

SETTLEMENTS



This chapter relates to land use policies and directions for the individual settlements of the municipal area comprising the major urban centre of Huonville/Ranelagh and smaller service centres such as Dover, Cygnet, Geeveston, Franklin and Port Huon.

The major settlements have been considered through the study *Town Structure Plans*, TBA Planners Pty Ltd, 1997 and through township development plans largely generated from within the local community. These plans emphasise the individuality and special features of the respective towns and their findings are included under the consideration of each town below.

Most of the minor settlements are purely residential in nature without even the most basic community services. Infrastructure is principally limited to roads, power and telecommunications. Water supply is generally via domestic tanks with effluent disposed of through use of septic tanks – often poorly constructed and maintained. Effluent disposal heads a list of environmental management problems being experienced in many of the minor settlements.

The analysis provided in the following sections has assisted in determining a preferred settlement strategy, which in summary comprises the following:

Major Settlements – Huonville, Cygnet, Franklin, Geeveston and Dover

Development is to be encouraged within existing serviced areas or where extensions to infrastructure is planned. Urban growth boundaries will be identified, and land provided for commercial, industrial, community and residential uses. A range of other development opportunities, including streetscape projects have been identified in 'structure plans' for these towns and will provide guidance to Council and the wider community as to the desired future pattern and character of development.

Minor Settlements – Port Huon, GlenHuon/Judbury, Southport, Grove

Development within these minor settlements is constrained by limited servicing and consequential environmental impacts of development reliant on site disposal of effluent. While there is potential for an upgrade of infrastructure in the Port Huon settlement, there are no plans for services being provided to the remaining settlements. Development in all cases is strictly on the basis of in-fill opportunities, and in the absence of infrastructure, within the environmental constraints imposed by proximity to the coast, high water tables, soil characteristics and the like.

Hamlets and Other Small Settlements

Verona Sands, Garden Island, Randalls Bay, Eggs and Bacon Bay, Abels Bay, Charlotte Cove, Rocky Bay, Deep Bay, Surveyors Bay, Roaring Beach and Little Roaring Beach

No further subdivision is to be permitted, and development is only on the basis of existing vacant lots within developed areas, and subject to meeting strict environmental criteria.

In support of the settlement strategy articulated above the strategy for residential development outside these identified settlements is outlined in Chapter 11. In summary this is to be controlled by the identification of areas within which low density or rural living use and development will be permitted. Further the identification of specific growth boundaries for all settlements will be integral to the successful implementation of the guiding principles identified in this chapter. Outside these areas residential development will only be permitted where it supports agricultural uses or is otherwise required to support an approved use, for example a tourist operation.

Major Settlement: Huonville and Ranelagh

Huonville is the largest urban centre in the municipal area and serves the needs of persons living in the surrounding agricultural and residential areas. Huonville currently has a population of about 1800. Themes for Huonville include:

- ▶ Agricultural service centre,
- ▶ Commercial hub for the Huon Valley, and
- ▶ River town and water based tourism.

Being only half an hour drive from Hobart, some higher order retailing and commercial services have been lost from Huonville, however residential growth in the surrounding rural areas has supported some new lower order commercial redevelopment. Huonville serves as the administrative and community services hub for the municipal area and this role is likely to be further consolidated in the future with the recent construction of the LINC building providing new accommodation for Service Tasmania and other local State Government offices.

A reasonable amount of commercial expansion has occurred in recent years. There is still the capacity for further in-fill development to occur. The conversion of residential properties to commercial use such as consulting rooms has occurred on a limited number of sites having main road frontage.

The Huon River and surrounding hills provide an attractive setting for the township and contribute to its tourism potential. The river and adjoining reserves are arguably the most important natural features of the town and have been undervalued in terms of their focus within the township.

Huonville has had an active progress association group in previous years. This group has advocated improvements and provided the focus for a number of on-ground activities. Today, there are several groups which provide valuable input including the Chamber of Commerce and the Huonville Township Development Committee. DIER have carried out a number of significant improvements to the main road through Huonville in order to improve public safety and traffic flow.

Whilst Huonville's central location, population and good road access are conducive to downstream light industrial processing being located in the town, there are few suitably zoned sites with access to reticulated water and sewerage that are not restricted by surrounding housing development. In this respect, Council officers report regular enquiries regarding the lack of suitably zoned land within which industry can occur. The difficulties associated with finding a location for the Tassal fish processing factory provides a relevant example. This demand for



Figure 6 (LEFT): Located on the banks of the Huon River, the surrounding hills and agricultural areas provide an attractive setting.

Figure 7 (RIGHT): The linear pattern of Huonville has been influenced by arterial road.

industrial land may increase after higher levels of activity at Southwood are experienced.

The residential settlement of Ranelagh is located in close proximity to the northwest and is considered an extension of Huonville. Ranelagh theoretically has considerable potential for infill development within the existing street pattern. It has one small local shop. As evident by the 2006 Census data, in recent years Ranelagh has become a popular area for young families on at least one full time income. This recent trend may result in greater demand for community facilities (such as a park) within the Ranelagh area.

In June 2003 a Value Management Study was carried out that addressed a possible future development strategy for Huonville. The main outcomes from this Study included:

- Establishing the foreshore area as the tourism icon for the town.
- Huonville to be regarded as the 'Gateway' to the Huon Valley.
- A realignment of the Channel Highway alongside the Huon River so that the most could be made of the foreshore recreational opportunities. This would also involve improvements at the road junction alongside the Grand Hotel.
- This realigned road would also be linked to Skinner Drive, opening up land development opportunities in the vicinity – including a Bus Transit Station.
- A framework for a Streetscape project plus a range of specific suggestions.
- Huonville's growth, and that of the region generally, will be facilitated by maintaining a high quality road network linking the region to Hobart and other export gateways.

Council commissioned a report Town Structures, TBA Planners Pty Ltd, 1997 as background to the preparation of a land use strategy.

TOPOGRAPHY & WATERWAYS

Features

- Huonville is located on a terrace alongside the Huon River with steep hills located to the southwest on the other side of the river and to the southeast.
- Mountain River enters the Huon River to the northwest of the town and Skinners Creek to the southeast. Other drainage lines have generally been modified.
- An estuarine area is located at Waltons Inlet.

Issues

- The location and design of development on the hills can impact on visual character of the area.
- Areas alongside the river including significant parts of the town are subject to inundation.

VEGETATION**Features**

- ▶ Areas within and on the edge of Huonville have generally been cleared of native vegetation.
- ▶ Remnant vegetation is largely confined to some areas along the Huon River and in hilly areas to the southeast of the town.
- ▶ Areas of orchards and former hop plantations are located in the rural areas surrounding the town.
- ▶ Vegetation in the town area is generally limited to modest private gardens with no formal plantings as landscape features.

ROADS**Features**

- ▶ The town is located on the Huon Highway which provides access to Hobart to the north and Franklin to the south. The Channel Highway extends to the south east providing access to Cygnet.
- ▶ The internal road layout pattern resembles a 'pitchfork' extending out along Wilmot Road and Sale Street.

Issues

- ▶ The road pattern provides a basis for the future form and development of the town.
- ▶ The long term option of a Huonville bypass should be investigated to reduce traffic loads in the main street.

BUILDINGS**Features**

- ▶ The settlement pattern is characterised by three features: a linear form along the Huon Highway, a compact central area and a separate residential area at Southbridge on the other side of the Huon River.
- ▶ The town has a good variety of land types, locations and ambiance.
- ▶ Buildings and signage in the main street lack visual appeal.

Issues

- ▶ Need to select areas that are suitable for infill development.
- ▶ Continued extension of the town northwards and southward will impact on the quality of the entry to the town.
- ▶ Expansion of the town is confined by the Huon River and surrounding agricultural activities.

Infrastructure

Huonville has a high level of community and physical infrastructure in which the community has invested significant resources. This includes water, sewer and stormwater infrastructure, schools, health services, swimming pool, adult education, courthouse, Council offices and depot, as well as emergency services including ambulance, police and fire. A number of State and Commonwealth agencies also maintain offices in the town.

The existing physical infrastructure has been upgraded in recent years though does impose limits on the capacity to accommodate further development. In this respect, the water mains are undersized in some areas, and reticulation problems are experienced in summer months in a few outlying areas. A new sewage treatment plant at Ranelagh has been recently commissioned and will accommodate some additional loads.

Residential

Whilst Huonville has an attractive setting on the Huon River and a high level of commercial and community services, the demand for residential allotments in town is relatively low. Residential development in the Huonville area is occurring primarily on small acreages in response to lifestyle preferences.

Traffic

The Huon Highway passes through the township. This is the primary north south route in the municipal area and is heavily used by log trucks heading north from the Southern Forests as well as other tourist and service traffic.

Traffic counts undertaken by DIER in 1999/2000 indicate average one way vehicle movements of between 4000 and 4500 a day at Huonville, of which on average between 250 and 350 were truck movements. Heavy vehicle movements do have potential to render Huonville's otherwise pleasant shopping street into a noisy and unattractive environment. Various attempts have been made in the past to determine a suitable by-pass. A previously preferred option required an additional bridge that would not be financially viable.

It is noted that heavy vehicular movement through Huonville would be reduced with the upgrade of the Plenty Link Road for log trucks.

Values

The values to be maintained and protected for Huonville are:

- High quality residential environment which mixes urban amenity with rural town outlook and feel;
- Availability of a range of residential development opportunities to suit a variety of lifestyle requirements;
- Ease of access to employment opportunities both within and outside the municipal area;
- High quality roads linking the town to Hobart and other centres;
- The natural character and landscape qualities of the river valley and surrounding treed hillsides;
- Access to a range of community and social services and other infrastructure; and
- Access to serviced industrial land for local industries. This is particularly relevant to those industries dependent on the local resource base or those which provide a service function to it.

HUONVILLE AND RANELAGH

Strategic Directions	Guiding Principles
<p><i>Huonville is recognised as the primary commercial centre and focus for the Huon Valley.</i></p> <p><i>Enhance the Huon River foreshore area and provide for better connections to the town.</i></p> <p><i>Protect the safety and efficiency of the existing road infrastructure and have the capacity for upgrading and expansion to meet future development needs.</i></p> <p><i>There is capacity for in-fill development to occur and there are potential development sites on the fringe of the town's commercial area.</i></p> <p><i>Main street improvements are necessary to ensure pedestrian safety and to mitigate against the adverse impacts of heavy vehicle traffic.</i></p> <p><i>The visual amenity of the Huon River, hills and bushland surrounding the town should be afforded protection from use and development incompatible with the protection of these values.</i></p> <p><i>Emphasis should be placed on upgrading Huonville's existing infrastructure, rather than investing in extensions to new areas.</i></p>	<p><i>Provide opportunities for a wide range of residential, commercial and civic development opportunities that respond to the needs of the broader Huon Valley community.</i></p> <p><i>Allow for infill development within an urban growth boundary that has been identified with regard to existing infrastructure capacity and coverage.</i></p> <p><i>Provide for commercial, recreational and community uses along the foreshore, having regard to flooding and landscape qualities.</i></p> <p><i>Discourage new vehicle accesses to the main road where an alternate access can be achieved to a road that is lower in the road hierarchy.</i></p> <p><i>New development along the main road is to have particular regard to streetscape through its form, scale, siting and landscaping.</i></p> <p><i>Hillside areas of high scenic quality, which are visible from Huonville, are only to be developed with regard to siting, clearing and design measures that will minimise the visual impact on this landscape setting.</i></p> <p><i>Provide adequate industrial zoned land in proximity to the junction of Glen Road and North Glen Road that has connection to infrastructure and will not cause loss of amenity to existing or future residential areas.</i></p> <p><i>New industries located adjacent to the Huon Highway 'scenic corridor' to have a high standard landscaping and design to protect the visual and environmental amenity.</i></p> <p><i>Encourage improved local services and facilities within Ranelagh.</i></p>

Major Settlement: Cygnet

The town of Cygnet performs a service role to the local agricultural industry as well as supporting tourism and low density rural living and lifestyle farming areas. The town has an attractive setting, with a good collection of architecturally significant buildings. Many of the buildings have been upgraded in recent times. Themes for the town include arts and crafts and culture.

Cygnet initially developed as a port and boat building centre servicing the transport needs of the agricultural settlements throughout the lower Channel area. Established in the mid-1800s, it grew rapidly to the extent that about 1500 people lived in the town by the turn of the century. Nowadays the town continues to perform a service role to the local agricultural industry and increasingly to tourists and the residents on the many surrounding small-holdings, particularly to the south of Cygnet.

The population of Cygnet is currently about 900 and has been relatively stable in recent years. The surrounding hinterland has also seen a steady influx of new residents as people express a preference to live in the nearby countryside. Nevertheless there are currently a number of significant residential subdivision proposals within the township of Cygnet. These would total about 150 additional residential lots. This demand has been assisted by improved road access to Hobart.

The main services provided in Cygnet include schools, an indoor sports centre, playing fields, community health centre, fire station, police station, post office, library, churches and church halls. The former Town Hall is used as a community meeting room and theatre. Burtons Reserve provides a natural open space area between the town and Port Cygnet.

Cygnet has limited tourism services. It is however on a route that connects the D'Entrecasteaux Channel attractions to those of the Huon Valley. It has the unfulfilled potential to take advantage of the passing traffic and to make a name for itself in its own right as a place worthy of a visit.

The town has a good collection of architecturally significant buildings. A number of older buildings have also been adapted to new uses. Some more recent buildings within the main street however have not improved the quality of the streetscape. The town centre is not well focused, with buildings having more a disparate feel than a united one. The old township has also been extended in a rather haphazard way into the hinterland, and some newer suburban type subdivisions don't necessarily make a positive contribution to the settlement's sense of cohesion or townscape.



Figure 9 (LEFT): The main street provides a focus for town activity, with recently improved pedestrian facilities and car movement.

Figure 10 (RIGHT): Cygnet provides many small boutique arts & crafts shops and facilities that attract tourists.

Nevertheless, the main street is a focus for most of the community's activities and is a very busy area. The Council has recently paved the footpaths and improved the roadway. Consultants have recently prepared a Cygnet Township Plan that has investigated most of the planning and streetscape needs for the central part of the town. This was based upon a major consultation of the town's residents and the main planning-related outcomes expressed within this Plan were:

- ▶ The need for greater flexibility to support the use and development of Mary Street as the business precinct and the retention of the Cygnet's general rural character – give preference to in-fill development along Mary Street to consolidate the existing business and commercial district.
- ▶ The land east of Mary Street (behind the shops) should be developed for public recreational, tourism and vehicular access/parking opportunities – this was recommended as being the major development and visitor attraction opportunity for the town and the plan included a number of detailed suggestions about this proposed 'Cultural Recreation Area'.
- ▶ Develop the Council land bounded by Golden Valley, Louisa, Frederick and George Streets for residential purposes and encourage in-fill development on Mary Street north of the BP service station.
- ▶ Provide for enhanced recreational and streetscape amenity associated with Loongana Park, Burtons Reserve, the town centre parking area, various new 'pocket parks' and Mary Street itself, as well as traffic, parking and pedestrian improvements at various critical locations within Cygnet.

As discussed for Huonville, the report *Town Structure Plans, TBA Planners Pty Ltd, 1997* commissioned by Council also considered Cygnet as one of the five major settlements in the municipal area. The following analysis draws on the findings of that report.

TOPOGRAPHY & WATERWAYS

Features

- ▶ Kings Hill to the west and Tobys Hill to the east provide an impressive landscape setting to the town.
- ▶ The town is located along the Agnes Rivulet which spreads to a floodplain along the eastern margin of the town.
- ▶ The mouth of the Agnes Rivulet at Port Cygnet enters at two locations into an extensive estuary.

Issues

- ▶ The location and design of development on the hills can impact on visual character of the area.
- ▶ Areas along Agnes Rivulet are subject to inundation.
- ▶ The Port Cygnet estuary is sensitive to capturing sediment and any pollutants from the Agnes Rivulet.

VEGETATION**Features**

- ▶ Areas around Cygnet have generally been cleared of native vegetation.
- ▶ Vegetation is largely confined to the revegetation along the Agnes Rivulet, the coastal margins of Port Cygnet and Kings Hill.
- ▶ Several orchards are located in the rural areas surrounding the town.
- ▶ Vegetation in the town area is generally limited to modest private gardens.

Issues

- ▶ Many of the drainage lines have no riparian vegetation to protect stream banks, slow water runoff and filter pollutants.
- ▶ Public areas and the main commercial area have limited landscaping features. Opportunity exists to improve the visual appeal of these areas, define and highlight key places and provide shelter.
- ▶ Public areas and the main commercial area.

ROADS**Features**

- ▶ The town is located on the Channel Highway which provides access to Huonville to the north and the Channel area to the southeast.
- ▶ The internal road layout is a grid pattern located to the west of the Channel Highway. Many of the roads remain unformed.
- ▶ Outlying roads tend to follow a radial pattern.

Issues

- ▶ The less defined pattern of outlying roads has promoted linear development at the town's northern and southeastern areas.
- ▶ Formation of roads in the centre of the town will provide for infill development opportunities

BUILDINGS**Features**

- ▶ The settlement pattern is characterised by three areas of residential development to the north, west and south east of the commercial and community centre.
- ▶ The Agnes Rivulet separates the southeast area of residential development from the rest of the town.
- ▶ Extensive areas of vacant land are located between Frederick and Church Street.

Issues

- ▶ Substantial residential development opportunities exist close to the commercial and community centre.
- ▶ Current zoning of residential land is extensive and could promote a dispersed settlement.
- ▶ Areas of undeveloped residential zoning are located in visually prominent areas.

Infrastructure

The reticulated sewerage scheme has some spare capacity, but the water scheme requires upgrading in both quality and quantity of town water supplies. A public waste transfer station is located east of the township. This facility was, until recently, operated as a public landfill. It has reached its capacity though some inert waste is still being deposited. The town has a kerbside waste collection service.

Rural Residential Development

The agricultural land within the valley floors near Cygnet is often of a higher quality (Class 4) than surrounding land and is capable of supporting a wider range of horticulture. This better quality land has also attracted hobby farmers and low density residential subdivision in this area. This higher level of development and water extraction (including the many dams) has resulted in poor water quality problems existing in local creeks.

CYGNET	
Strategic Directions	Guiding Principles
<p><i>A variety of uses within Cygnet should be encouraged to facilitate the town's resilience and capacity to serve the needs of its residents</i></p> <p><i>Encourage improvements to the streetscape within Cygnet.</i></p> <p><i>Infill development to occur within the township, subject to infrastructure capacity.</i></p>	<p><i>Encourage a high standard of urban design and protect buildings of architectural or heritage significance.</i></p> <p><i>Land that is subject to inundation from Agnes Creek is to only be used for recreation or remediation works.</i></p> <p><i>Future development to be located in locations that can be serviced and provided a high level of residential amenity within an urban growth boundary based on the capacity and coverage of existing and planned infrastructure.</i></p>

Major Settlement: Franklin

Franklin is located in a linear fashion on the Huon River overlooking Egg Island. Providing a range of services to the local area, the township has a large collection of heritage buildings situated in an outstanding natural setting. Themes include heritage, riverside recreation and wooden boat building.

Originally planned as a large regional centre serving the surrounding hinterland, Franklin's growth was assisted by its relative isolation from Hobart. In this respect, the difficult terrain and river crossings north of Franklin enabled its port to flourish until construction of reliable road transport in the early decades of the 20th century enabled goods and services to be more readily sought from Huonville and Hobart.

Franklin is a typical example of a once prosperous town that has lost much of its original service role for the surrounding agricultural areas. The town now provides little in the way of commercial services and the majority of businesses are now tourism oriented and provide only basic services to the small local population. The population has remained reasonably steady in recent decades at about 460 persons.

The riverside location provides Franklin with a very attractive setting and an asset for its future development. A large area of public open space was reclaimed from the river about 80 years ago and this provides many opportunities to improve the town's appearance. The activities that are already established alongside the river include the wooden boat building school, boat harbour, the Living Boat Trust, the rowing club, playing fields, restaurants, bowling club and foreshore recreational areas.

The Franklin community has been concerned for a number of years about the town's appearance. The town previously suffered from a lack of both public and private investment. Limited streetscape works have been done and, more recently, a township plan has been completed to guide future improvements. The main outcomes from this plan have included protecting the views to the river, Egg Island and beyond and recommendations in relation to foreshore development traffic management, street plantings, pedestrian circulation and crossing points and interpretation.



Figure 12 (LEFT): Nestled in between the Huon River and the hills in the background Franklin has a definitive linear character.

Figure 13 (RIGHT): Franklin is also defined by its collection of historic buildings.

Community services within the town include the Eldercare Aged Persons Home, primary school, fire station, post office, community hall and churches. Franklin is provided with reticulated water from Huonville and is also connected to Huonville's reticulated sewerage scheme. The renovated Palais Theatre provides a focus for much of the local community activity.

Franklin has benefited from the increased tourist traffic that is now passing through the town. This has resulted in a number of developments (restaurants, bed and breakfasts, etc) that have improved the economy, morale and appearance of the town.

The town has a large number of weatherboard buildings as part of its overall heritage building assets. Ad-hoc and unrestricted extensions to the town will severely erode the towns existing character. Franklin has a lack of main street development sites with options limited by the linear form and environmental setting. Commercial premises are mixed in with residential areas, and planning controls need to provide for some flexibility in this regard.

As discussed for Huonville, the report *Town Structure Plans, TBA Planners Pty Ltd, 1997* commissioned by Council also considered Cygnet as one of the five major settlements in the municipal area. The following analysis draws on the findings of that report.

TOPOGRAPHY & WATERWAYS

Features

- ▶ Franklin has an outstanding natural setting on the Huon River overlooking the Egg Islands.
- ▶ Two prominent hills, the most northern being Hope Hill provide an impressive backdrop to the town.
- ▶ Prices Creek is the main drainage line to the Huon River. Other drainage lines are relatively short or have been modified.

Issues

- ▶ The form of the town is tightly constrained by its environmental setting.
- ▶ The location and design of development on the hills can impact on visual character of the area.

VEGETATION

Features

- ▶ The backdrop to Franklin consists generally of two bands of vegetation. The first band is of orchard species that extend up to the 100m contour, with the second band of remnant vegetation located above this.
- ▶ Vegetation in the town area is generally limited to modest private gardens, with some roadside bands of vegetation in the northern part of the town.

Issues

- ▶ The landscape setting provided by a backdrop of orchards is an important cultural heritage feature of the town.
- ▶ Public areas and the main commercial area have limited landscaping features. Opportunity exists to improve the visual appeal of these areas, define and highlight key places and provide shelter.

ROADS**Features**

- ▶ The town is located on the Huon Highway which provides access to Huonville to the north and Port Huon to the south.
- ▶ There is no road network, rather short access roads are located at intervals off the Huon Highway and are generally 200-400m in length.
- ▶ A number of small lanes link these roads parallel to the main road directly behind the first row of buildings.

Issues

- ▶ The road pattern, which is restricted by topographical features, means vehicular movement and development is generally focussed on the Huon Highway.
- ▶ There are limited opportunities for further road construction that would not affect the cultural heritage features or environmental quality of the town.

BUILDINGS**Features**

- ▶ The settlement pattern has a strong linear form.
- ▶ The majority of buildings are located on the western side of the Huon Highway.
- ▶ Residential development has historically extended up the roads behind the town.
- ▶ The town has a considerable number of heritage buildings. Historical features of the township contribute to the townscape.

Issues

- ▶ There are limited opportunities for infill development, and where there is this need to take account of cultural heritage features.
- ▶ Residential development on the hills behind the town would significantly alter the character of the town and potential impact on its cultural heritage values.

Heritage

The township's former prominence can be seen in the number of significant heritage buildings along its lengthy main street following the banks of the Huon River. In fact the whole Franklin urban precinct is important from a heritage perspective and any development in the town needs to take this into account. A Heritage Study was completed in September 2003 that outlines the main values and buildings worth protecting.

FRANKLIN	
Strategic Directions	Guiding Principles
<p><i>Protect and capitalise on the heritage character of the town.</i></p> <p><i>Development adjacent to the river should be only undertaken in a manner that protects and enhances the river environment and the inherent values of the foreshore reserve.</i></p> <p><i>Council acknowledges there are limited opportunities for further residential development within the town.</i></p> <p><i>Opportunities for a wide range of commercial and residential redevelopment should be provided throughout the town area.</i></p> <p><i>Improve the streetscape of the town.</i></p>	<p><i>Identify heritage areas and require new development to have regard to existing heritage values and existing built form.</i></p> <p><i>Development should be consistent with the main conclusions of the Franklin Township Plan.</i></p> <p><i>Future development proposals will be required to complement the existing heritage values and promote streetscape improvement.</i></p> <p><i>Encourage innovative reuse of existing buildings to stimulate economic development.</i></p> <p><i>Provide flexibility for commercial and residential development within the town.</i></p> <p><i>Ensure foreshore development has regard to hazards, environmental values, townscape qualities and public access.</i></p> <p><i>Hillside development is to have regard to siting, clearing and design measures that will minimise the visual impact on the landscape setting.</i></p> <p><i>There are opportunities for environmental improvements within the town and on fringing lands, particularly in regard to weed removal (eg crack willow), stormwater control, revegetation and foreshore works.</i></p> <p><i>Provision is made to ensure public access to the Huon River is maintained</i></p>

Major Settlement: Geeveston

Geeveston performs a service role to the local community, with a large number of community services located in the township. The settlement is distinct from many other towns in that it has a significant amount of remnant native vegetation and forested areas on surrounding hills. Themes include forestry service centre, forest heritage town and tourism.

Geeveston performs a service centre role for the surrounding agricultural and forestry based industries. Local services provided include a child health clinic, community centre, schools, post office, police station, on-line centre, churches and scout and guide hall. A waste transfer station is also provided. The population of Geeveston fell during the 1980s and 1990s but this has been halted by the more recent better economic conditions and the tourism interest generated by the Tahune Airwalk. The town's current population is about 850 persons.

The town exhibits a mixture of residential and commercial activities that appear to be haphazardly located. The town has historically developed in different directions due to the changing demands and opportunities over the years. The town centre itself has an appealing village feel, with the main road by-passing it and the Heritage Park located alongside the main shopping area. There is a very active streetscape group that has contributed greatly to improving the appearance of the town.

As discussed for Huonville, the report *Town Structure Plans, TBA Planners Pty Ltd, 1997* commissioned by Council also considered Cygnet as one of the five major settlements in the municipal area. The following analysis draws on the findings of that report.



Figure 15 (LEFT): Centred within a valley flat, Geeveston has many surrounded forested hills and remnant vegetation

Figure 16 (RIGHT): The 'village style' town centre of Geeveston

TOPOGRAPHY & WATERWAYS

Features

- ▶ Geeveston is located on a terrace surrounded by three hills.
- ▶ A complex drainage system comprising the Kermandie River, Rileys Creek and Scotts Creek provide a central feature of the town.

Issues

- ▶ The location and design of development on the hills can impact on visual character of the area.
- ▶ Areas along Kermandie River are subject to inundation.

VEGETATION

Features

- ▶ Remnant vegetation is located on the lower slopes of the northern hill, the eastern hill and along most riparian areas.
- ▶ Areas to the west of Geeveston have generally been cleared of native vegetation.
- ▶ Some large orchards are located to the north and south of the town.
- ▶ Wind-break and remnant vegetation contribute to the character of the peripheral residential and rural areas.

Issues

- ▶ Public areas and the main commercial area have limited landscaping features. Opportunity exists to improve the visual appeal of these areas, define and highlight key places and provide shelter.

ROADS

Features

- ▶ The town is located on the Huon Highway, which provides access to Port Huon to the north, and Dover to the south.
- ▶ A central core area is based on a triangular pattern of roads with Church Street as a focus.
- ▶ The internal road layout follows a radial pattern which extends out in five directions.

Issues

- ▶ The less defined pattern of outlying roads has promoted dispersed development at the towns north-western and south-western areas.
- ▶ Improved alignment and formation of roads will provide for considerable infill development opportunities.

BUILDINGS**Features**

- ▶ The density of buildings is highest in the central area following the Main Road, School Road and Arve Road area.
- ▶ The outlying areas of the town are less defined.

Issues

- ▶ Substantial residential development opportunities exist close to the commercial and community centre.
- ▶ Current zoning of residential land is extensive and could promote a dispersed, low density settlement pattern.
- ▶ Development to the east of the town would be in a visually prominent area.

Geeveston is served by a reticulated sewerage and water system. The sewer scheme is estimated to be at its licensed capacity. While the sewerage scheme was designed for high loads, the loads could not be increased without an upgrade to ensure that the safety margin required by DPIW was maintained. Only limited residential, commercial and industrial growth has occurred in the town in recent years.

The town has strong cultural connections with the forest industries and is home to the Forest and Heritage Centre and the Forestry Tasmanian Huon District Office. Forestry remains the focus of the town and this has been consolidated by the progress being made on developing the Southwood facility. Geeveston is promoted as the gateway (a stopping point for information and interpretation) to the far south, with the Hartz Mountains National Park and World Heritage Area located just 24km away via Arve Road.

The most significant tourism attraction is the Tahune Airwalk about 30km away, also via the Arve Road. The Airwalk attracts about 150,000 visitors each year, most of which would stop in Geeveston on the way through. This in itself has stimulated some additional development and prosperity within the town.

There are prominent wooded skylines to the northeast and southeast of the town. They provide a strong scenic forested backdrop. The Kermadie River also runs through the town and there are valuable areas of open space that provide for a range of community benefits – and have the potential for further rehabilitation and use. The river has a history of flooding, though this has been alleviated somewhat by the removal of the fringing willows.

GEEVESTON	
Strategic Directions	Guiding Principles
<p><i>There are opportunities for greater tourism activity based on the promotion of the towns forestry heritage to make Geeveston an integral part of the tourist experience in the Huon Valley.</i></p> <p><i>Development of prominent hillsides and skylines should be managed to protect the visual amenity and environmental quality of the area.</i></p> <p><i>Residential development within Geeveston should focus around infill opportunities rather than the expansion of the town footprint.</i></p> <p><i>Activities contributing to the pollution of Kermandie River such as residences using septic tanks and the grazing of livestock close to the river will be managed to minimise inputs of contaminants</i></p>	<p><i>Allow a variety of uses in the central township area subject to appropriate controls over streetscape and protection of local resident amenity.</i></p> <p><i>Develop a management plan for Heritage Park having particular regard to connections to the existing commercial areas of the town and other townscape and landscape qualities.</i></p> <p><i>Provide a urban growth boundary based on the capacity and coverage of existing infrastructure.</i></p> <p><i>Encourage infill development consistent with the maintenance of residential amenity within the urban growth boundary. Any development outside the serviced area will be required to provide its own infrastructure.</i></p> <p><i>Reinforce the commercial core of the town around the existing commercial area and Heritage Park area by preventing the spread of commercial uses beyond this core.</i></p> <p><i>Allow for uses that support and foster the forestry and tourism related aspects of the town to attract visitors into the town.</i></p>

Major Settlement: Dover

Dover provides a focus for local maritime activities that occur in surrounding waterways as well as being a service centre for agricultural and forestry industries. A substantial component of the local accommodation is provided for holiday and tourist use. The main theme for the township is as a maritime and fishing centre and as a gateway to the 'far south'.

Dover has a long fishing history and the evidence of wharves and fish processing factories is still strong in the town. Recent developments in aquaculture have reinforced this role and many of the nearby waterways are occupied by fish farms. Dover remains the last stopping point for fishermen and seafarers between Hobart and Strahan and therefore an important all weather and refuelling port. The town itself spreads along the coastline for some considerable distance. The main commercial area is in the north-western corner of the town on the Huon Highway. Dover has substantial recreational and natural foreshore areas that add to the tourist appeal and scenic quality of the area.

The town provides a variety of goods and services to local residents and to other settlements in the area. It is the main local service centre for the far south of the State. A substantial component of the residential development within Dover is holiday and tourist accommodation. A variety of community services are provided, including a high school, Esperance Multi Purpose Health Centre, on-line access centre, RSL club, sporting and playing grounds, churches, fire station, police station and post office.



Figure 18 (LEFT): Dover has a long fishing history due to its good water access

Figure 19 (RIGHT): The town centre has not had the same streetscape improvements (including pedestrian facilities) as other major settlements within the municipal area.

The population declined a little during the 1990s, but is now relatively stable at about 500-550 persons. There has been little new residential or commercial development within the central part of the township in recent years, however housing development is occurring along the coast roads extending out of Dover. This has resulted in the clearance of native vegetation in places and has the potential to affect the visual amenity and environmental quality of the area. A number of significant residential subdivisions have been approved in recent years.

The town has a very attractive physical setting, and in recent years, a number of streetscape works have been completed to improve some longstanding problems. It is however apparent that more work is necessary and in 2004 a Dover Township Plan was completed. This focused on the potential streetscape projects that could be done to improve the town's general amenity. It is an advisory Plan commissioned by the Dover Streetscape Committee. The main outcomes from this Plan included:

- ▶ The conclusion that the town falls short in realising the advantages of its natural setting – and that this has social and economic implications for the town and the 'far south'.
- ▶ A number of projects to improve pedestrian, parking and traffic safety, particularly at the main Huon Highway and Station Road intersection.
- ▶ The need for improved signage and interpretive information – including art works, museum and visitor information. Walking trails were given some prominence in highlighting the local features, particularly along foreshores and where views are obtained.
- ▶ Proposals for street furniture, tree plantings, visitor stops and rest areas, parks and gardens, and children's playgrounds.

Further, Dover does have potential for significant private developer investment, particularly where it capitalises upon its location as the entrance to the 'far south' and its marine environment. Possible developments could revolve around a marine, redevelopment of foreshore environment to improve community and tourist use, improved facilities for commercial fishing or an enhancement of commercial functions within the town centre. The ability of such a development to stimulate increased economic activity within the town, has already been demonstrated by similar developments such as Peppermint Bay in Woodbridge or Tahune Airwalk for Geeveston.

The location of such a development has not been identified and would need to be considered in light of potential amenity and environmental impacts and infrastructure capacity (and therefore subject to a planning scheme amendment process). Moreover, it will be important that major developments within the Dover area capitalise upon its natural values and existing 'tourism' products within the Esperance area.

As discussed for Huonville, the report *Town Structure Plans, TBA Planners Pty Ltd, 1997* commissioned by Council also considered Cygnet as one of the five major settlements in the municipal area. The following analysis draws on the findings of that report.

TOPOGRAPHY & WATERWAYS**Features**

- ▶ Dover is located to the west of the Dover Rivulet where it enters Port Esperance.
- ▶ The town is located between two prominent hills to the west and north east.

Issues

- ▶ The town is constrained by topographical features.
- ▶ The location and design of development on the hills can impact on visual character of the area.
- ▶ The banks of the Dover Rivulet are relatively steep and susceptible to erosion.
- ▶ The Dover Rivulet is not a prominent feature in the town.

VEGETATION**Features**

- ▶ Remnant vegetation is generally limited to the steeper slopes of the nearby hillsides.
- ▶ Fragmented stands of remnant vegetation are located along the Dover Rivulet and the Coastal margins of Bay View Road and Kent Beach Road.
- ▶ Orchards are located to the southwest of the Dover hotel.

Issues

- ▶ Public areas and the main commercial area have limited landscape features. Opportunity exists to improve the visual appeal of these areas, define and highlight key places and provide shelter.

ROADS**Features**

- ▶ The town is located on the Huon Highway, which provides access to Geeveston to the north, and Southport to the south.
- ▶ The internal road layout is basically a triangle around a low hill.
- ▶ The outlying areas are characterised by coast hugging roads.
- ▶ Poor intersection of Huon Highway and Station Road.

Issues

- ▶ Topographical features, which have forced the road network to follow the coastal margins, has promoted linear development at the towns south-western and eastern areas.
- ▶ The intersection of the Huon Highway and Station Road is difficult to negotiate and could be improved.

BUILDINGS**Features**

- ▶ The settlement pattern is characterised by a 'Y' shaped form along the Huon Highway in the Dover Rivulet Valley, along the Huon Highway toward Harveytown and along Kent Beach Road to the east.
- ▶ Most housing is clustered in a compact form between the town centre and bay.
- ▶ Built forms are generally modest, detached dwellings with some larger institutional buildings.

Issues

- ▶ Current zoning of residential land in the town is limited, however extensive areas outside the town exist and could promote a dispersed settlement pattern.
- ▶ Select pockets within the town represent development opportunities, however, would need to be kept off the prominent hillsides.

Infrastructure

The majority of the township is connected to reticulated water and sewerage systems.

DOVER

Strategic Directions	Guiding Principles
<p><i>Dover should utilise the advantages of its natural setting and role as the entrance to the 'far south'.</i></p> <p><i>Consolidate the commercial core and allow a variety of uses in the central township area.</i></p>	<p><i>New development along the main road is to have particular regard to streetscape through its form and promote streetscape improvements in the town.</i></p> <p><i>Provide an urban growth boundary based on the capacity and coverage of existing infrastructure and where infrastructure is needed to resolve leachate problems from septic tanks.</i></p> <p><i>Opportunities for the innovative reuse of buildings should be provided to stimulate economic and tourism development in the town.</i></p> <p><i>Allow increased density of development in the existing low density residential area near Knobbys Point subject to provision of adequate infrastructure.</i></p> <p><i>Provide land for industrial use and development with the provision of adequate infrastructure that will avoid or allow for management of any conflicts with residential use.</i></p> <p><i>Manage the visual impact of the development on prominent hillsides and coastal areas to ensure protection of the visual and coastal values.</i></p> <p><i>Provide for improved facility for fishing vessels as an all-weather and refueling port.</i></p>

Minor settlements, Hamlets and other Small Settlements

Minor settlements with urban sized allotments are located at Port Huon, Southport, Verona Sands, Randalls Bay, Eggs and Bacon Bay, Garden Island Sands, Charlotte Cove, Abels Bay, Little Roaring Beach, Roaring Beach, Deep Bay, Rocky Bay, Surveyors Bay, Glen Huon, Judbury and Grove.

Most of the minor settlements are purely residential in nature and, with the exception of Glen Huon and Judbury, were developed in the 1950's as either holiday settlements or more recently as a response to lifestyle preferences. In this regard, the settlements are located in attractive settings, most being located in the coastal strip with access to beaches and picturesque coastal views. The coastal settlements have a distinctive character due to the absence of kerb and channel, retention of native vegetation and the unpretentious design of much of the housing. Despite the holiday and residential appeal of these settlements, there are a number of environmental and economic constraints to further development. These include lack of service infrastructure leading to effluent disposal problems, vegetation removal, and poor management of access to the coast and inappropriate development of some sensitive areas.

The values to be maintained and protected are:

- ▶ Quiet residential locations in attractive landscape settings;
- ▶ Buildings of modest scale and form;
- ▶ Streetscapes characterised by a general lack of fences, kerbs and footpaths, verges blending with private gardens, and remnant native vegetation; and
- ▶ Beach and near shore marine environment used by the community and visitors for recreation and enjoyment.

Minor Settlement: Port Huon

Port Huon is located just to the north of Geeveston and comprises a small collection of houses, hotel/motel, marina, local store, community sports centre, as well as the old port complex on the north side of Hospital Bay. The settlement is spread along the Huon Highway, which closely follows the Huon River at this point.

The values to be maintained and protected are significant port infrastructure and land available for industrial and commercial development.

On the Whale Point Road, and on the southern side of Hospital Bay, is an extensive industrial area as well as a former port with extensive reclamation. This land is privately owned and is being subdivided for lease or sale. The site has on it a number of old industrial buildings in disrepair and has, in recent years, been leased to a number of smaller industrial operators. Both Council and the State government have attempted to promote this industrial site for development purposes. There has been no interest in it for any major industrial use during the last 15 years although recent activity indicates it will have a viable industrial future for aquaculture-based activity. Whale Point itself contains vegetation (*Eucalyptus ovata*) identified as having CAR values under the Regional Forest Agreement.

The port and storage facilities on the northern side of Hospital Bay are only rarely used for shipping purposes (mainly boat storage) and are currently used for a variety of light industrial purposes, as well as an aquaculture operation. Its future use as a cargo port is unlikely given the inadequate depth of water in this part of the Huon estuary for larger vessels. The site does have potential for alternative commercial or industrial development.

Reticulated water and sewerage is provided to most of the town but not to the industrial area on the southern shores. A sewerage service is provided through the Geeveston treatment plant and therefore subject to the same capacity restrictions.

A significant expansion of the existing motel has been envisaged for some time. This is currently the largest accommodation facility in the Huon. A significant expansion of the marina on the opposite foreshore to the hotel is also planned, though no approvals have been granted to date. A few minor residential subdivisions have been approved in recent years and there is the capacity for further in fill development.

PORT HUON

Strategic Directions	Guiding Principles
<p><i>The Port Huon wharf is a key asset that has the potential to be redeveloped for a variety of tourism, commercial and maritime purposes.</i></p> <p><i>Future use of the Whale Point industrial area will be restricted by the lack of connection to reticulated sewerage and water systems.</i></p> <p><i>The precinct containing the hotel, motel, marina, sports centre and parking areas is an important tourist and visitor hub and should be enhanced through landscaping and further appropriate development.</i></p>	<p><i>Promote commercial and tourist uses at Port Huon Wharf.</i></p> <p><i>Provide protection of the Port Huon wharf from use or development on surrounding sites that could limit the site's potential for commercial redevelopment and provide flexibility for a variety of uses on the site.</i></p> <p><i>Encourage marine related commercial activities and industries on and close to the existing port infrastructure subject to provision of adequate infrastructure.</i></p> <p><i>Consolidate commercial and tourist use and development around the existing hotel, motel and sports centre.</i></p> <p><i>Provide for some limited residential expansion in accordance with existing available or planned services.</i></p> <p><i>Allow for aquaculture related industry and other uses that are not necessarily dependant upon Council's sewer and water infrastructure at Whale Point within an identified zone subject to environmental protection measures and the maintenance of vegetation buffers to screen the area from remote views across the bay.</i></p>

Minor Settlement: Judbury/Glen Huon

Glen Huon and Judbury are smaller residential settlements on the Huon River west of Huonville. Proximity to Huonville affords residents access to the majority of community and other services, with only a primary school, community hall and recreation ground to be found at Glen Huon. Judbury is a smaller settlement centred upon the community hall, playground and recreation ground.

Neither settlement is provided with reticulated sewerage, although reticulated water is provided to part of Judbury. A private water scheme evidently services some residences in Glen Huon.

Glen Huon Road runs parallel with the river from Huonville, through Glen Huon and terminates at Judbury. Despite being denoted as a State Road, it is narrow and windy in places and is heavily used by both resident, tourist and heavy vehicles. A major upgrade of this road occurred in 2005. This road will be the main access route for the transport of wood products produced at the Southwood facility.

Quite extensive areas of Class 4 land are to be found west of Huonville following the Huon River towards Glen Huon. This area has a number of rural residential style subdivisions as well as the good agricultural land in the vicinity of the river. In recent years there has been a major expansion of private forest plantations occurring in the hills surrounding Glen Huon.

GLEN HUON/JUDBURY	
Strategic Directions	Guiding Principles
<p><i>Retain the rural character of the district by discouraging inappropriate use or development that would detract from the character of the district or result in conflicts with established use or development.</i></p>	<p><i>Allow for some infill development within existing settlement boundaries subject to adequate methods of effluent disposal and environmental protection measures.</i></p> <p><i>Identify designated rural living areas where existing rural residential development has occurred to such an extent that it dominates local land use and where environmental values will not be compromised,</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>

Minor Settlement: Southport

Southport was probably the first European settlement in the municipal area, having been established as a port for the shipping of timber in 1829. Whalers working the waters to the south also frequented the area. Since then fishing has always been the main focus of this settlement. Today, Southport is a small settlement comprising mainly of holiday homes/shacks and consequently has a largely seasonal population. The most concentrated collection of houses occurs at Kingfish Beach at which there are 29 Crown shacks and approximately 100 freehold allotments (either with or without houses) of various sizes.

Most of the original foreshore vegetation of Kingfish Beach has been removed or modified through the construction of shacks and other infrastructure associated with these structures. This has in turn led to serious beach/foredune erosion, with a number of attempts to halt the erosion made by constructing rock walls along the beach. A large storm event in 1954 resulted in the loss of some shacks, with others being dragged back to the western side of Kingfish Beach Road (Peacock, Darcey & Anderson Pty Ltd 1999). The construction of a sea wall in this area is likely to cause beach erosion, followed by an undermining of the wall itself. The southern end of Kingfish Beach is low lying and is susceptible to storm surges and future sea level rise. Sand replenishment is also a problem for this area.

At Southport, water is supplied via domestic water tanks, with effluent being disposed of via septic tanks. There is however a reticulated sewerage system servicing approximately 26 lots at Kingfish Beach. This is connected to a simple lagoon system that acts as settling ponds and provides a basic form of primary and secondary treatment. Due to the low loads (only 12 houses connected), there is no overflow and therefore has a satisfactory environmental performance. Due to the number of vacant lots that could be yet connected, it is not capable of being expanded.

As part of the Crown Shack Sites program, there will be a need to provide an effective sewerage treatment and disposal system for all these houses. This also provides an opportunity to connect most of the freehold houses to a reticulated system. Most of these shacks and houses use ineffective septic or pit wastewater systems that have to be upgraded. Poor stormwater management exacerbates the issue. The optimum solution is for a new treatment plant to be constructed, probably on the same land as the existing lagoon system. However this raises questions in regard to financial capacity, the precise location of plant and disposal areas, and constraints on future development in this area.

Community and other services available at Southport include a general store and tavern, public jetty and a large boat ramp. The Southport refuse disposal site has been closed.

The Southport area has an attractive setting and generally high quality natural environment. This is complemented by facilities conducive to holidaying and recreation. The nearby Southport Lagoon and Wildlife Sanctuary have significant conservation value and historical importance. Little built heritage is known to occur in the area, however Aboriginal middens and relics have been recorded at various locations. The Hooded Plover, which has been listed as vulnerable under the *Commonwealth Endangered Species Protection Act 1992*, has been observed on beaches in the area.

SOUTHPORT

Strategic Directions	Guiding Principles
<p><i>Recognise that effluent disposal from existing development, particularly at Kingfish Beach, is inadequate and causing some localised water pollution</i></p> <p><i>Address the risk of storm damage to the shacks on the Kingfish Beach foreshore.</i></p> <p><i>Encourage the coastal rehabilitation of beach and dune areas by promoting and encouraging the use of existing communal or public accesses.</i></p>	<p><i>Consolidate the existing settlement by allowing infill residential development at Kingfish Beach at a medium density, after due consideration of storm surge, flooding or erosion damage, effluent disposal, residential character and amenity and environmental protection issues.</i></p> <p><i>Prohibit alteration or extension of foreshore Crown shack sites subject to inundation at Kingfish Beach.</i></p> <p><i>Allow infill development of the remaining settled areas of Southport at a Rural Living density.</i></p> <p><i>Limit the extension or redevelopment of residences based upon consideration of servicing capacity, infrastructure, landscape values and agricultural potential.</i></p> <p><i>Prohibit residential development on mobile landforms and discourage private pedestrian access to the foreshore.</i></p> <p><i>Require all new residential development to demonstrate that on-site treatment (where proposed) will not contribute to cumulative water pollution problems.</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>

Minor Settlement: Grove

Grove is a small cluster of residential development located to the north of Huonville adjacent to the main highway entrance into the municipal area. The wider Grove area developed around the many orchards that were planted in the late nineteenth and early twentieth century throughout the northern part of the municipal area. In more recent times with increasing pressure from residents desiring a rural living lifestyle the area directly adjacent to the Huon Highway has developed into a more residential/low-density residential area, with the provision of small local services (service station/shop/post office) that not only services vehicular traffic in and out of the municipal area but provides services for the surrounding rural living areas.

The settlement is not provided with reticulated stormwater or sewerage, but reticulated water supply is gained via Crabtree.

Although Grove is located near the only area of Class 3 land in the municipal area the level of subdivision and residential development around the road intersections of Huon Highway, Crabtree Road and Mountain River has severely constrained its agricultural potential.

Grove has an attractive rural setting and the current cluster of buildings create an aesthetically pleasing village quality. Grove is considered to have limited further residential development potential having regard to the physical and environment constraints associated with on site servicing. Its proximity to the main transportation route in and out of the municipal area, the existence of local services, its proximity to Huonville and the level of agricultural fettering influence this limited potential.

GROVE	
Strategic Directions	Guiding Principles
<p><i>Identify areas that have some residential development potential without further impacting upon land used and required for agricultural purposes.</i></p> <p><i>While there is limited growth potential, that it is not intended to provide for full infrastructure services to these sites and that it is an isolated settlement.</i></p>	<p><i>Allow for some infill development within existing settlement boundaries subject to adequate methods of effluent disposal and environmental protection measures.</i></p> <p><i>Identify designated rural living areas in nearby locations where existing rural residential development has occurred to such an extent that it dominates local land use and where environmental values will not be compromised and there are not further impacts upon water quantity and quality within waterways,</i></p> <p><i>Ensure that further residential development does not further constrain surrounding agricultural activities.</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>

Hamlets & Other Small Settlements

Verona Sands

Verona Sands is a small settlement between the Channel Highway and Pickup Beach. It contains the one shop and one motel. Most houses are occupied only during holidays or weekends.

Roads are unsealed. The settlement has no reticulated water or sewerage scheme and relies on tank water and septic tanks for the disposal of effluent. The single exception to this is the mechanised private wastewater treatment plant that is connected to the motel development and a few adjoining houses.

The settlement surrounds Lasts Lagoon that occasionally opens to the beach. Over the years, development has significantly altered the local beach and lagoon environments. Encroachments (eg backyard dumping, mowing and clearing) have occurred onto the dune system as well as into the lagoon. Erosion of the dune has been accelerated through the construction of artificial structures, pedestrian and vehicle access from the road to Pickup Beach, introduction of exotic species, dumping of garden refuse and the removal of native species from the area (VSCG & HVC 1999). The natural flow regimes associated with the lagoon have been altered and areas of adjoining peat marsh have been built on.

The water quality of Lasts Creek and Lasts Lagoon has also been deteriorating. Water quality sampling has found that the water in Lasts Lagoon does not comply with ANZECC guidelines for recreational use of water. In this respect faecal coliform levels exceed the recommended standard. High nutrient levels have also been detected (VSCG & HVC 1999).

This area provides a range of opportunities for the rehabilitation of dunal and nearby coastal bushland areas, improving stormwater flow and providing improved public recreational facilities. Verona Sands has an active Coastcare group involved in such activities.

VERONA SANDS	
Strategic Directions	Guiding Principles
<p><i>Ensure that leachates entering the lagoon are reduced.</i></p> <p><i>Minimise erosion on the dune systems by controlling pedestrian traffic, vegetation clearance and siting of structures.</i></p>	<p><i>Consolidate the existing settlement and only allow infill use and development on existing lots after due consideration of storm surge, flooding or erosion damage, effluent disposal, residential character and amenity and environmental protection issues.</i></p> <p><i>Prevent residential development on vacant lots fronting the lagoon and allow only minimal extension and alteration of existing buildings.</i></p> <p><i>Allow for innovative solutions for effective wastewater disposal and treatment.</i></p> <p><i>Prohibit residential development on mobile landforms and only allow private pedestrian access to the beach via a few specific access ways.</i></p> <p><i>Require all new residential development to demonstrate that on-site treatment will not contribute to cumulative water pollution problems.</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>

Garden Island Sands, Randalls Bay, Eggs and Bacon Bay, Abels Bay, Charlotte Cove, Rocky Bay, Deep Bay

These settlements are located at intervals along the coastline south of Cygnet and typically comprise between 50 and 100 lots of an urban residential size. Some of the settlements such as Eggs and Bacon Bay and Abels Bay have had further subdivision of larger (1-5 ha) allotments around their periphery.

Accessed from the Channel Highway, which closely follows the coastline in this area, these settlements provide a combination of holiday homes as well as permanent residences. For this reason, population numbers fluctuate during the year. The number of permanent residents has been growing and is attributable to improvements to the residences, better road access to Hobart and the growing population of retired persons. New houses are being built in all these areas at a fairly steady rate.

The settlements do not have reticulated water or sewerage systems, with residences relying on tank water and septic tanks for disposal of effluent. Stormwater drainage is not reticulated and flows to natural depressions and drainage lines. Roads within these settlements are unsealed and of a fairly basic standard.

Most of the settlements are located on rocky coastal landforms, however those at Garden Island Sands and parts of Randalls Bay and Eggs and Bacon Bay are situated on low lying land behind sandy beach/dune systems. In these areas a surface sand layer typically overlies silty and/or sandy clay. A number of undeveloped lots at Eggs and Bacon Bay are low lying and subject to inundation. Sea level rise will exacerbate such issues in the future.

The settlements are situated within attractive yet sensitive coastal locations adjacent to the Huon estuary. Attractive coastal landforms, beaches, cliffs, coastal vegetation, the estuary itself and surrounding remnant bushland provide a natural setting of high aesthetic appeal. These values are fragile however and easily degraded through inappropriately located development or overuse. Native vegetation in the immediate vicinity of these settlements is often severely degraded through the dumping of rubbish, track formation, weeds, quarrying and off-road vehicles/bikes.

The remnant native vegetation in these coastal areas is usually very significant – from visual, recreational, habitat and conservation perspectives. Randalls Bay contains vegetation (*Eucalyptus tenuramis*) identified as having CAR values under the Regional Forest Agreement. Echo Sugarloaf has particularly important environmental and visual values. Randalls Bay has a very active Coastcare group involved in the rehabilitation of the beach area and particularly degraded sites in the vicinity of Mickeys Beach.

Eggs and Bacon Bay has a collection of Crown shacks being considered as part of the Crown Shack Sites Program. The most significant issue for these shacks is the effective disposal of their wastewater. An off-site solution has been installed on the Council owned former camping ground behind the beach.

A residential and tourism development proposal has in the past been advocated for Garden Island. The main issues of concern involved wastewater disposal, visual impact, on-shore parking and accommodating transport needs. These have yet to be adequately resolved.

**GARDEN ISLAND SANDS, RANDALLS BAY, EGGS AND BACON BAY, ABELS BAY,
CHARLOTTE COVE, ROCKY BAY, DEEP BAY**

Strategic Directions	Guiding Principles
<p><i>Ensure wastewater disposal does not contribute to localised water pollution problems.</i></p> <p><i>Maintain remaining native vegetation and other environmental resources that contribute to local amenity within the settlements.</i></p>	<p><i>Allow for installation of reticulated wastewater disposal and treatment facilities if on site solutions are not practical.</i></p> <p><i>Consolidate the existing settlements by allowing only infill development of existing lots after due consideration of storm surge, flooding or erosion damage, effluent disposal, residential character and amenity and environmental protection issues.</i></p> <p><i>Prohibit residential development on mobile landforms and discourage private pedestrian access to the foreshore and instead</i></p> <p><i>Prohibit residential development on low lying land including parts of existing vacant subdivided lots at Eggs and Bacon Bay that are subject to inundation.</i></p> <p><i>Limit the extension or redevelopment of shacks at Eggs and Bacon Bay based upon consideration of environmental and visual values.</i></p> <p><i>Protect vegetation at Randalls Bay, which has been identified as having CAR values under the Regional Forest Agreement.</i></p> <p><i>Protect the environmental and landscape values of Echo Sugarloaf and other prominent hills and foreshores by preventing land clearance.</i></p> <p><i>Any significant development of Garden Island is only to be approved after matters of wastewater disposal, visual impact, on-shore parking and transport needs are adequately addressed.</i></p> <p><i>Require all new residential development to demonstrate that on-site treatment will not contribute to cumulative water pollution problems.</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>

Surveyors Bay, Roaring Beach and Little Roaring Beach

The two Crown shack site communities at Surveyors Bay and Little Roaring Beach developed as holiday settlements in the 1950's. Since then, larger dwellings on adjoining private land have also been built and a number of small subdivisions approved. The shacks are typically small rough constructions of timber, cement sheeting and corrugated iron. At Surveyors Bay they are located immediately behind the beach, while at Little Roaring Bay they are nestled in a gully on the bottom side of Esperance Coast Road.

The Surveyors Bay shacks are sometimes less than 3 metres from high water mark, with incidences of water lapping the front of shacks having been recorded in 1958, and again in 1996 after storm events removed the front of the dune (Sinclair Knight Merz 1998). The sand was subsequently replaced through natural processes. The water table is located less than 1 metre from the surface. Native vegetation on the small dune system has been substantially cleared to enable development of the shacks and to facilitate access to the beach.

Vehicular access to Surveyors Bay is via an unsealed road off Esperance Coast Road. In 1998, the local Coastcare group built a public boat ramp nearby to ensure that vehicles did not have to use the beach. There is a public toilet block and barbecue facilities.

As part of the Crown Shacks Sites Program, the narrow gravel road servicing the shacks is being reconstructed and all wastewater is being collected, treated and pumped to a series of absorption beds located on nearby Crown land above Surveyors Bay.

At Little Roaring Beach, the shack sites are very small and little native vegetation remains on them. Remnant coastal vegetation does exist along the foreshore in the vicinity of the settlement but there are many exotic weed species surrounding the shacks. Recent private residential development of vacant lots has resulted in the clearance of native vegetation that previously protected the gully passing through this settlement.

The newer residences dispose of their effluent via septic tanks, however many of the shacks rely on pans and on site burial. The Crown shack sites program has arranged for the installation of composting toilets at each shack and the collection of all grey water and disposal of it in a series of distant absorption beds. The on-site disposal of wastewater is not practicable. It is possible that the size and location of the other private lots would make the on-site disposal of wastewater similarly problematic.

The settlement at Roaring Beach is located in a linear fashion behind the coastal dune system and foreshore reservation. A single unsealed road provides access to the residences. These private lots are more substantial in size and average between 1000 – 2000 square metres. A 34 lot rural-residential subdivision to the immediate north of the existing lots is being developed. The whole settlement will rely on septic tanks for sewage disposal and tank water for water supply.

Public access to the beach is unrestricted, with a number of pedestrian and vehicular pathways having been formed through the dunes. The beach area will sustain greater pressure with the development of additional houses in this area and requires a management plan and protection works.

All three settlements now constitute distinct groups of residences alongside the Esperance Coast Road. There are no community services. While they are still predominantly holiday settlements, the houses are increasingly being used for permanent occupation. Spectacular views of the adjoining waterways are available and it is expected that any vacant lots will be built upon over time.

SURVEYORS BAY, ROARING BEACH AND LITTLE ROARING BEACH

Strategic Directions	Guiding Principles
<p><i>Ensure wastewater disposal does not contribute to localised water pollution problems.</i></p> <p><i>Encourage the coastal rehabilitation of beach, dune, lagoon and bushland areas by promoting and encouraging the use of existing communal or public access.</i></p> <p><i>Public access to the coast should be enhanced.</i></p>	<p><i>Allow for installation of reticulated wastewater disposal and treatment facilities if on site solutions are not practical.</i></p> <p><i>Consolidate existing settlements by allowing only infill use and development after due consideration of storm surge, flooding or erosion damage, effluent disposal, residential character and amenity and environmental protection issues.</i></p> <p><i>Prohibit residential development on mobile landforms and discourage private pedestrian access to the foreshore.</i></p> <p><i>Prohibit residential development on low-lying land subject to inundation.</i></p> <p><i>Limit the extension or redevelopment of residences based upon consideration of environmental and visual values.</i></p> <p><i>Require all new residential development to demonstrate that on-site treatment will not contribute to cumulative water pollution problems.</i></p> <p><i>Require use of Aerated Wastewater Treatment Systems only where on site treatment is proposed.</i></p>