC-A15

Local policy should provide for home based businesses to support small businesses to establish and operate, while facilitating relocation into activity centres at an appropriate size and scale of operation.

RAC-P12

Regional activity centres should encourage local employment. In most instances this will consist of small-scale businesses servicing the local or district areas.

RAC-A15

Local policy should provide for home based businesses to support small businesses to establish and operate, while facilitating relocation into activity centres at an appropriate size and scale of operation.

Table E.3 > Northern Tasmania Regional Activity Centre Hierarchy

Principal Activity Centre (PAC) >		Major Activity Centres (MAC) >	
<p>Launceston CAD includes CBD and inner core frame areas (refer to Launceston City Planning Scheme)</p>		<p>Mowbray and Kings Meadows</p>	
Role	<p>The primary hub for Northern Tasmania, the region and the Greater Launceston urban area in terms of business, government administration, leisure, entertainment and tourism services providing a comprehensive range of services and facilities including public transport.</p> <p>Provides high level of public amenity and quality urban design in both building design and provision of public spaces.</p>	Role	<p>To provide for a wide range of services and facilities (including offices for business and government) to serve the surrounding sub-region, with a strong focus on the retail and commercial sectors.</p> <p>MACs offer a high level of public amenity and quality urban design in both building design and public space provision.</p>
Employment	<p>Highest concentration of employment for the region, with a diversity of employment across business and industrial sectors.</p>	Employment	<p>Provides a focus for employment at the sub-regional level. Retailing is a major industry that is complemented by a range of office and administration employment, mostly small to medium scale enterprises.</p>
Land Uses	<p>Primary location for offices, including corporate headquarters, professional services, government administration.</p> <p>Regional shopping facilities including major department stores with high level of specialty shops, secondary retailing and a focus on the 'high street' shopping experience.</p> <p>Should include at least one major supermarket/food market. Bulky good retailing may be accommodated at the fringe.</p>	Land Uses	<p>Sub-regional shopping facilities with a range of major supermarkets, department stores and specialty shops.</p>
Commercial and Retail	<p>Regional shopping facilities including major department stores with high level of specialty shops, secondary retailing and a focus on the 'high street' shopping experience.</p> <p>Should include at least one major supermarket/food market. Bulky good retailing may be accommodated at the fringe.</p>	Commercial and Retail	<p>District facilities for both State and Federal Government (i.e. Service Tasmania Outlets, Centralink Customer Service Centre, Medicare/Family Assistance Office)</p> <p>Integrated Care Centres and a range of medical practitioners</p> <p>Local library branch</p>
Government and Community	<p>Regional and State facilities for the State and Federal Government.</p> <p>Education facilities including prominent tertiary education facilities, such as University of Tasmania.</p> <p>Cultural based facilities including State Library and Museum, Major Health Care facilities including Launceston General Hospital and a wide range of medical practitioners including GPs, specialists and research facilities and community services (including child care centres to support its high concentration of employment).</p> <p>All other services expected in the Principal Activity Centres. Urban public spaces as focus of community facilities and events.</p>	Government and Community	<p>Educational facilities, within or in close proximity, are highly desirable as are child-care centres to support employment.</p> <p>MAC should be future centre of Local Government services within the relevant LGA.</p> <p>Some in-centre residential development, complemented by infill and consolidation of surrounding residential areas at higher densities (25+ dwellings per hectare).</p>
Residential	<p>Higher density residential development 'in centre' utilising innovative housing solutions such as business/shop-top arrangements.</p> <p>This should be complemented by infill development and consolidation of surrounding residential areas, including along main transport corridors at higher net densities (40+ dwellings per hectare).</p>	Residential	<p>A range of dining and entertainment uses including night-time activities as well as sporting club/facilities.</p> <p>Major bus interchange with high frequency links to and from other MACs and key residential catchments.</p> <p>Ideally links a number of public transport modes and connects directly or readily to other MACs and the PAC.</p>
Arts, Cultural and Entertainment	<p>A range of dining and entertainment uses including night-time activities and major cultural facilities for the region.</p>	Arts, Cultural and Entertainment	<p>A range of civic public open spaces including playgrounds regional sports grounds and linear parks.</p> <p>Urban public space is provided as the focus of community facilities and events.</p>
Access	<p>Central node for public transport and radial road network.</p>	Access	<p>Urban public space is provided as the focus of community facilities and events.</p>
Public Open Spaces	<p>A range of civic public open spaces including urban squares, pedestrian laneways, urban gardens, and regional sports grounds.</p>	Public Open Spaces	<p>Urban public space is provided as the focus of community facilities and events.</p>
Indicative Catchment	<p>Whole region particularly for higher order retailing and services and some whole of State for government and administrative functions)</p>	Indicative Catchment	<p>Catchment of regional significance across at least two Local Government Areas.</p>

Table E.3 > Northern Tasmania Regional Activity Centre Hierarchy

Suburban Activity Centres (SAC) > Prospect, Legana Shopping Centre, Prospect Vale and Riverside	
Role	To provide for the daily needs of the immediately surrounding area in an urban environment and provide a focus for day-to-day community life. Provides a range of convenience and goods and services as well as some community services and facilities.
Employment	Includes a mix of retail, community, and health services (such as GP) and office-based employment servicing the local area.
Land Uses	At least one major supermarket, a range of specialty shops and secondary retailing. May contain small discount department store. Office spaces are limited to small-scale finance, banking, insurance, property, and professional services.
Government and Community	Local community services. Provision for community groups.
Residential	Some 'in-centre' residential development, complemented by infill development and consolidation of surrounding residential areas at medium to higher densities (up to 25 dwellings per hectare).
Arts, Cultural and Entertainment	May include some night time activities focussed on dining or a local hotel.
Access	Ideally located on a public transport corridor with at least good bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.
Public Open Spaces	Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs.
Indicative Catchment	Serves a number of suburbs but may attract people from a wider catchment on an occasional basis.
District Service Centres (DSC) > George Town, Longford, Scottsdale, St Helens, Westbury and Deloraine	
Role	To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Provides that trips to larger centres are only required occasionally.
Employment	Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.
Land Uses	Should offer at least one major supermarket, or a combination of independent supermarkets and a range of specialty shops. Local or district level commercial office space servicing the community. May include district offices of government. Evidence of strong correlation to features of the surrounding location.
Government and Community	Should offer a range of health and cultural facilities required to support rural community including District Health Centre, Service Tasmania outlet, Community Centre/Community Hall. Educational facilities should be provided (at least Primary and Secondary School). This should be centre of Local Government services within the relevant LGA.
Residential	Some 'in-centre' residential development, complemented by infill and consolidation of surrounding residential areas at medium to higher densities (up to 25 dwellings per hectare).
Arts, Cultural and Entertainment	Hotel(s), restaurant, and dining facilities with other entertainment for rural community. Local sporting facilities/clubs.
Access	Local bus service with connections to higher order District Centres, but with expected low service frequency. Predominantly accessed via private motor vehicle with good walking and cycling linkages to surrounding residential area.
Public Open Spaces	Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs.
Indicative Catchment	Serving outer, more rural based sub-regions and LGAs.

Continues on page 114 >

Table E.3 > Northern Tasmania Regional Activity Centre Hierarchy

Neighbourhood or Town Centres >	
Including (but not limited to): Lilydale, Wellington St, St Leonards, Perth, Newnham, Beaconsfield, Evandale, Norwood, Exeter, St Marys, Youngtown, Bridport and Campbell Town	
Role	To serve daily needs of surrounding community and provide a focus for day-to-day life within a community.
Employment	Includes a mix of small-scale retail, community, and health services. Limited office based employment.
Land Uses	
Commercial and Retail	An independent supermarket or discount department store as anchor tenant, surrounded by a small range of specialty shops. In rural context often tourism related businesses.
Government and Community	Local community services, including Child Health Centre.
Residential	Some adjoining in centre/town residential development offering a greater mix of housing types and densities than other adjoining residential areas.
Arts, Cultural and Entertainment	May include dining and restaurants and/or a local bar to support local or tourist trade.
Access	When in urban context, ideally located near by a public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.
Public Open Spaces	Local sports grounds, playgrounds and linear parks.
Indicative Catchment	Serves rural areas not served by regional level activity centres.
Local or Minor Centres	
Role	To provide a focus for day-to-day life within an urban community.
Employment	Employment opportunities are limited.
Land Uses	
Commercial and Retail	Offers a range of small specialty shops (including newsagents, pharmacy, and gift store) and a convenience store.
Government and Community	Local community services, including Child Health Centre.
Residential	May include residential land uses, however interspersed.
Arts, Cultural and Entertainment	May include some dining (in the evening) or local bar.
Access	Ideally, near public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access.
Public Open Spaces	May include minor sporting or community spaces to serve local needs. May be connected to linear parks.
Indicative Catchment	Serves rural areas not served by regional level activity centres.

[Expand/Hide on page 239 >](#)

Table E.3 Northern Tasmania Regional Activity Centre Hierarchy

Specialist Centres	
Role	To provide for activity of a specialist nature as defined through specific local area or precinct structure plans. Specialist nature maybe of a major infrastructure, educational, health or research or other institutional, style facility of regional significance that provides a strong employment and economic development role.
Employment	Dependent upon specialist characteristics.
Land Uses	
Commercial and Retail	Retail should reflect the centre's specific purpose or defined character. Broader retailing (restaurant, cafes etc.) should be limited to serving the centre's catchment, unless identified as part of its defined purpose or character. Office space should be limited and support employment associated with the centre's purpose or character.
Government and Community	None, unless centre's purpose or character details a specific need.
Residential	May include specialised accommodation relating to centre's focus (i.e. student accommodation).
Arts, Cultural and Entertainment	Depending upon nature of centre's specialist focus/function and other characteristics.
Access	Ideally located at or adjacent to public transport corridor, between existing activity centres.
Public Open Spaces	May incorporate connection to linear parks.
Indicative Catchment	Regional or local, depending on centre's specialist focus.

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E.4 REGIONAL INFRASTRUCTURE NETWORK POLICY

E.4.1 Strategic Context

The *Regional Infrastructure Network* is set in the following strategic context.

- The region is comparatively well served by key infrastructure including ports and airports that provide access to national and international markets.
- Launceston's regional primacy is affirmed in its significant infrastructure, including airport, hospital, education and training facilities, as well as lifestyle attributes, service and enterprise infrastructure.
- Multiple authorities undertake regional infrastructure planning. Significant structural changes and regulatory reforms are necessary to allow greater coordination between infrastructure sectors and its alignment with regional land use planning.
- Others areas of government policy and planning influence land use and affect land use and infrastructure planning outcomes.
- The *Tasmanian Infrastructure Strategy* (2010) projects and initiatives should underpin regional and local infrastructure strategies.

Transport

- The primary form of transport access across the region is provided by the State and local road network and, for limited freight, the rail network.
- Freight transport linkages with Tasmania's northern ports are critical departure points for the State's exports.
- The impact of transport planning, including public transport infrastructure and services, affects accessibility and is a necessary component of infrastructure network planning.

Energy

- Capacity and reliability of energy supply to meet urban and industrial demand (including electricity and gas) are primary issues.
- There are significant opportunities to utilise key natural resources including water and renewable energy.
- Wind energy generation opportunities are substantial in the northeast and Furneaux Group. Tidal and wave energy potential on the northeast coast and Furnaux Group are matters for further strategic work.

Water

- Many settlements across the region do not optimise use of existing infrastructure, such as waste-water facilities. Strategic infrastructure planning needs to align with settlement and land use planning strategies to direct urban development to areas with capacity to meet additional demand.
- In the absence of a broader strategic planning framework ad hoc decisions about infrastructure location and delivery have resulted in poor servicing impacts for some settlements. This has led to avoidable costs and inefficiencies, and has compromised the capabilities of existing infrastructure.

Digital Communications

- The progressive roll-out of the National Broadband Network in Northern Tasmania will add value to innovation and competitive capacity within the region. Infrastructure planning needs to provide for greater investment in system-wide digital technologies (mobile and wireless infrastructure, smart grids and others).

E.4.2 Regional Outcome

Integrate infrastructure, transport and land use planning to complement State Infrastructure plans and policies.

Advance efficient, cost-effective and sustainable forms of urban development that support the Regional Settlement Network.

E.4.3 Key Infrastructure Network Strategies

Planning and development of the *Regional Infrastructure Network* should apply the following strategies:

- Ensure development consolidates and maximises the use of existing infrastructure capacity and planned infrastructure;
- Develop and protect transport assets and systems to promote a sustainable transportation network, having regard for access and choice and including public transport, cycling and walking movements;
- Promote greater coordination between government sectors in infrastructure planning to achieve greater alignment with land use planning and more efficient and effective land use outcomes;
- Promote infrastructure planning that leverages renewable energy opportunities;
- Support transport planning initiatives that improve accessibility; and
- Advance and demonstrate consistency with the strategic planning projects and priorities promoted by the *Tasmanian Infrastructure Strategy* (2010).

E.4.4 Specific Policies and Actions

The following specific policies shall be applied to infrastructure network planning.



Specific Policies and Actions

Policy >	Actions >
<p>RIN-P1 Coordinate, prioritise and sequence the supply of infrastructure throughout the region to match the settlement framework.</p>	<p>RIN-A1 Liaise with state agencies principally DIER to develop transport initiatives.</p>
<p>RIN-P2 Identify infrastructure capacity, need and gaps in current provision to meet requirements for projected population and economic activity.</p>	<p>RIN-A2 Liaise with state agencies, namely DEDTA and DIER, to develop infrastructure strategies for Northern Tasmania.</p>
<p>RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.</p>	<p>RIN-A3 Preference for growth areas where existing infrastructure capacity is under utilised and give preference to urban expansion that is near existing transport corridors and higher order Activity Centres.</p>
<p>RIN-P4 Recognise the Department of Infrastructure, Energy and Resources Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon existing and future operations.</p>	<p>RIN-A4 Recognise the operation and future expansion potential of key intermodal facilities, particularly the three major seaports and the Launceston Airport and protect from surrounding incompatible uses by applying appropriate zoning and buffers in planning schemes.</p>
<p>RIN-P5 Recognise the region's port, airport and other intermodal facilities existing and planned, including operations and protect from development that will preclude or have an adverse impact on existing and future operations.</p>	<p>RIN-A5 Ensure that appropriate planning mechanisms are in place to facilitate the potential Bell Bay Port Intermodal Expansion (subject to Federal Government funding).</p> <p>RIN-A6 Ensure commercial development nearby Launceston airport identifies and encourages activities that complement the airport's role and do not affect its future operation by imposing operational constraints.</p> <p>Note: There are some limitations on State regulatory regimes to impact this because the area immediately surrounding some airports is subject to Commonwealth legislation, which overrides State legislation.</p>
	<p>RIN-A7 Protect the region's road and rail infrastructure network and enable a transition between compatible land uses and an adequate separation between conflicting development that would compromise safe and efficient operations of existing and future planned road and rail corridors.</p>
	<p>RIN-A8 Protect strategic road corridors that are predominantly State Roads (category 1-3) under Tasmanian Road Hierarchy which include:</p> <ul style="list-style-type: none"> ■ Midland Highway ■ Ilwarrna Main Road ■ Bass Highway ■ Tasman Highway ■ Birnielee Frankford Main Road/West Tamar/Batman Highway corridor ■ West Tamar Highway from Launceston to Frankford Main Road ■ East Tamar Highway ■ Bridport Main Road ■ Tasman Highway from Scotsdale to Ringarooma Main Road ■ Tasman Highway from Esk Main Road to St Helens ■ Ringarooma Main Road from Tarriner Highway to Ringarooma ■ Llydale Main Road from East Tamar Highway to Lalla Road (Lalacorda Road) ■ Bell Bay Main Road ■ Esk Main Road ■ Vandale Main Road from Midland Highway to Launceston Airport and Kings Meadows Main Road. <p>Other local roads that may require protection include Bathurst, Wellington Streets, forestry freight routes – Mathinna Plains Road, the northern section of Camden Road and Prossers Road.</p> <p>RIN-A9 Ensure appropriate zoning and/or other mechanisms within planning schemes to support future roads planned by the Department of Infrastructure, Energy and Resources.</p>

Continues on page 17 >

Specific Policies and Actions

Policy v

RIN-P6
Facilitate and encourage active modes of transport through land use planning.

Actions v

RIN-A10
Ensure that roads created in new subdivisions are designed and constructed to meet the needs of all users and to reinforce the function, safety and efficiency of the road.

RIN-A11
Ensure that future subdivision design allows for permeability and connectivity in the transportation network.

RIN-A12
Incorporate guidelines and other relevant subdivision design codes into planning schemes, to address facilities for walking and cycling. For example, guidelines may provide that:

- Lot layouts and buildings must provide for connection to adjacent local roads, open space, trails, pedestrian, cycle and bus routes; and
- Roads are designed and constructed to meet the needs of all users and to reinforce the function, safety and efficiency of the road or communal driveway.

RIN-A13
Ensure the needs of off-road and on-road cycle facilities (shared pathways and engineering aspects associated with the different needs of cyclists and walkers) are addressed through local planning policy.

RIN-A14
Ensure future specific or Local Area Development Plans are capable of linking cycling networks.

RIN-A15
Ensure Local Area Development Plans promote walking and provide for a network of local walking routes.

RIN-A16
Facilitate increased use of active transport modes for short trips by ensuring subdivisions provide for pedestrian connectivity to open spaces, trails, and cycle and bus routes.

RIN-A17
Ensure planning schemes require that developments/uses that attract high numbers of people include provision for end of trip facilities (showers, bike parking, etc.) and bicycle parking facilities in parking requirements, where appropriate.

Policy v

RIN-P7
Facilitate an efficient and convenient public transportation system through land use planning.

Actions v

RIN-A18
Ensure that future higher density residential areas, mixed use developments and new commercial areas are integrated with public transport services.

RIN-A19
Ensure new urban subdivisions are designed to cater for buses (road width, junction/roundabout design, entry and exit points) and are designed in accordance with Australian Standards.

RIN-A20
Ensure subdivision design provides interconnected road layouts, minimises the use of cul-de-sacs, and promotes an efficient and contiguous public transport service, including cyclist and pedestrian movement.

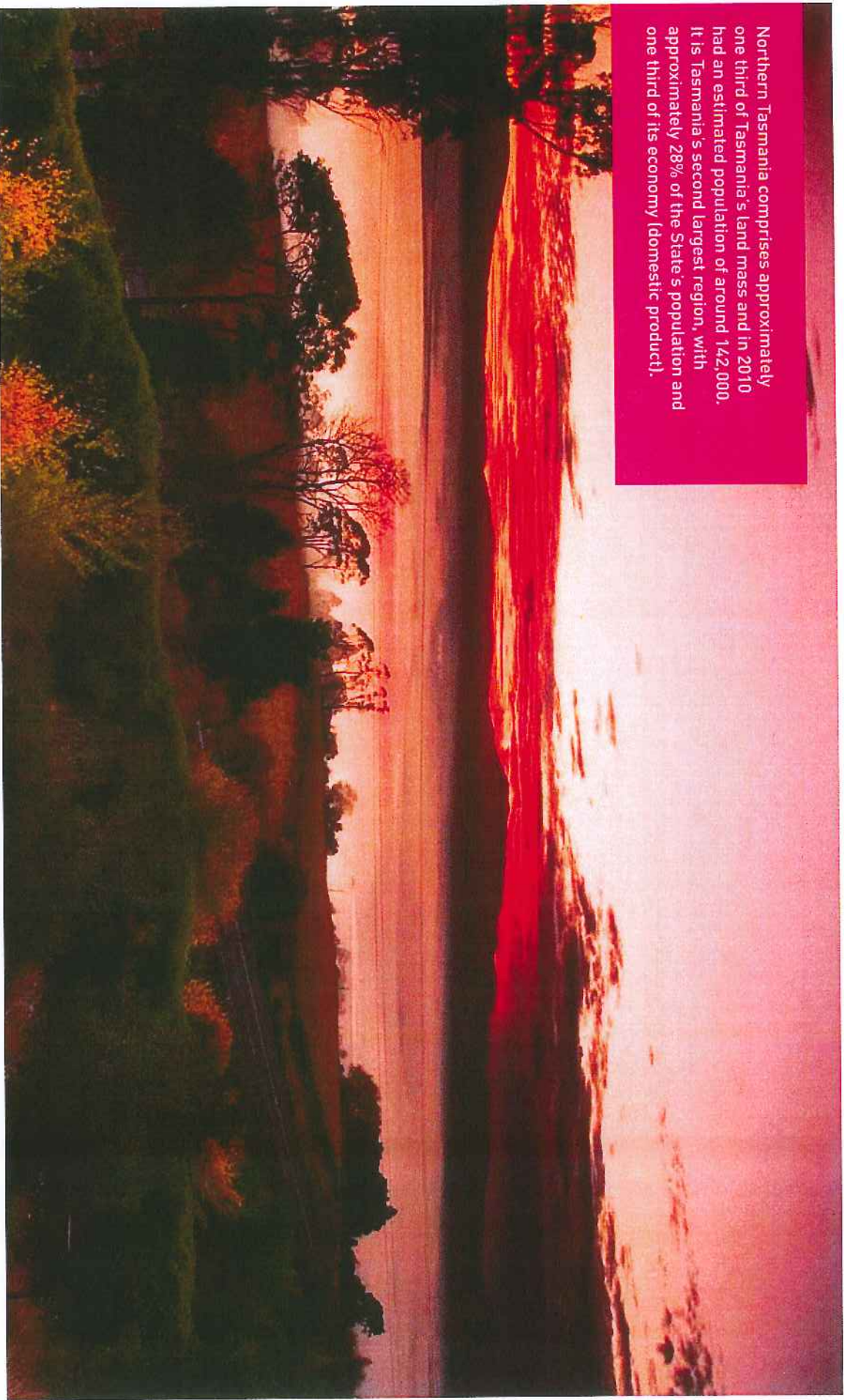
RIN-A21
Consult and engage with public transport service providers in the concept design phase to determine if an area can be serviced by public transport, considering public transport networks and subdivision design.

RIN-A22
Ensure new urban development encourages residential densities to support more cost effective delivery of public transport services.

RIN-A23
Ensure new urban development is located adjacent to existing, and preferably mixed-use areas to reduce travel requirements and distances.

RIN-A24
Identify higher density residential areas, mixed-use development, and new commercial areas to support greater access and use of public transport services, particularly in areas that have higher frequency services.

Northern Tasmania comprises approximately one third of Tasmania's land mass and in 2010 had an estimated population of around 142,000. It is Tasmania's second largest region, with approximately 28% of the State's population and one third of its economy (domestic product).



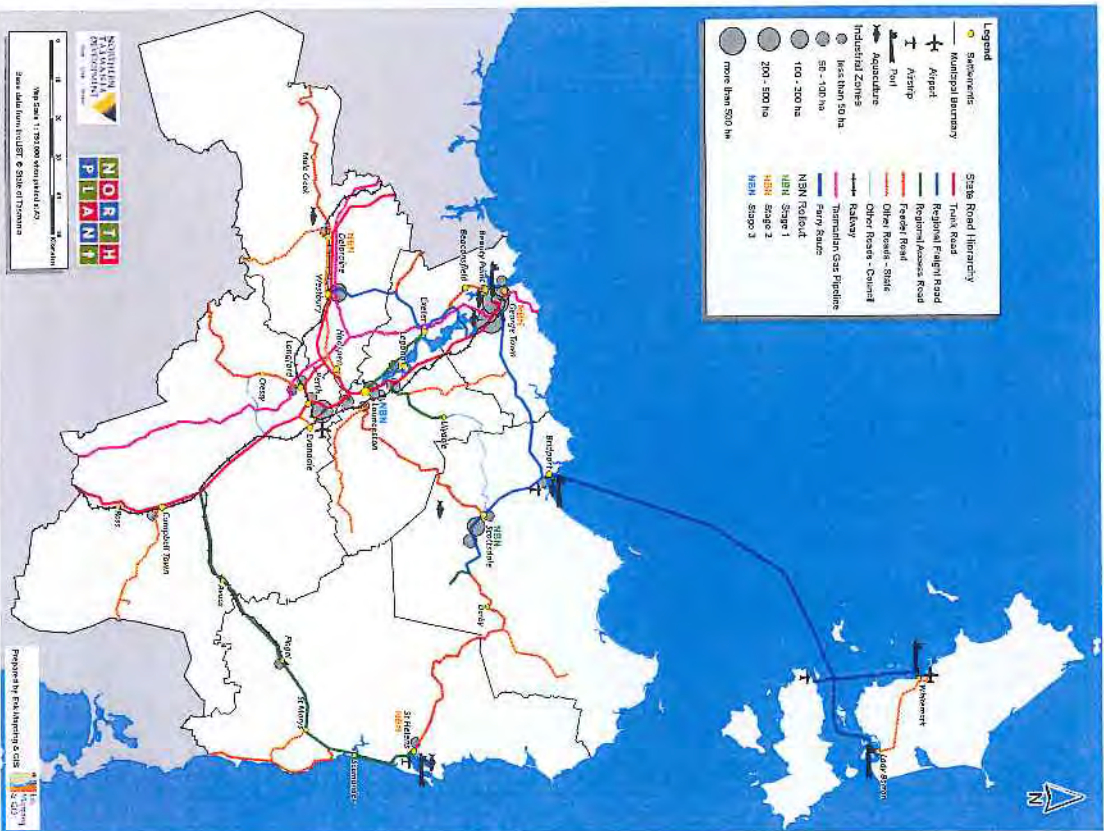
E.5 REGIONAL ECONOMIC DEVELOPMENT POLICY

E.5.1 Strategic Context

Regional Economic Development is set in the following strategic context.

- An overview of the region's key economic features is illustrated in Map E.3.
- A combination of natural environment, infrastructure and production drive population and settlement patterns across the region.
- Changes in global economic conditions and competition from industrialising countries will continue. Forecasts suggest that these changes will impact upon the region's economy, particularly in relation to manufacturing such as clothing and textiles, and more recently automotive parts engineering.
- Economic growth and new employment initiatives will stem primarily from expansion of existing economic advantages, rather than from an influx of new large-scale enterprises.
- Economic growth potential exists in emerging industries based on the development and transfer of knowledge. The National Broadband Network is forecast to assist significantly, promoting access and removing constraints previously associated with geographical remoteness.
- The Furneaux Group of Islands do not experience the same economic conditions as the balance of the region due to their remoteness. As such, the Furneaux Group relies on local strategies to capitalise on its unique attributes to further economic objectives.

Map E.3 Northern Tasmania - Economic Features



Freight and Port Development

- The region is geographically positioned to grow its proportional share of the State's port and airport freight, given its linkages with Melbourne and the south east of Australia.
- In terms of tonnage the region is the major destination for inter-regional freight, which is directed to key land links including the Midland Highway, Bass Highway and East Tamar Highway.
- The Department of Infrastructure, Energy and Resources (DI/ER) aims to maximise use of major existing regional freight corridors to prevent further dispersal of the freight task across other or new road networks.

Manufacturing and Industrial Land

- Manufacturing provides approximately 17% of the region's gross product, with the majority of this output generated from Launceston and George Town.
- Demand and availability of sufficient suitable industrial land for the region is under review. An audit of existing industrial zoned land has been prepared as part of the *Northern Industrial Land Study*. This research is a necessary component of further strategic work.

Rural and Natural Productive Resources

- Almost a quarter of the region's land area is applied to agriculture, a significant source of regional employment and a significant contributor to the region's economy.
- Regional agricultural land, particularly that used for primary production, is a finite resource.
- Along with agriculture, forestry and fishing provide 8% of the region's gross product.
- Rural areas have significant social, cultural, scenic and recreational values that offer significant opportunities for the region's economic development.

Tourism and Recreation

- The region is rich with assets, industry and activities that enhance tourism and recreation opportunities, such as natural environment and wilderness experiences, scenic landscapes, cultural and built heritage, food and wine experiences, and recreation and sporting activities.
- Tourism in Northern Tasmania has grown in recent years in line with substantial growth in state-wide tourism, increasing its regional economic contribution.
- Land use and local strategies that seek to advance regional economic development need to recognise the value of maintaining and protecting key tourist attractions and activities and the visual and scenic amenity of tourist routes.

E.5.2 Regional Outcome

Advance a nationally and internationally competitive region that applies innovation and infrastructure investment to advance economic development in a broad range of sectors.

E.5.3 Key Economic Development Strategies

Planning for *Regional Economic Development* should apply the following strategies:

- Develop the economic and employment profile and role of Northern Tasmania as the major freight and tourist gateway for the State and as the Key Link between Tasmania and mainland Australia, particularly Melbourne.
- Pursue a range of new and innovative investment and product development opportunities in locations and sectors generally not previously targeted and resourced.

- Support new investment initiatives with major upgrades to the regional infrastructure network.

- Promote the protection and enhancement of manufacturing, industrial and tourist business service locations.
- Promote efficient access, including expansion of air and sea ports, and land freight connections and operations.
- Promote protection of significant agricultural land and natural productive resources in accordance with the *State Policy on the Protection of Agricultural Land (2009)*.
- Recognise, and provide long-term protection, for all potentially irreplaceable areas.
- Ensure the integrity of agricultural values is maintained whilst allowing for a transition of non-agricultural land uses between land within *Rural Areas and Urban Growth Areas*.
- Promote and support agricultural production areas.
- Identify and protect regionally significant extractive industry resources.
- Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.

E.5.4 Specific Policy and Actions

The following specific policies as described on page 42 shall be applied to

- Economic development;
- Industrial land;
- Training and education;
- Rural land and natural productive resources; and
- Tourism.



REGIONAL PLANNING POLICIES

REGIONAL ECONOMIC DEVELOPMENT POLICY

Specific Policies and Actions

Policy ▾

Economic Development

Action ▾

ED-P1

- Promote increased innovation within the Northern Tasmanian economy, and encourage:
 - Increased agricultural potential by investment in irrigation schemes and irrigated lands;
 - Innovation, which utilises and captures the region's water resources;
 - Food and wine innovation; and
 - A diversity of logistics in freight and port capacity.

ED-A1

Develop economic development initiatives that support diversification of existing business, commercial and industrial sectors and reflect the directives of the State Growth Strategy.

ED-A2

Prepare and/or update municipal Economic Development Plans to strengthen the economic base of local governments and communities and support regional strategies.

Industrial Land

ED-P2

- Ensure land use planning and infrastructure networks support the development of:
 - High value agriculture and food products;
 - Digital economy including the NESN;
 - Vibrant, creative and innovative activity centres as places of employment and lifestyle; and
 - Diverse tourism opportunities.

ED-A3

Ensure planning schemes identify suitably located lands, to be zoned for industrial and employment purposes, to reflect the updated DETIA Industrial Land Demand (Tasmania) (Short, Medium and Long Term Overview) 2010 Study and ensure that the region is well placed to capture economic opportunities.

ED-A4

Analyse industrial land demand to 2040 and ensure a sufficient supply of land zoned for industrial purposes, supported by adequate infrastructure and network requirements (transport, water, sewerage and energy).

ED-P3

- Ensure that industrially zoned and serviced land is available in strategic locations to provide at least a 10-year supply.

Training and Education

ED-P4

- Ensure suitable training and education opportunities in response to identified regional challenges, specifically concerned with:
 - An ageing population;
 - Out-migration of younger generations;
 - Low literacy/education/skilled workers;
 - Lack of diversity in the economy;
 - Lack of support and training facilities; and
 - Availability of affordable housing.

ED-A5

Identify the existing requirements of industry employers and the skills/services that are needed in the labour force. This process should:

- Build on opportunities for employment in new, emerging and growth industries; and
- Facilitate transition to new employment and training opportunities in response to local redundancies.

ED-P5

- Ensure all Northern Tasmanians have an economic capacity to improve their lifestyle and engaged in fulltime or part-time employment to promote standards of living and access to basic services.

Specific Policies and Actions

Policy >

Rural Land Natural Productive Resources

ED-P6
Encourage sustainable and appropriate land use planning practices that seek to manage development and use of the region's natural resources.

ED-P7
Prevent the loss of future rural production (including agriculture, mineral extraction, forestry).

ED-P8
Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.

Actions >

ED-A6
Apply a regionally consistent GIS spatial methodology and mapping of productive agricultural land.

ED-A7
Protect the long-term operation of rural industries and support an expanded agricultural sector.

ED-A8
Recognise the roll-out of irrigation schemes and ensure that these agricultural lands and future irrigation areas are appropriately zoned for primary production and protected from incompatible uses.

ED-A9
Limit the encroachment of 'Rural Living' and 'Environmental Living' styles of development onto existing and potential agricultural lands.

ED-A10
Identify and protect regionally significant extractive industry resources in conjunction with state agencies such as DIER and DEDTA.

ED-A11
Identify natural economic resource areas and protect from further fragmentation and inappropriate land use.

ED-A12
Identify extractive and mineral resources for potential future extraction (including providing appropriate transport corridors and buffers) and protect those, ensuring that planning preserves the opportunity for discovery and development of new resources in appropriate areas.

ED-A13
Manage and enhance marine, estuarine and freshwater habitats, protect those from development that would impact upon sustainable fish stock levels, and maximise fisheries production.

Tourism

ED-P9
Ensure tourism development is guided by research and economic strategies that develop projects and initiatives to enhance the range of tourism and visitor experiences in the region.

ED-A14

As part of the State Growth Strategy advance a tourism strategy that promotes an expanded and enhanced range of tourism and visitor experiences while addressing broad issues affecting tourism, particularly concerned with skills shortages, competitiveness and marketing.

The tourism strategy will:

- Complement the region's open space strategy and address cultural heritage considerations;
- Facilitate supply side support programs to deliver on a strategy for existing and new operators;
- Identify key tourism investment sites; and
- Support tourism infrastructure investment as part of the region's infrastructure plan.

ED-A15

Support the implementation of the Trail of Tin Dragon Master Plan (2002) and prioritise the completion of all 18 key projects that the master plan identifies to complete the trail.

Continues on page 44 >

REGIONAL PLANNING POLICIES

REGIONAL ECONOMIC DEVELOPMENT POLICY

Specific Policies and Actions

Policy v

Tourism

ED-P10
Support the development of the tourism sector by ensuring land use planning policies and principles do not unnecessarily restrict tourism use and development.

ED-P11
Ensure planning schemes provide opportunity to identify, protect and enhance distinctive local characteristics and landscapes.

ED-P12
Ensure that planning schemes do not unnecessarily restrict new tourism sector innovation and acknowledge that planning schemes cannot always predict future tourist sites/developments.

Actions v

ED-A16
Identify key tourism sites for Major Tourism zoning and make provision within that zone for existing facilities and future proposals to enhance visitor experience.

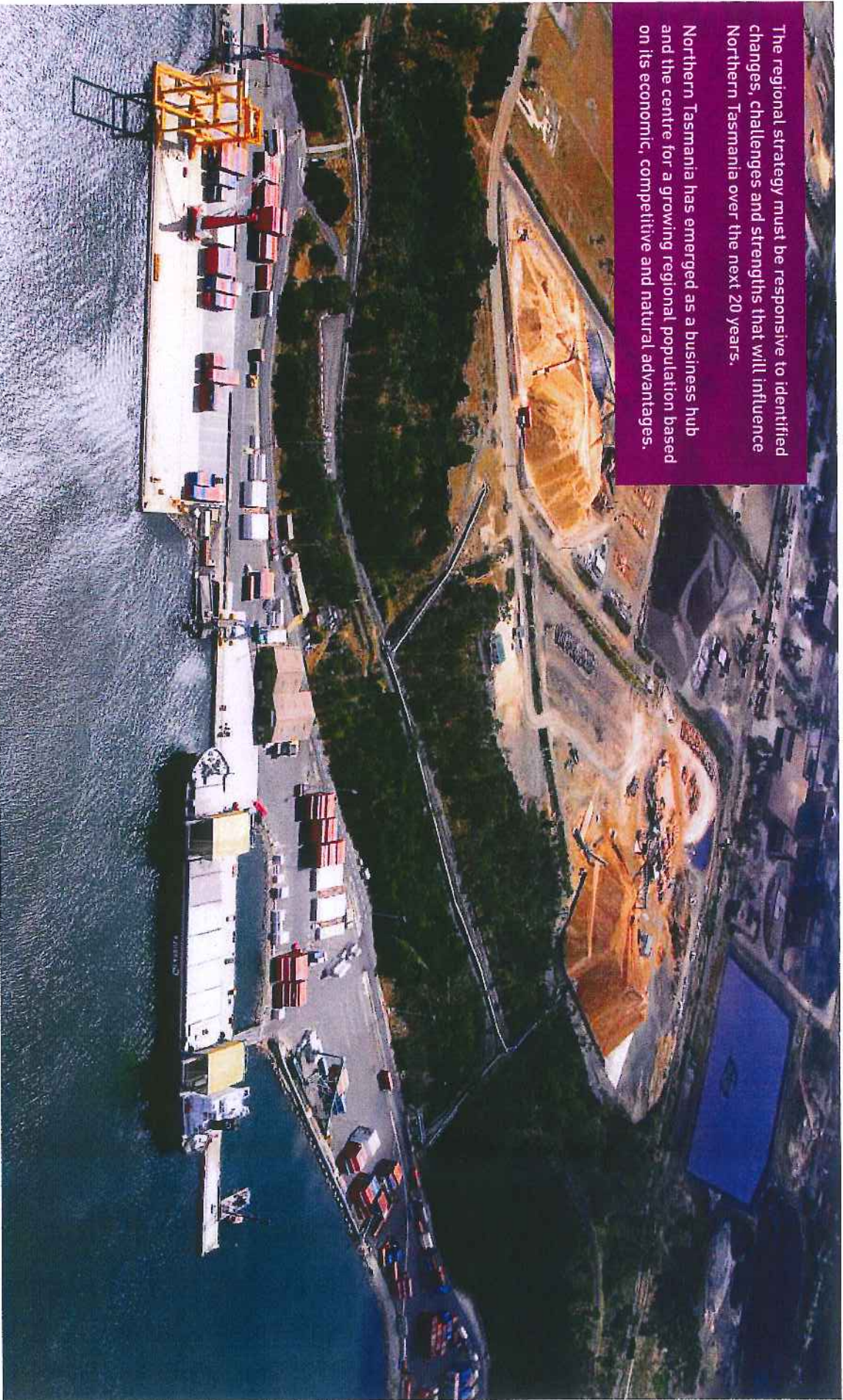
ED-A17
Provide opportunities to economically support rural land uses (e.g. farming) by allowing diversification through tourism use and development.

ED-A18
Encourage the establishment of small tourism businesses by allowing flexible locations and minimising regulation, such as working from home and farm gate tourism.

ED-A19
Planning authorities to consider all options (such as amendments or S.43A applications) to enable support for tourism proposals.

The regional strategy must be responsive to identified changes, challenges and strengths that will influence Northern Tasmania over the next 20 years.

Northern Tasmania has emerged as a business hub and the centre for a growing regional population based on its economic, competitive and natural advantages.



E.6 SOCIAL INFRASTRUCTURE AND COMMUNITY POLICY

E.6.1 Strategic Context

Social Infrastructure and Community is set in the following strategic context:

- Social infrastructure is the community facilities, services and networks that assist communities to meet their social needs and maximise wellbeing.
- Social infrastructure across the region includes a broad range of facilities and services including those for education and training, health, recreation, sport, emergency services, religion, arts and culture, community meeting spaces. It includes infrastructure targeted at people in particular life stages, and people with special needs and of culturally diverse backgrounds.
- Cultural heritage, both aboriginal and non-aboriginal, is an important component of 'community'.
- The planning and delivery of social infrastructure is shared between local, State and Federal government, not-for-profit organisations, community organisations and the private sector.
- Improved integration of social infrastructure planning in broader land use planning strategy is a necessary component of further strategic work to ensure that social infrastructure planning does not occur in isolation, that it maximises efficiencies and supports a wide range of social and community development issues.

E.6.2 Regional Outcome

Shape resilient, liveable and prosperous communities supported by high quality community infrastructure and living environments to meet the communities' particular social, education, health care, and living needs.

E.6.3 Key Social Infrastructure and Community Strategies

Planning for and development of *Social Infrastructure and Community* should apply the following strategies:

- Support sustainable urban settlements through the provision of high quality community infrastructure;
- Promote and protect cultural heritage as a key component of 'community';
- Promote coordinated social infrastructure planning to maximise efficiencies and improve land use and development outcomes; and
- Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.

E.6.4 Specific Policies and Actions

The following specific policies shall be applied to:

- Social infrastructure; and
- Cultural heritage.



Specific Policies and Actions

Policy >

Social Infrastructure

Action >

SI-P01
Coordinate planning for social infrastructure with residential development.

SI-P02
Provide social infrastructure that is accessible and well-located to residential development, public transport services, employment and educational opportunities.

SI-P03
Provide multi-purpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.

SI-P04
Allow for a greater choice in housing types.

SI-P05
Protect the operation of existing and planned educational/training facilities from conflicting land uses.

SI-A01
Plan for the region's social infrastructure needs through:

- A needs analysis;
- Identification of locally appropriate standards of service;
- Identification of gaps in supply and predicted future needs;
- An implementation plan; and
- Monitoring and review.

SI-A02
Ensure that planning schemes do not preclude the use and development of community gardens within residential areas.

SI-A03
Allow for increased housing densities in locations that are accessible to shops, transport networks and other community services and facilities.

SI-A04
Ensure that planning schemes support the provision of social housing in residential areas.

SI-A05
Ensure planning schemes support the co-location of community facilities and services, while encouraging multi-purpose, flexible and adaptable social infrastructure.

SI-A06
Provide flexibility in planning schemes to allow for a greater choice of housing types in residential areas, particularly in centrally located areas.

SI-A07
Ensure that existing and planned education and training facilities are appropriately zoned and protected from conflicting land uses.

Cultural Heritage

CH-P01
Identify and protect cultural heritage values as important to local character, sense of place, and in terms of the contribution to the understanding of history.

CH-P02
Recognise, manage and preserve regional archaeological values.

CH-A01
Identify places and precincts of heritage significance within planning schemes and spatially define them with associated map overlays. Separately identify cultural heritage places and landscapes.

CH-A02
Ensure that planning schemes trigger planning assessment of impacts on heritage-listed places, precincts and landscapes.

CH-A03
Ensure identified significant cultural heritage and archaeological sites are protected.

CH-A04
Ensure development that includes soil disturbance within areas of archaeological significance is undertaken in accordance with archaeological management plans so that values are not lost.

E.7 REGIONAL ENVIRONMENT POLICY

E.7.1 Strategic Context

Regional Environment is set in the following strategic context:

- Northern Tasmania has a diverse, unique and nationally recognised natural environment, including several geo-conservation sites of world significance.
- The region contains landforms and vegetation sensitive to large-scale use and development, drainage changes and/or threat from changing land uses, land clearing and to some extent urban development.
- Local strategies and schemes advance some common values and objectives with respect to biodiversity, and all strategies and schemes provide that habitat protection encompasses flora and fauna values.
- Common regional issues include:
 - Protection and enhancement of ecological processes and genetic diversity/biodiversity; and
 - Identification and protection of significant threatened species and
 - Minimisation of habitat loss.
- Changes in global climate are predicted to have increasing influence on natural hazards – usually meteorological or geological in nature but occasionally involving human activity.
- The potential impact of natural hazards and climate change on the Region's environment and communities is a necessary component of further strategic work and land use planning initiatives. This will necessitate regional coordination to align policies and programs between local authorities and at different levels of government.
- The region contains a network of open space and recreation systems that contribute to quality of life and environmental values. Promoting and protecting the region's open space network will deliver significant economic benefits as well as personal, social and environmental objectives.
- Further strategic work at a regional level on water management is needed to:
 - Manage impacts of development;
 - Maintain and/or improve water quality values as a result of the development process; and
 - Consider impacts of development on the natural processes of fresh, coastal and estuarine environments.

- Landscape management on a regional level is needed to protect natural values and safeguard tourism outcomes. Further strategic work should address:

The importance of scenic landscapes:

- The importance of natural/natural vegetation of rural and coastal areas; and
- The protection skylines and prominent hillsides from obstructive development and/or works.

E.7.2 Regional Outcome

Apply a consistent approach to environmental management to:

- Protect and conserve the natural environment;
- Provide for the management and use of productive resources including agricultural lands, natural resources, water resources and coastal environments; and
- Plan for natural hazards and climate change adaptation responses.

E.7.3 Key Environment Strategies

- Support measures to adapt to climate change and reduce growth of greenhouse emissions.
- Ensure land designated for housing, industry, community and infrastructure services is not located within or adjacent to areas which are vulnerable to an unacceptable level of risk, including coastal inundation, landslip, flooding or contaminated land.
- Support early action against climate change and advance strategic planning initiatives that identify and prioritise response to environmental issues and limit associated future costs.
- Advance regional integration and coordination to align planning policy and strategy between local councils and at different levels of government to ensure consistency in environmental response.
- Ensure measures for climate change adaptation inform municipal planning schemes including technological, infrastructure, planning and regulatory measures.
- Build and protect a strong network of open space to advance conservation and natural cultural values, enhance urban amenity, encourage healthy lifestyles, promote climate change mitigation and maintain utilitarian values.

- Ensure development adequately considers water quality and potential impacts on coasts, waterways and wetlands.
- Promote landscape management and policy initiatives to recognise the importance of scenic landscapes for natural values and tourism outcomes.
- Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.

E.7.4 Specific Policies and Actions

The following specific policies as described on page 49 shall be applied to Regional Environment

- Biodiversity and native vegetation:
- Open space and recreation:
- Natural hazards:
- Climate change adaptation:
- Coasts and waterways; and
- Landscape and scenic amenity.



Specific Policies and Actions

Policy >

Biodiversity and Native Vegetation

BNV-P01

Implement a consistent regional approach to regional biodiversity management, native vegetation communities and native fauna habitats including comprehensive spatial regional biodiversity mapping.

BNV-P02

Restrict land clearing and disturbance of intact natural habitat and vegetation areas, including areas of forest and non-forest communities declared under the Nature Conservation Act, coastal wetlands and remnant and appropriate cultural vegetation within settlement areas.

BNV-P03

Ensure that land use planning minimises the spread and impact of environmental weeds.

BNV-P04

Ensure land use planning processes are consistent with any applicable conservation area management plans or natural resource management strategy.

Actions >

BNV-A01

Apply appropriate zoning or overlays through planning schemes to protect areas of native vegetation.

BNV-A02

Implement a planning assessment approach consistent with the 'avoid, minimise, mitigate, offset' hierarchy.

BNV-A03

Include requirements in planning schemes for environmental assessments where a development application may impact on the habitats of native species.

BNV-A04

Accept offsets as a last resort and only where there is a net conservation benefit, security of the offset in perpetuity and based upon the relevant State guidelines.

BNV-A05

Identify setbacks from reserved land, including coastal reserves, forest reserves and waterways.

BNV-A06

Further investigate regional biodiversity:

- To protect, conserve and enhance the region's biodiversity in consideration of the extent, condition and connectivity of critical habitats and priority vegetation communities and the number and status of vulnerable and threatened species;
- To ensure that use and development is carried out in a manner that assists the protection of biodiversity by -
 - Minimising native vegetation and habitat loss or degradation,
 - Appropriately locating buildings and works,
- To develop a methodology that defines triggers and priorities for important habitat in assessing development; and
- To support the biodiversity code by developing a series of assessment criteria to determine whether a development should be approved with or without conditions or refused.

BNV-A07

Ensure that appropriate conditions are included on permits involving land disturbance and in landscaping requirements.

Open Space and Recreation

OSR-P01

To provide for an integrated open space and recreation system that contributes to social inclusion, community health and well-being, amenity, environmental sustainability and the economy.

OSR-P02

Improve open space planning outcomes through the delivery of a consistent regional approach that responds to the community's needs and avoids unnecessary duplication of facilities.

OSR-A01

Prepare an open space strategy that is consistent with the Tasmanian Open Space Policy and Planning Framework 2010.

OSR-A02

Prepare municipal audits and plans for open space supply in accordance with the process provided in the Tasmanian Open Space Policy and Planning Framework 2010.

OSR-A03

Provide for a regional network of multi-use trails.

OSR-A04

Ensure that development is consistent with principles identified in *Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania (2009)*.

Specific Policies and Actions

Policy >

Natural Hazards

Actions >

NH-P01

Ensure that future land use and urban development minimises risk to people and property resulting from land instability by adopting a risk-managed based approach consistent with Practice Note Guidelines for Landslide Risk Management 2007 and AOS (2007a) Guideline for Landslide Susceptibility, Hazard and Risk Zoning for Land Use Planning; AOS (2007e) Australian GeoGuides for Slope Management and Maintenance.

NH-A01

Manage further development in declared landslip zones. Compile regional land slide hazard mapping to allow identification of land susceptible to landscape hazards and its associated level of risk to specific scale and types of land uses and developments.

NH-P02

Ensure that future land use and development minimises risk to people and property resulting from flooding.

NH-A02

Permit appropriate land uses and urban development in areas of susceptibility only where risk is very low or where it can be managed by prescriptive controls to avoid undue risk to persons including life of loss and damage to property.

NH-P03

Ensure that future land use and development minimises risk to people and property resulting from bushfire hazard.

NH-A03

If there is doubt about the geotechnical stability of land proposed for urban development, Council may require a geotechnical assessment to identify risks and mitigation techniques.

NH-P04

Ensure that future land use and development minimises disturbance of acid sulfate soils.

NH-A04

Include controls in planning schemes based on current best practice to manage risk to persons and property resulting from inundation.

NH-P05
Minimise the impacts of land salinity to and from development by taking a risk-based approach to land management.

NH-A05

Include controls in planning schemes based on current best practice to minimise risk to persons and property resulting from bushfire hazard.

NH-P06
Where avoidance of hazards is not possible or the level of risk is deemed acceptable, ensure best practice construction and design techniques and management practices are implemented.

NH-A06

Ensure subdivision design responds to bushfire hazard risks by providing for alternative access, building setbacks and buffer distances based on current best practice.

NH-A07
Ensure that development of land identified for acid sulfate soils or potential acid sulfate soils is undertaken in accordance with the Tasmanian Acid Sulfate Soil Guidelines prepared by DPIPWE and available datasets such as the Tasmanian Acid Sulfate Soils Information (TASSI).

NH-A08

Develop regional mapping of land salinity and strategies for mitigating and minimising the impacts of salinity in conjunction with state agencies such as DPIPWE, and the National Action Plan for Salinity and Water Quality and NRM North.

NH-A09

Adopt the relevant risk management AS/NZS standard as part of core management methods for emergency, hazard and risk management.

Climate Change Adaption

CCA-P1

Encourage energy efficient building use and design.

CCA-A01

Support relevant National and State Building codes and standards that include requirements for development to minimise energy and water consumption through building design and siting including use of alternative energy sources such as solar power.

CCA-P2

Protect investment in new infrastructure from the impacts of climate change.

Specific Policies and Actions

Policy >

Coasts and Waterways

Actions >

CW-P01 Protect and improve the ecological integrity of coastal environments.

CW-P02 Limit the expansion of urban development within the coastal zone to avoid encroachment into areas of intact coastal environments.

CW-P03 Minimise or avoid use or development in areas subject to high coastal hazard.

CW-P04 Protect the visual integrity of coastal landscapes.

CW-P05 Protect and manage the ecological health and environmental values of surface and groundwater.

CW-P06 Ensure that development adopts best practice Water Sensitive Urban Design (WSUD) principles where appropriate in new and redevelopment areas.

CW-P07 Protect the water quality of the region's waterways and wetlands, including key water supply catchments.

CW-P08 Recognise the importance of non-land use planning based organisations and their strategies and policies in managing, protecting and enhancing natural values.

CW-A01 Include appropriate provisions in planning schemes to minimise the clearance of coastal vegetation, particularly in soft sediment coastal environments which will have increased vulnerability to sea level rise, coastal erosion and recession and storm surge events.

CW-A02 Manage the expansion and limit further linear expansion within the coastal zone where it is not within the existing settlement pattern.

CW-A03 Allow new use or development within areas of intact coastal environments only when they are dependent on a coastal location for operational efficiency.

CW-A04 Planning schemes shall include provisions for land adjoining the coast, that:

- Restrict development to minimise long-term risk to life and property and its impact on the coastal process; and
- Require that the impact of engineering works on coastal processes be adequately assessed against appropriate engineering standards and best practice.

CW-A05 Identify those areas at high risk of sea level rise, storm surge inundation and shoreline recession through the use of overlays or zones within planning schemes.

CW-A06 Planning schemes shall include, where appropriate, provisions to protect the visual amenity of the coast.

CW-A07 Planning schemes shall manage land containing wetland or fishery habitats, including wetlands and estuary areas, (particularly RAMSAR wetlands and coastal wetlands) and impose appropriate buffers to separate wetlands and estuary areas from incompatible development.

CW-A08 Ensure that works undertaken on wetlands and waterways are, in accordance with the Wetlands and Waterways Works Manual (PPWPW, 2003, or subsequent edition) including resources such as A Wetlands Strategy for Tasmania prepared by the DPIPWE.

CW-A09 Include Water Sensitive Urban Design (WSUD) requirements in planning schemes, where appropriate, to reduce stormwater discharge into waterways and to maximise stormwater quality.

CW-A010 Ensure that planning scheme controls are consistent with the *Tasmanian State Policy on Water Quality Management 1997* and the *Tasmanian State Stormwater Strategy*.

CW-A011 Include provisions in planning schemes to facilitate the protection of ecological and hydrological integrity of water catchments, including adequate buffers.

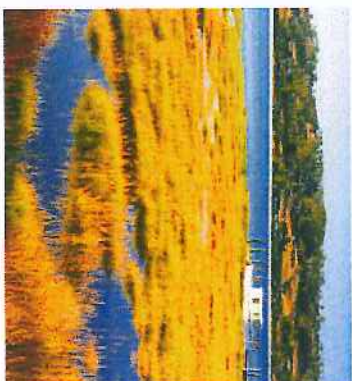
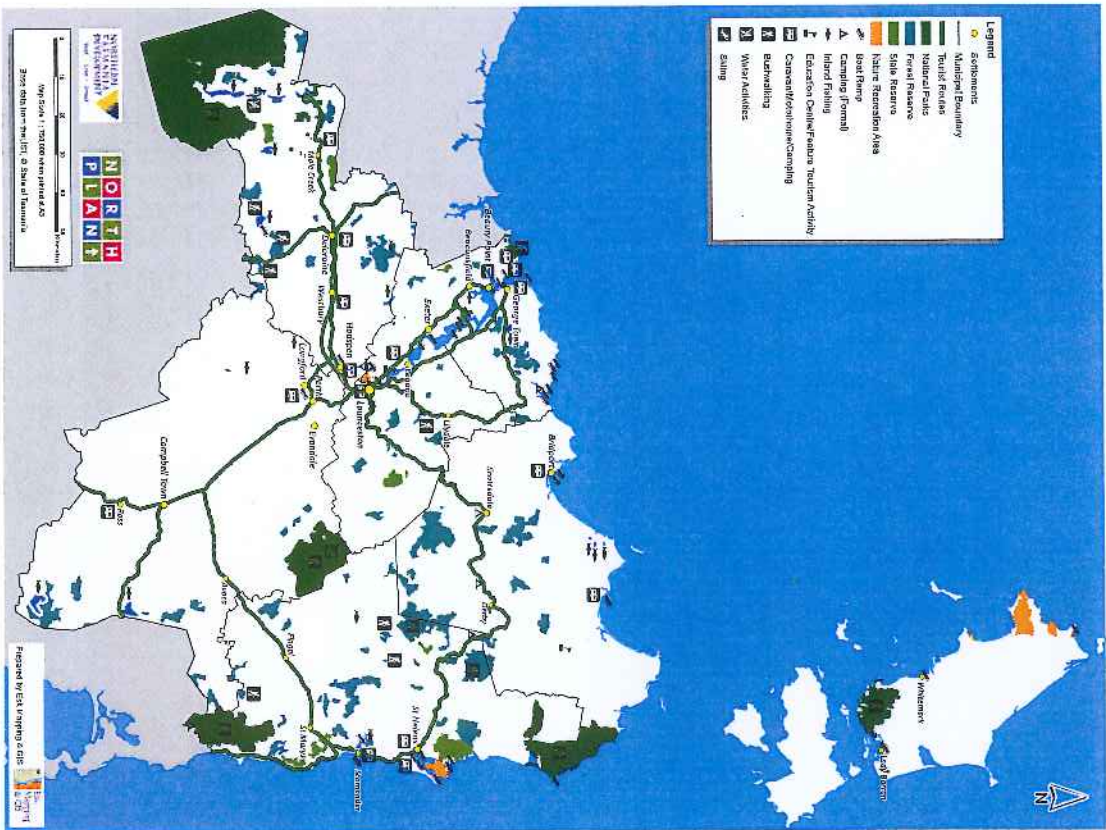
CW-A012 Develop a regionally consistent set of planning scheme provisions for wetlands and waterways that clearly identifies thresholds for matters such as proximity (setback, location), sediment transport during subdivisions and general provisions for water quality.

CW-A013 Consult relevant environmental organisations that are active within the region such as NRM North or similar as part of the review and monitoring of the Regional Land Use Strategy.

Specific Policies and Actions

Policy	Actions
<p>Landscapes and Scenic Amenity</p> <p>LSA-P01 Protect the scenic and landscape amenity of key regional tourism routes (Refer Plan E4) and recognise the:</p> <ul style="list-style-type: none"> ■ Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the Tourism Industry as well as local visual amenity; ■ Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and ■ Need to protect skylines and prominent hillclides from obtrusive development/works. <p>LSA-P02 Protect specific topographic or natural features of significant scenic/landscape significance.</p>	<p>LSA-A01 Ensure planning schemes identify scenic corridors associated with identified tourism routes with an overlay.</p> <p>LSA-A02 Develop a regionally consistent approach to determining scenic corridor overlays around identified tourism routes.</p> <p>LSA-A03 Ensure planning schemes include performance criteria for development within scenic corridor overlays that address following considerations:</p> <ul style="list-style-type: none"> ■ Location of development to avoid skylines, ridgelines and prominent locations; ■ Establishment and/or retention of existing vegetation to provide screening in combination with other requirements for hazard management; ■ Bulk and form of buildings and earthworks and the ability of development to blend with the landscape; ■ The impacts that materials, finishes and colours of buildings will have on the landscape; and ■ Whether existing native or significant exotic vegetation within the corridor is managed to retain the visual values from the touring route. <p>LSA-A04 Planning schemes shall identify visually significant topographic, natural features and landscapes (e.g. Cataract Gorge) in an overlay with objectives and discretionary criteria relating to the visual impact of use and development.</p>

Map E4 Northern Tasmania - Recreation / Open Space Features



F IMPLEMENTATION AND MONITORING

The RLUUS represents the agreed position of the nine municipal councils of the Northern Region and the Tasmanian Minister for Planning for declaration as a regional land use strategy for the purpose of Section 30C *Land Use Planning and Approvals Act 1993*.

Consistent with the earlier versions, the effect of this Strategy will be that the approval of municipal planning schemes, planning scheme amendments or projects of regional significance must be in accordance with the Strategy. The *Land Use Planning and Approvals Act 1993* also requires the Minister to ensure that the Strategy is subject to periodic review.



F.1 IMPLEMENTATION AND MONITORING

Both State government and local councils will implement the RLUUS as the basis for strategic land use planning across the region.

Comprehensive, integrated, long-term land use planning for the region is to be reflected and delivered through regional and local planning processes and planning instruments, including the declaration and amendment of regional and local land use policy.

The planning schemes for each of the nine municipal areas within the region are important instruments for local implementation of the RLUUS. Planning schemes will deal with the particulars of land use and development within each municipality.

The RLUUS will also inform planning processes when dealing with proposals that are unexpected, or of a size and consequence beyond the immediate considerations of the local scheme, including projects of state or regional significance.

The RLUUS will continue to apply after preparation and approval of complying planning schemes. Revisions to these, interim schemes and amendments or dispensation will consider this RLUUS. The RLUUS will also apply when determining a proposal for use or development of state or regional significance.

F.1.1 Coordination

A coordinated, integrated and comprehensive approach to implementation of the RLUUS is required by the Minister for Planning, government agencies, and planning authorities of the region to ensure alignment and successful implementation, particularly when dealing with planning matters that may cross jurisdictional boundaries.

The RLUUS does not identify or promote any specific arrangement for coordination of planning research and analysis and anticipates further action as necessary to clarify and resolve the most effective and sustainable process for meeting these requirements.

F.1.2 Economic Incentives

Economic incentives have largely centred on State or local initiatives to attract or retain a specific business. The cost of providing physical and social infrastructure is a significant tool in directing development and while it is a challenging area of economic reform it should be investigated.

F.1.3 Continuous Improvement

Sound land use planning must be well informed and respond to changing circumstances. The RLUUS is a vehicle for continuous improvement. Policies must be adjusted to reflect and incorporate new information, to respond to the unexpected, and to eliminate unintended consequences.

F.2 IMPLEMENTATION PLAN

Completion of the following strategic planning activities is required to implement this Strategy and to assist in developing its future iterations.

F.2.1 Regional Housing Needs Study

The *Regional Housing Needs Study* will be prepared in two consecutive stages and will comprise a Housing Needs Assessment and a Housing Strategy.

The Housing Needs Assessment will be a comprehensive review of the region's forecast housing needs over 5, 10, 15 and 20 year timeframes.

The Housing Needs Assessment will inform the Housing Strategy to advance appropriate and innovative approaches to address the region's short and long-term housing needs and to direct residential growth.

This study will advance the RLUUS by identifying a 20-year supply of residential land to meet the projected population growth. It will also assist to:

- Determine if *Urban Growth Areas* outlined in the RLUUS have the capacity to accommodate forecast housing demand;
- Ensure urban development conserves land by making the most efficient use of land designated within *Urban Growth Areas*;
- Advance other strategic planning activities, including the *Greater Launceston Plan*;
- Identify and finalise a *Regional Settlement Hierarchy*; and
- Articulate those planning actions required by the region and local government areas to implement the Housing Strategy.

The *Northern Regional Housing Study* is currently being prepared.

F.2.2 Regional Industrial Land Study

The Northern Tasmania Industrial Land Study Stage 2 is required to complement Northern Tasmania Industrial Land Study Stage 1.

This study is a response to the RLU5 and investigates both demand and availability of sufficient suitable industrial land for the region and its municipalities.

The aim for Stage 1 of the study has been to provide for sufficient industrial land to meet the needs of industrial operators, while at the same time contributing to consolidated patterns of land use and optimal usage of existing infrastructure and facilities.

Stage 2 will support the strategic objectives of Stage 1 and will inform the development and consolidation of industrial land in the region to 2041.

The Northern Tasmania Industrial Land Study Stage 2 will advance the RLU5 by, among other matters:

- Quantifying market demand, preferred land characteristics and strategic urban planning outcomes for industrial land uses in Northern Tasmania;
- Undertaking a constraints and opportunities analysis for identified industrial land;
- Advancing a methodology to determine which industrial land has the greatest capacity to service the industrial development needs for the region;
- Identifying existing industrial land that should be converted to higher-level uses (including residential and commercial); and
- Identifying existing land use conflicts.

Stage 2 of the Study will also support and advance the Greater Launceston Plan and the State Growth Strategy.

The Northern Tasmania Industrial Land Study Stage 2 is currently being prepared. Once completed the Study will replace the Industrial Land Demand Tasmania (Short, Medium and Long Term Overview) 2040 Study.



F.2.3 Other Strategic Planning Activities

Other future strategic planning activities and initiatives to inform future iterations of the RLU5 will include:

- A Regional Infrastructure Plan (inclusive of public utilities and social infrastructure) to investigate social and physical infrastructure needed to support the preferred growth pattern for settlement;
- Support NRM North to review the Northern Tasmania Natural Resource Management Strategy 2010 - 2015 to identify the region's biodiversity values and locations of significant natural environmental value;
- A Regional Open Space Strategy to implement the Tasmanian Open Space Policy and Planning Framework 2010; and
- A study to identify and/or confirm the accuracy of mapped areas exposed to natural hazards, including land susceptible to acid sulphate soils, landslip, bush fire, flood, and coastal locations likely to be inundated with a rise in sea level or storm surge.

F.2.4 Greater Launceston Plan

The GLP advances a unified and holistic approach to coordinate the long-term planning and development of Launceston City and its greater urban area (the 'sub-region'). It aims to provide a consistent policy framework which supports the RLU5 and advances a vision for sustainable prosperity.

11 structure-planning principles underpin a 'Regional Framework Plan'. These principles broadly carry forward the planning strategies of the RLU5 providing generally for the effective provision of land requirements; a structured and consolidated urban area; a central city focus; and an emphasis on accessibility, regional connectivity, open space and employment.

The GLP's *Regional Framework Plan* is the physical plan for the sub-region. It sets out a strategy for proposed urban development and access over the next 20 years. It fosters strong synergies with the RLU5 and includes initiatives to 'revitalize' and 'diversify' Launceston's inner city area and CBD. It aims to:

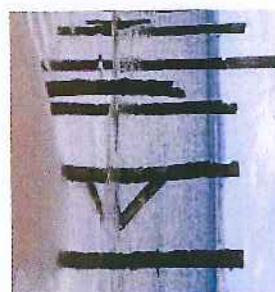
- Prioritise urban consolidation and integrate planning of identified urban growth areas;
- Articulate a hierarchy of activity centres and employment areas;
- Develop a regional network of parks and shared pathways; and
- Improve regional 'gateways' and connectivity.

The GLP will be implemented through a detailed series of projects managed at a municipal and/or agency level.

The GLP is concerned with a significant portion of the Northern Region as well as its Principal Activity Centre. The RLU5 will need review to ensure ongoing consistency with the GLP over its life along with other developments in planning in the region.

STATE AND LOCAL POLICIES, STRATEGIES AND LEGISLATION

- Tasmanian Urban Passenger Transport Framework (2010)
- Tasmanian Walking and Cycling for Active Transport Strategy (2011)
- The Greater Launceston Metropolitan Passenger Transport Plan
- Northern Integrated Transport Plan (2013)
- Tasmanian Freight Transport Strategy to 2050 (2013)
- Greater Launceston Bicycle Network Plan
- TasPorts Strategic Plan (under development)
- State Policy on Water Quality Management (1997)
- Tasmania Together 2020 (2012)
- State Growth Strategy
- Tasmanian Infrastructure Strategy (2010)
- RDA Tasmania Regional Plan (2013-2015)
- Northern Tasmania Development Invest Annual Action Plan 2007
- Tasmania Together 2020 (2012)
- Social Inclusion Strategy for Tasmania (2009)
- Tasmania's Health Planning Framework (2013)
- Tasmanian Homelessness Plan 2010-2013
- Tasmanian Plan for Positive Ageing
- Land Use Planning and Approvals Act 1993
- State Coastal Policy 1996
- Historic Cultural Heritage Act 1995
- NRM North Weed Management Strategy (2012)
- NRM North Strategy (2010)
- Tamar NRM Strategy (2012)
- Vision East 2030 – The East Coast Land Use Framework
- Tamar Estuary and Foreshore Management Plan (2000)
- Environmental Protection and Biodiversity Conservation Act 1999
- Tasmania Salinity Strategy (2007)
- Climate Smart Tasmania: A 2020 Climate Change Strategy (2013)
- Tasmanian Open Space and Planning Framework (2010)
- North Eastern Tasmania Sustainable Coastal Camping Strategy (2000)
- Northern Tasmania Regional Recreation Strategy (2002)
- Tamar Valley Regional Open Space System (2004)
- Local Government (Building & Miscellaneous Provisions) Act 1993
- State Stormwater Strategy (2010)
- Wetlands Strategy for Tasmania (DPIW)
- State Policy on the Protection of Agricultural Land (2009)
- Threatened Species Protection Act 1995
- Environmental Management & Pollution Control Act 1994
- Inland Fisheries Act 1995
- Forest Practices Act 1985 & Forest Practices Regulations 1997
- Local Government Act 1993
- Public Health Act 1997
- Aboriginal Relics Act 1975
- National Parks and Reserves Management Act 2002
- Nature Conservation Act 2002
- Crown Lands Act 1976
- Water Management Act 1999
- Dangerous Substances (Safe Handling) Act 2005
- Forestry Act 1920
- Industrial Land Demand Tasmania (Short, Medium and Long Term Overview) 2000 Study
- Trail of Tin Dragon Master Plan 2004
- Healthy by Design: A Guide to Planning and Designing Environments for Active Living in Tasmania (2009).
- Guideline for Landslide Susceptibility, Hazard and Risk Zoning for Land Use Planning; AGS (2007a) Australian GeoGuides for Slope Management and Maintenance



NORTHERN TASMANIAN COUNCILS



Break of Day Council | 32-34 Georges Bay Esplanade, St Helens TAS 7216 | Phone: (03) 6376 7900 | www.bodc.tas.gov.au



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George Town Council | 16-18 Anne Street, George Town TAS 7253 | Phone: (03) 6382 8800 | www.georgetown.tas.gov.au



Launceston City Council | 18-28 St John Street, Launceston TAS 7250 | Phone: (03) 6323 3000 | www.launceston.tas.gov.au



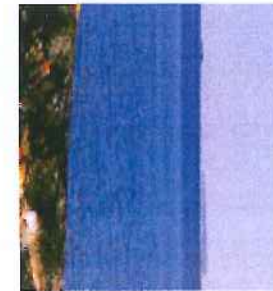
Meander Valley Council | 26 Lyall Street, Westbury TAS 7303 | Phone: (03) 6393 5300 | www.meander.tas.gov.au



Northern Midlands Council | 13 Smith Street, Longford TAS 7301 | Phone: (03) 6397 7303 | www.northernmidlands.tas.gov.au



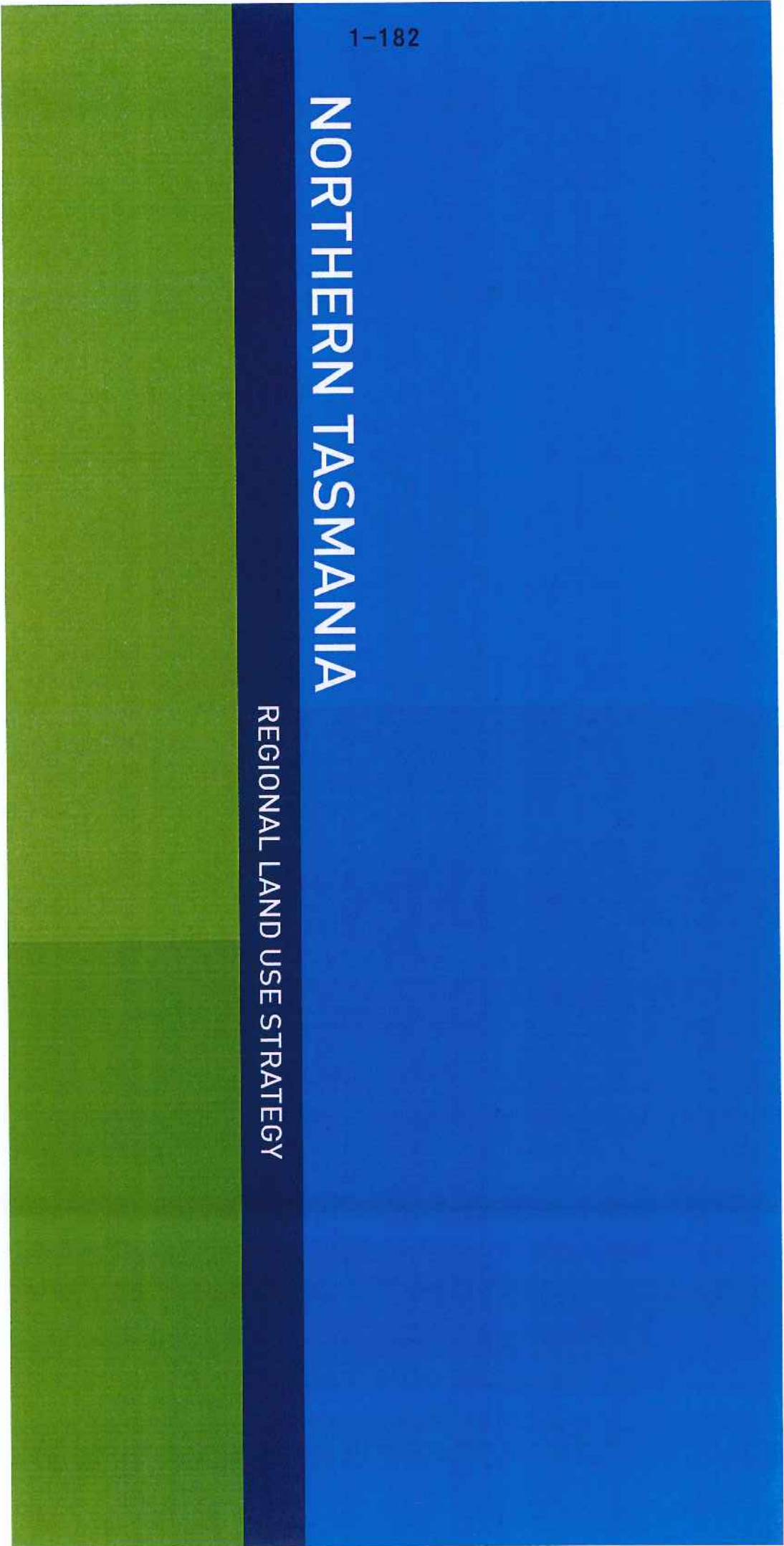
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NORTHERN TASMANIA

REGIONAL LAND USE STRATEGY





IO CONSULTING GROUP

NTRLUS Review – GLP Gap Analysis Advice

Prepared for:	Northern Tasmania Development
Prepared By:	10 Consulting Group
Date:	7 October 2014
Planning Reference:	Northern Tasmania Regional Land Use Strategy Review
Subject:	Stage 3 Methodology: Gap Analysis - Greater Launceston Plan

Purpose

Northern Tasmania Development (NTD) has sought a 'gap analysis' of the Northern Tasmania Regional Land Use Strategy (RLUS) and the Greater Launceston Plan (GLP) to:

- Outline the synergies and comparative differences in the key objectives of the two documents; and
- Prepare recommendations about amending the RLUS to incorporate key land use planning objectives and strategies from the GLP.

Background

An amended version of the RLUS has now been prepared. It consolidates the document's original content and improves generally upon its overall usability and efficiency in terms of expressing the land use strategy for Northern Tasmania.

The amended iteration incorporates new commentary on the GLP at Part F. That commentary goes to articulating an overview of the land use planning objectives and strategies for the sub-region (Greater Launceston) and describing the relationship and synergies between the objectives of the RLUS and the GLP.

An extract of that commentary is as follows:

The GLP advances a unified and holistic approach to coordinate the long-term planning and development of Launceston City and its greater urban area (the 'sub-region'). It aims to provide a consistent policy framework, which supports the RLUS and advances a vision for sustainable prosperity.

11 structure-planning principles underpin a 'Regional Framework Plan'. These principles broadly carry forward the planning strategies of the RLUS providing generally for the effective provision of land requirements; a structured and



consolidated urban area; a central city focus; and an emphasis on accessibility, regional connectivity, open space and employment.

The GLP's Regional Framework Plan is the physical plan for the sub-region. It sets out a strategy for proposed urban development and access over the next 20 years. It fosters strong synergies with RLUS and includes initiatives to 'revitalize' and 'diversify' Launceston's inner city area and CBD. It aims to:

- Prioritise urban consolidation and integrate planning of identified urban growth areas;*
- Articulate a hierarchy of activity centres and employment areas;*
- Develop a regional network of parks and shared pathways; and*
- Improve regional 'gateways' and connectivity.*

The GLP will be implemented through a detailed series of projects managed at a municipal and/or agency level.

The GLP is concerned with a significant portion of the Northern Region as well as its Principal Activity Centre. The RLUS will need review to ensure ongoing consistency with the GLP over its life along with other developments in planning in the region.

Key Synergies and Comparative Differences

The RLUS and the GLP provide complementary land use planning strategies that will mutually advance strategic planning objectives for Northern Tasmania and the Greater Launceston Area.

The GLP's structure planning principles broadly articulate the policy and objectives of the RLUS. Particularly, the GLP, via the Regional Framework Plan and Projects Framework, details how regional planning policies will be implemented both sub-regionally and locally, in the Greater Launceston Area.

Notably, the RLUS and the GLP consistently emphasise an objective to consolidate urban growth in *Urban Growth Areas*. Both documents also articulate a hierarchy of activity centres to complement and support urban settlement and growth. Reference to the GLP is however required to appreciate the intended micro application of the RLUS's macro land use strategy and particularly, the physical and spatial relationship and location and extent of land use areas and physical and social infrastructure within the Greater Launceston area.

Further, the GLP develops upon the RLUS by setting out a Regional Framework Plan to articulate:



- The current and preferred future extent of the overall urban area (of Greater Launceston);
- The principal land use area types (including residential, activity centres, industrial areas, employment areas, open space and other);
- The network of major open spaces and proposed regional shared 'pathways';
- The inter-regional and interstate gateways;
- The existing and future main road network;
- The principal public transport corridors;
- The priority urban residential consolidation areas and the supporting residential consolidation areas; and
- The urban growth corridors and supporting growth corridors.

Recommendations

Future iterations of the RLUS will be required to further integrate the GLP in the RLUS, particularly to ensure that land use policy and implementation strategy is complementary and is expressed consistently.

The GLP is significant as it is concerned with a significant portion of Northern Tasmania, including the region's Principal Activity Centre. Other areas of Northern Tasmania, not covered by the GLP are no less significant and future iterations of the RLUS will also be required to ensure that any other-subregional planning strategies are 'married' together under the RLUS.

Importantly the 'GLP gap analysis' indicates that the RLUS should reflect and/or reference:

- An Urban Growth Boundary for the Greater Launceston Area as defined by the GLP;
- Refined language for Urban Growth Areas consistent with the GLP, which discusses urban growth 'priority' and 'supporting' areas;
- A consistent description of the relevant Activities Centre Hierarchy, including the location and role of centres; and
- Key linkages and opportunities for surrounding subregional areas to integrate with the identified 'regional access network' for the Greater Launceston Area.

Overhanging Trees

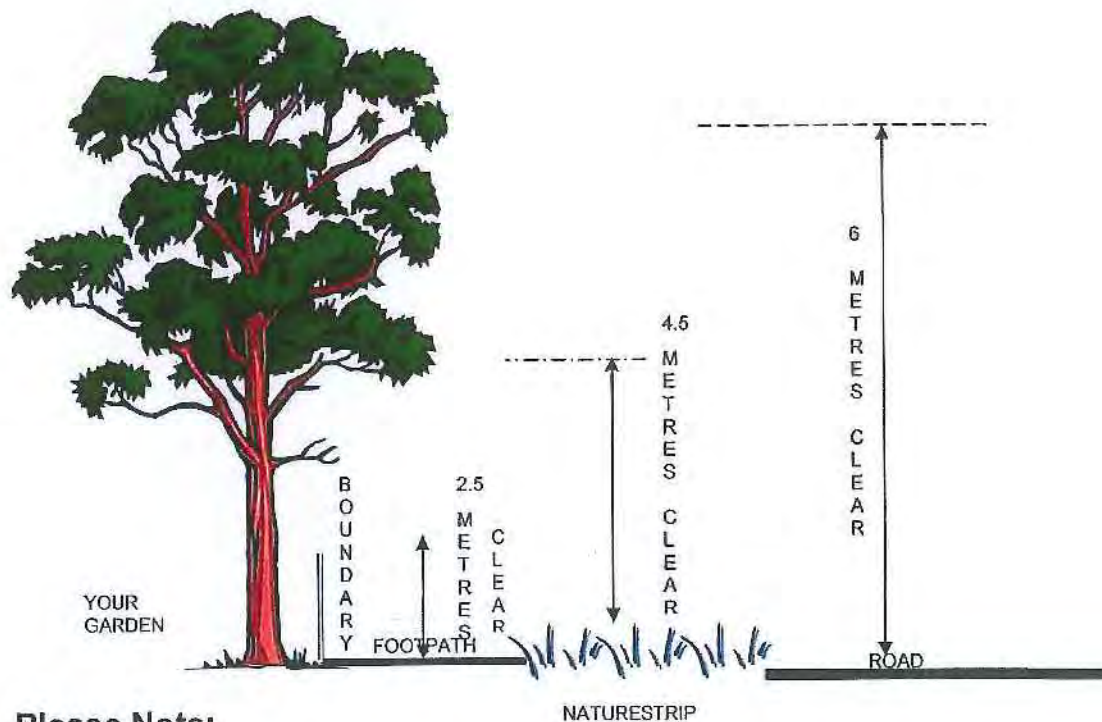
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HAVE YOU CUT BACK YOUR FOLIAGE ?

Many people use our footpaths – postmen, joggers, people with disabilities and the elderly.

A clear height above the footpath of 2.5 metres should be allowed, so that people may walk underneath with safety.

As a guide, all foliage and vegetation should be cut back to your boundary fences and should not obstruct street signs or traffic.



Please Note:

Approval from Council's Planning Development is required for trimming or lopping trees in a Scenic Protection Area. Please contact Customer Service Centre on 6323 3000 for further information.

NEED MORE INFORMATION?

Council's Environmental Services Department Staff will be pleased to assist you with more information. Do not hesitate to contact them by phoning 6323 3000, or visiting them at the Town Hall.



Town Hall St John Street Launceston Tasmania
PO Box 396 Launceston Tasmania 7250

T 03 6323 3000 F 03 6323 3001 TTY 03 6323 3003
E council@launceston.tas.gov.au www.launceston.tas.gov.au

Local Government (Highways) Act 1982 (No. 57 of 1982)

Requested: 11 Feb 2015

Consolidated as at: 11 Feb 2015

39. Obligation of occupiers to cut back vegetation, &c.

(1) In this section, *vegetation* includes any tree, hedge, and shrub.

(2) Where the corporation is of the opinion that it is necessary to do so to remove or reduce the danger to persons using a local highway arising from the obstruction of their view by any vegetation or structure on any land, it may require the occupier of the land to cut, trim, or reduce the height of the vegetation or structure to the extent or in the manner specified in the notice.

(3) The corporation may require the occupier of land on which a hedge or live fence is growing to remove seedlings, suckers, or offsets from the hedge or fence that have grown on a local highway.

(4) Where the roots of a tree interfere with the pavement of, or anything in, a highway in a city or town, the corporation may require the occupier of the land on which the tree is growing to kill or remove the tree or cut off its roots within the boundaries of the land.

(5) The corporation may require the occupier of any land abutting upon a highway or any other way to remove from the land ferns, weeds, rubbish, scrub, undergrowth, or dry grass.

(6) The corporation may require the occupier of land on which any vegetation is growing to remove a branch or other part of the vegetation that overhangs a local highway and that is less than –

(a) 2.5 metres above a part of the highway that is intended mainly for the use of pedestrians;

(b) 4.5 metres above any other part of the highway that is not intended for use as a carriage-way; or

(c) 6 metres above a part of the highway that is intended for use as a carriage-way.

(7) Without prejudice to the exercise of any of its powers under the foregoing provisions of this section, the corporation may require the occupier of the land on which a tree is growing or standing to remove the tree or any specified part of it if the corporation is of the opinion that it is desirable to do so to remove a danger, obstruction, interference, or inconvenience to the use of the highway.

(8) A requirement under this section shall be made by written notice served on the occupier stating the time within which the requirement is to be complied with, not being less than 14 days from the service of the notice.

(9) If a requirement made under this section is not complied with, the corporation may carry out the requirement and recover the expenses reasonably incurred from the occupier of the land to which it relates.

(10) A person who is aggrieved by a requirement made under subsection (7) may apply to the Magistrates Court (Administrative Appeals Division) for a review of the requirement.

(11)

**Local Government Act 1993 (No. 95 of 1993)**

Requested: 11 Feb 2015

Consolidated as at: 11 Feb 2015

Division 6 - Nuisances**199. Interpretation of Division 6**

In this Division –

land, in relation to a public health matter, includes premises;*nuisance* includes anything that –

- (a) causes, or is likely to cause, danger or harm to the health, safety or welfare of the public; or
- (b) causes, or is likely to cause, a risk to public health; or
- (c) gives rise to unreasonable or excessive levels of noise or pollution; or
- (d) is, or is likely to be, a fire risk; or
- (e) constitutes an unsightly article or rubbish.

200. Abatement notices

(1) If a council is satisfied that a nuisance exists, the general manager must serve a notice on–

- (a) any person whose act or default contributes to or causes the nuisance whether or not that act or default occurs wholly or only partly in the municipal area; or
- (b) if the person cannot be ascertained or found, on the owner or occupier of the land on, or from which, the nuisance arises.

(1A) If the owner or occupier of land on or from which a nuisance arises cannot be ascertained or found, the general manager is to display a copy of a notice referred to in subsection (1) in a prominent position on that land.

(2) A notice under subsection (1) is to state –

- (a) the nature of the nuisance; and
- (b) any reasonably necessary action to be taken to abate the nuisance; and
- (c) the period within which such action is to be taken; and

(d) the person or persons responsible for ensuring that such action is taken; and

(e) that the council may take action under section 201.

(f)

(3) A person served with, or specified in, an abatement notice must comply with the notice, unless the person lodges an appeal under subsection (5).

Penalty:

Fine not exceeding 20 penalty units.

(4) For the purpose of ascertaining whether a nuisance exists, the general manager may—

(a) enter and remain on land; and

(b) do any thing reasonably necessary for that purpose.

(5) A person served with, or specified in, an abatement notice may appeal to a magistrate within 14 days after service of the notice on any one or more of the following grounds:

(a) that a nuisance does not exist;

(b) that an action required by the abatement notice is unreasonable;

(c) that the period stated in the abatement notice is unreasonable.

(6) A magistrate may —

(a) order that the person is to comply with the abatement notice; or

(b) modify the abatement notice and order that the person and the council are to comply with the modified notice; or

(c) order that the council withdraw the abatement notice.

201. General manager may take necessary action

(1) The general manager may take the necessary action to abate a nuisance if—

(a) there is an immediate danger to any person or property; or

(b) the person causing the nuisance cannot be ascertained or found; or

(c) an abatement notice has not been complied with.

(2) If the general manager takes action under subsection (1), the general manager is to notify the owner and occupier of the land on, or from which, the nuisance arises accordingly.

(3) For the purpose of abating a nuisance under subsection (1), the general manager may authorise a person to—

- (a) enter and remain on any land; and
- (b) close off or fence any place; and
- (c) do anything reasonably necessary for that purpose.

(4) The council may charge the owner or occupier of land for the cost of any action taken under subsection (1).

(5) A charge under subsection (4) is a charge on the land and is recoverable in the same manner as rates and charges.

202. Appeal against general manager's action

(1) If general manager takes action pursuant to section 201(1)(a) or (b), the owner or occupier of the land on or from which the nuisance arises may appeal within 30 days after service of a notice under section 200 to a magistrate on any one or more of the following grounds:

- (a) that the action was unreasonable or unnecessary in the circumstances;
- (b) that the danger to any person or property was not so immediate as to justify the action.

(2) A magistrate may —

- (a) uphold the appeal; or
- (b) dismiss the appeal.

(3) If a magistrate upholds an appeal, the magistrate may —

- (a) award damages to the person who appealed for any loss suffered; and
- (b) make an order in respect of any charges under section 201; and
- (c) make an order requiring the council to undertake specified works.

203. Nuisance orders

A court, in addition to, or instead of, imposing a fine under section 200(3), may make an order —

- (a) requiring the defendant —
 - (i) to comply with the abatement notice within a period specified in the order or any other period the court determines; and

(ii) to take such further action as may be necessary to prevent the likelihood of the nuisance recurring; or

(b) requiring the council to take the necessary action to abate the nuisance.

204. Costs

(1) In proceedings under this Division, a court may give any orders in relation to costs it thinks reasonable, including an order –

(a) for the person on whom an abatement notice is served to pay the council any costs incurred by it –

(i) in the proceedings before it; and

(ii) in taking any action to abate a nuisance under section 200 or 201; or

(b) for a council to pay any costs incurred by the owner or occupier of land in respect of which the council took action under section 200 or 201.

(2) If any costs awarded to a council are not paid within 3 years, the council may sell the land in respect of which an abatement notice is served in accordance with Division 11 of Part 9 as if the unpaid costs were unpaid rates.

204A. Infringement notice for non-compliance with abatement notice

(1) An authorised officer of a council may issue and serve an infringement notice on a person if the authorised officer reasonably believes that the person has committed an offence against section 200(3).

(2) An infringement notice may not be served on an individual who has not attained the age of 18 years.

(3) An infringement notice –

(a) is to be in accordance with section 14 of the *Monetary Penalties Enforcement Act 2005*; and

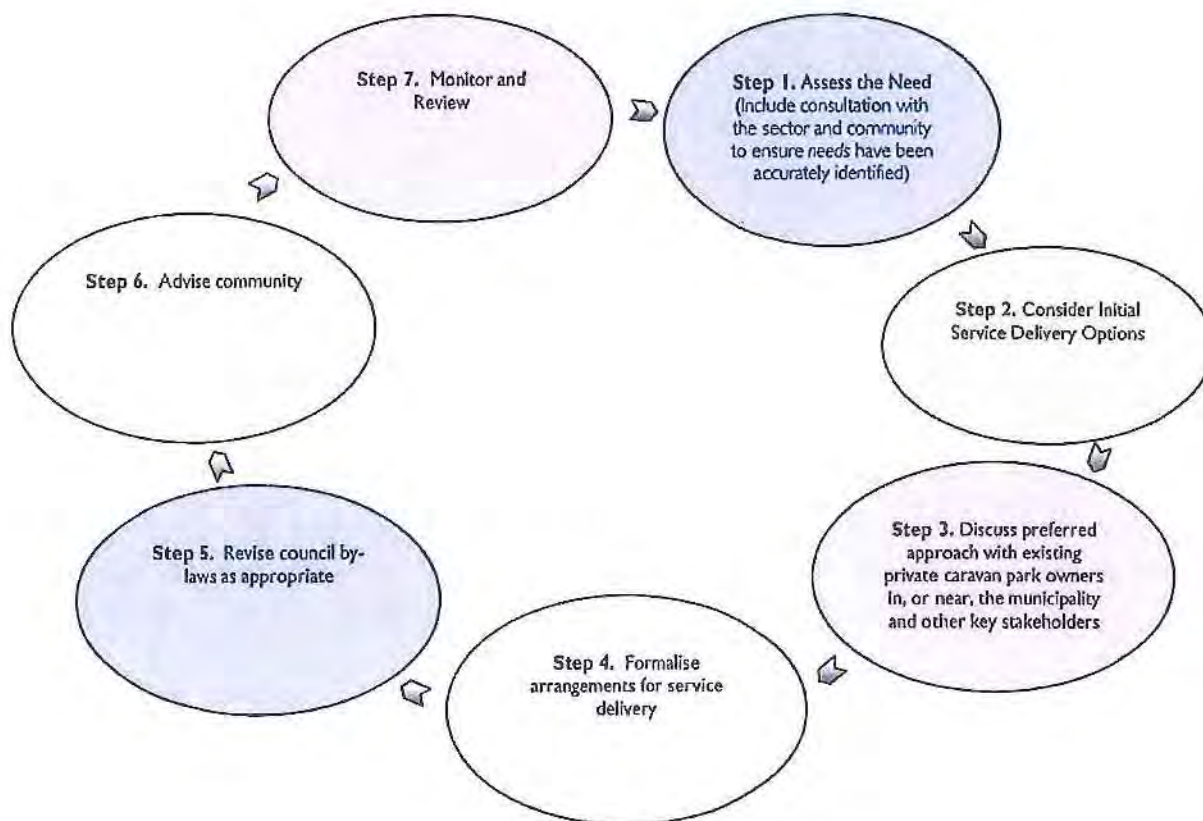
(b) is not to relate to more than 3 offences against section 200(3).

(4) The penalty payable under an infringement notice for an offence against section 200(3) to which the infringement notice relates is 3 penalty units.

Annexure A

**LOCAL GOVERNMENT DECISION-MAKING GUIDE
FOR SELF-CONTAINED RV CAMPING SERVICES**

To support open and transparent decision-making, a Guide has been developed to bring together the necessary policy elements and analysis, as well as appropriate communication with businesses, consumers and ratepayers. This Decision-Making Guide provides for a number of service delivery options to be considered. It is summarised as a 7-step process below and outlined in greater detail following. The Guide is supported by a Full Cost Attribution Checklist that can be adapted by councils to suit the nature of the service(s) provided. It is suggested that councils record/document all steps followed from this Guide to assist in industry and public consultations, as well as future planning and decision-making reviews.



STEPS	EXPLANATION/ CONSIDERATIONS/ ACTIONS	TOOLS/ REFERENCES/CONTACTS
<p>Step 1</p> <p>Establish need for overnight caravan/motorhome parking in municipality</p>	<p>Consider and document what the reasons are behind the need to deliver this service, including:</p> <ul style="list-style-type: none"> • Market demands/market needs/market failure • economic development opportunities and risks • consumer needs (such as overflow parking) • community needs <p>Consider and document what you want from the service (i.e. outputs), rather than on how it is to be done (to allow for creative/ different solutions).</p> <p>Define your needs clearly, accurately and completely. Some requirements to consider when defining your needs include:</p> <ul style="list-style-type: none"> • what specific services are required e.g. just parking space/ dump point/ toilets/ showers/ electricity, etc. • maintenance / servicing of assets /insurance • administration arrangements e.g. permit system and compliance, site supervision, after-hours support • marketing and signage. <p>Seek feedback from the sector and the community that the needs have been accurately described and justified.</p> <ul style="list-style-type: none"> - This may include a re-assessment of what was considered as the original need. 	<p>Tourism Tasmania, Caravan Industry Australia - Tasmania (CIAT) and regional tourism association for market research and intelligence</p> <p>Local Government Association of Tasmania (LGAT), CIAT and Tourism Tasmania for relevant policy information and/or advice on operational considerations</p>
<p>Step 2</p> <p>Consider initial service delivery options and approach, including pricing requirements</p>	<p>Once the need is clearly specified, consider options for delivering the service, including:</p> <ol style="list-style-type: none"> 1. arrangements with privately-owned caravan parks 2. other businesses within the community with parking space or waste disposal facilities to deliver the service/s 3. tendering 4. community groups 5. council-provided service <p>When discussing options with key stakeholders, include consideration of risk (including managing and costing risk exposure) of the service</p> <p>The 'service options' will impact on the cost of delivering the service. Costs to consider include:</p> <ul style="list-style-type: none"> • public liability insurance, provision for 'dump point', drinking water access, public toilets/showers, rubbish removal, issuing permits, licence and other compliance costs, site and asset maintenance costs, security/fire, marketing, the size and space of the land and its value <p>Establish the likely costs of operating a site (for the alternative options being considered) and, based on records of actual or alternatively <i>estimated</i> visitor numbers, estimate a price to charge. Consider competitive neutrality principles when setting the price.</p>	<p><i>National Competition Policy: Applying the Principles to Local Government (2004)</i></p> <p><i>Significant Business Activities and Local Government in Tasmania (2004)</i></p> <p>Applicable council procurement guidelines</p> <p>CIAT for operational norms and to consider safety/service compliance requirements that private caravan parks must adhere to (to understand operating requirements and full costs) e.g. number of fire extinguishers required per park etc. Recreational Vehicle overnight parking and camping services – Uniform Pricing Tool</p> <p><i>For further information contact the Department of Treasury and Finance</i></p>

<p>Step 3</p> <p>Discuss preferred approach with existing private caravan park owners within reasonable travelling distance of the municipality and other key stakeholders</p>	<p>Discuss preferred approach with key stakeholders, including the CIAT and other interested parties including tourism businesses within the region.</p> <p>Allow opportunity for feedback / comment on proposed approach so that all considerations can be taken into account.</p> <p>Explain reasons for decisions.</p>	<p>Tourism Tasmania and regional tourism associations for marketing information and opportunities.</p> <p>Cradle Coast Authority, Northern Tasmania Development Authority or Southern Tasmania Council Authority – regional approach</p>
<p>Step 4</p> <p>Formalise arrangements for service delivery</p>	<p>Formalising arrangements provides clarity, certainty and transparency of the council's decision.</p> <p>This 'formality' can be achieved through:</p> <ul style="list-style-type: none"> • Memorandum of Understanding • Formal contract for services • Other legal instruments • Approved and published Council policy document <p>Ensure that appropriate processes are in place for recording of monies (financial transactions and audit requirements are clearly spelled out)</p>	<p>Standard contract for services</p>
<p>Step 5</p> <p>Revise council by-laws as appropriate</p>	<p>Revise council by-laws if necessary to enforce arrangements, such as signage changes, issuing parking fines, or litter fines etc.</p>	<p>Sample By-Law: Use of Public Reserves</p> <p>(1) A person must not camp in a public reserve without the written permission from an authorised officer.</p> <p>Penalty: a fine not exceeding x penalty units.</p> <p>(2) For the purposes of subclause (1) "camp" means to:</p> <ul style="list-style-type: none"> a) Erect a tent, camper trailer or similar portable shelter; or b) Place, park or leave a caravan, campervan, mobile home or similar vehicle on the reserve between 10.00 pm and 6.00 am; or c) Sleep in the open or in any form of shelter or vehicle between 10.00 pm and 6.00 am. <p>(3) An authorised officer may issue an infringement notice for this offence.</p> <p>(4) A person may avoid prosecution by paying a fine of x penalty units to the Council within 21 days after the issue of an infringement notice.</p>
<p>Step 6</p> <p>Advise community</p>	<p>Communicating the existence of services within the community is a key role of Local Government.</p> <p>This can be achieved through many avenues, including:</p> <ul style="list-style-type: none"> • updating council or tourism websites, • providing an article in council newsletters or local newspapers about new arrangements, • preparing a fact sheet for local businesses to advise of new arrangements, • advising local Tourism Information Centre, etc 	
<p>Step 7</p> <p>Monitor and Review</p>	<p>Ensure there is a contact in the Council for the provision of this service.</p> <p>Review arrangements at least annually and report to Council on the ongoing benefit to the community of providing this service.</p>	

Annexure B

FULL COST ATTRIBUTION CHECKLIST³

NOTE: The Full Cost Attribution Checklist is not exhaustive, but rather an indicative listing of the types of costs that a council may need to consider. Depending on the nature of the services being provided, some councils may identify additional costs to be taken into account whilst for other councils some of the listed costs will not apply.

FULL COST ATTRIBUTION CHECKLIST FOR PROVISION OF SELF-CONTAINED RV CAMPING SERVICES

Cost item	Total annual cost associated with the site (\$)	Proportion attributable to camping activities if the site is used for other activities (%)	Annual cost attributable to camping at the site (\$)
<u>Operating costs</u>			
Salaries direct (including on-costs such as payroll tax, workers compensation and superannuation)			
Salaries indirect (i.e. proportion of salaries and on-costs of corporate services staff including HR, Finance and Administration staff)			
Repairs and maintenance			
Insurance (include general property and public liability)			
Power			
Rubbish collection			
Water and sewerage			
Rent			
Gardening			
Consumables			
Advertising/Marketing			
Corporate supplies			
Signage			
Administration			
Other (detail)			
<u>Capital costs</u>			
Financing costs ¹ (i.e. interest on borrowings to finance the construction of assets such as amenity blocks)			
Depreciation			
Opportunity Cost of Capital			
<u>Competitive neutrality costs</u>			
Taxation e.g. land tax			
Rates			
Guarantee fees			
Tax equivalents ²			

³ Full cost attribution requires councils to identify all costs of providing a significant business activity and reflect those costs in their pricing as if they were operating a stand-alone business that does not enjoy any subsidisation derived from its public or council ownership. This would include costs that a council does not actually incur, but which private businesses do incur in the provision of the same service e.g. insurance, rates and taxes.

<p>1. Financing costs</p> <p>The market rate of interest should be based on the Reserve Bank of Australia's 90-day Bank Accepted Bill Rate / Small Business Loan Rate</p> <p>2. Tax equivalents</p> <p>Tax equivalents are competitive neutrality costs as councils are not liable for Commonwealth income tax; i.e. to ensure that councils are operating on a 'level playing field' with private operators, a tax equivalent amount must be calculated and accounted for when identifying the costs of providing the self contained RV camping facilities. Tax equivalents are calculated by multiplying the net profit from providing the self contained RV camping facilities by the Commonwealth corporate tax rate (currently 30%) as follows:</p> <p>Revenue Less: operating costs Less: capital costs Less: competitive neutrality costs.</p> <p>= Net profit before tax equivalent expense</p> <p>Less: Tax equivalent expense (30% of net profit before tax equivalent expense)</p> <p>= Net profit after tax equivalent expense</p> <p>The net profit after tax equivalent expense must be equal to or greater than 0; if less than 0 it means that the price being charged is less than cost and, therefore, breaches the competitive neutrality principles.</p> <p>It is likely that councils do not have site usage data because they have either not monitored usage of the site or, for a new site, there is no history of usage.</p> <p>Councils will need to estimate revenue to arrive at the net profit and calculate the tax equivalent expense as, in the absence of site usage data, revenue can only be estimated on the basis of the expected number of site visits in a financial year.</p>			
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The provision of Council recreational vehicle camping services

FACT SHEET

May 2012

This fact sheet outlines the key points from the *Statewide Directions Paper - Review of Council Recreational Vehicle Overnight Camping Services*. It aims to assist councils in understanding how to apply competitive neutrality principles under the National Competition Policy when providing overnight camping sites for self-contained recreational vehicles (RVs).

Competitive neutrality principles (CNPs)

The CNPs are designed to prevent unfair competition between government and privately-owned businesses by ensuring that all government bodies involved in the delivery of services within the same competitive market as private operators (in this case the provision of overnight camping services for self-contained RVs) do so on fair and equal terms with those private operators, where it is in the public interest to do so.

Significant business activities (SBAs)

A council must determine if a business activity it undertakes amounts to a SBA, and is therefore subject to CNPs.

In Tasmania, an SBA is defined by looking at the market within which the relevant business activity operates, and determining whether that market is competitive or potentially competitive. This allows for a comparison of all markets, regardless of the turnover of the government activity, which allows for much smaller operations to be captured. The State Government's approach to defining SBAs is very similar to Victoria's; these two jurisdictions are the only two that consistently meet all of the National Competition Policy obligations.

Recovery of costs and competitive neutrality

In providing an overnight self-contained RV camping service, councils are required to appropriately apply the CNPs and should adopt what is known as a 'full cost attribution' model in determining the cost of providing that service. This means councils must charge a price for the service that reflects the actual costs incurred, as well as those costs that the council would have incurred

if it were a private operator. These are called 'competitive neutrality' costs and must be factored into the cost of providing the service by the council, even though they are not *actually* incurred.

An example of a competitive neutrality cost would be public liability insurance; councils usually have a liability insurance policy that covers all of their operations and services. In order to meet the requirements of the CNPs, a council should determine how much it would cost to take out insurance on the site where the camping services are being provided if it were seeking separate insurance as a private operator. This cost should then be applied to the overall cost of providing the service, and factored into the price that is charged to the end user.

Tools to assist councils in meeting their CNP obligations

To support open and transparent decision-making on the pricing of camping services, a decision-making guide and cost attribution checklist have been developed to assist councils in fulfilling their CNP obligations under the National Competition Policy.

These can be found as attachments to the following publications:

- *Statewide Directions Paper - Review of Council Recreational Vehicle Overnight Camping Services*
<http://www.dpac.tas.gov.au/divisions/lgd>
- *Recreational Vehicles: Development and Management of Facilities*
<http://www.lgat.tas.gov.au/site/page.cfm?u=642>

Frequently asked questions

Does the Directions Paper recommend closure of council-provided camping services? No. The Directions Paper acknowledges that councils may choose to provide and operate camping sites as an accommodation option for visitors wishing to use these services. However, when offering these services it is the council's responsibility to ensure that it complies with the principles of competitive neutrality.

Is the approach outlined in the Directions Paper 'compulsory'? The Directions Paper has been developed to assist councils in adhering to competitive neutrality principles (CNPs). The Office of the Tasmanian Economic Regulator does not 'enforce' its findings, but does refer findings to the Minister for Local Government. The State Government is encouraging councils to implement the actions outlined in the Directions Paper, without resorting to statewide regulation.

Why doesn't the Directions Paper apply to State Government-run camp sites, operated by entities such as Parks and Wildlife Tasmania, Hydro Tasmania and Forestry Tasmania? Competitive neutrality principles also apply to State Government. However, when comparing State Government and Local Government facilities, consideration needs to be given to the function of the State Government-provided facilities before merely comparing these sites with council-provided camping grounds. National Parks and "Rest and Revive Rest Stops" serve different functions than council-sponsored camping grounds. This issue is not addressed in the Directions Paper because its development was a result of a request from Local Government in relation to council-provided overnight RV camping sites. A review of the State Government's obligations in relation to the National Competition Policy is beyond the scope of the Directions Paper.

The definition of 'significant business activity' (SBA) should be reconsidered by State Government. The Department of Treasury and Finance is in the process of reviewing the policy - *Significant Business Activities and Local Government in Tasmania April 2004*. However, as the Economic Regulator has determined in the cases that it has investigated that council-provided camping services do amount to a SBA, the application of the CNPs to these services is unlikely to change.

Does the Directions Paper apply to 'camping' in general? This review relates only to council-provided overnight RV camping facilities, however the CNPs could potentially apply to other forms of camping, even where a vehicle is not involved; this would depend on an assessment of the relevant market and other related factors as described within the Directions Paper.

How are councils supposed to administer the collection of camping fees? There are a range of options that councils can consider in addition to council's own officers and resources e.g. utilising community groups or local businesses to collect fees, installing honesty boxes etc.

Collecting fees will be impractical in some cases. What about developing a system whereby visitors can purchase a multi-day camping 'pass' which allows them to stay at a range of sites around the State for a pre-paid fee? There is merit in exploring all options for the future provision of camping services within Tasmania, including cost effective regional or statewide approaches. The Directions Paper aims to equip councils with the tools to meet their competitive neutrality obligations as they currently apply to council business activities, while encouraging councils and stakeholders to consider the sorts of approaches and solutions that may be appropriate in future.

Any exploration of a Statewide camping 'pass' will be undertaken independently from the Directions Paper.

How will council obligations under the National Competition Policy affect those councils wishing to attain or maintain 'RV Friendly Town' status? According to the Campervan and Motorhome Club of Australia (CMCA), an 'RV Friendly Town' provides amenities and services to the mobile traveller, and adheres to a number of CMCA criteria, including the provision of free or low-cost camping services within proximity of a town centre. It is suggested that when applied appropriately, the use of the Full Cost Attribution Checklist, provided in the *Statewide Directions Paper - Review of Council Recreational Vehicle Overnight Camping Services*, will enable councils to recoup the costs of providing a service, while adhering to CNPs and, in the majority of cases, satisfying the CMCA's 'low-cost' camping criteria. The Directions Paper does not discourage low-cost camping.

