

## **Huon Valley Local Provisions Schedule**

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## HUO-Local Provisions Schedule amendments

No.	Effective date	Amendment no	Amendment information	Text/Map
4	9 July 2025	section 80O alteration	Miscellaneous changes to ensure consistent use of formatting, grammar, expression, numerical referencing, and punctuation.	Text
3	2 October 2024	section 80O alteration	Miscellaneous changes to correct formatting, grammatical errors, minor expression, numerical referencing and punctuation. Changes assist/necessary to implement the Tasmanian Planning Schemes Online (TPSO).	Text
2	4 September 2024	section 80O alteration	Miscellaneous changes to correct formatting, grammatical errors, minor expression, numerical referencing and punctuation.	Text
1	4 September 2024	Not applicable	Commencement of LPS under section 35M of the <i>Land Use Planning and Approvals Act 1993</i>	Text

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## HUO-Local Provisions Schedule Title

HUO-1.1 This Local Provisions Schedule is called the Huon Valley Local Provisions Schedule and comprises all the land within the municipal area.

## HUO-Effective Date

HUO-1.2 The effective date for this Local Provisions Schedule is 4 September 2024.

## HUO-Local Area Objectives

### HUO-28.0 Recreation Zone Local Area Objectives

Reference Number	Area Description	Local Area Objectives
HUO-28.1	Huonville Recreation Ground shown on an overlay map as HUO-28.1.	(a) to provide for a suitable mix of uses that: <ul style="list-style-type: none"> <li data-bbox="730 741 1417 853">(i) are complementary and subservient to the primary role of the site as public open space for sporting, recreational and community use for the broader Huon Valley region; and</li> <li data-bbox="730 875 1417 931">(ii) fosters the integration, co-location and sharing of sporting, recreational and community facilities.</li> </ul>

## HUO-29.0 Open Space Zone Local Area Objectives

Reference Number	Area Description	Local Area Objectives
HUO-29.1	Huonville shown on an overlay map as HUO-29.1	<p>(a) To provide for the area to be utilised as a regional open space and recreation destination, of a scale and quality which:</p> <ul style="list-style-type: none"> <li>(i) attracts visitation to the town from outside of the Huon Valley; and</li> <li>(ii) facilitates economic activity beyond its role as a Rural Service Centre;</li> </ul> <p>(b) To provide for a suitable mix of uses that support and activate the regional open space and recreation destination, which are small scale and/or connected with recreational uses, such as:</p> <ul style="list-style-type: none"> <li>(i) a kiosk/café or an outlet for hire of recreation equipment such as bikes or kayaks;</li> <li>(ii) space for uses such as food trucks/vans or a market; and</li> <li>(iii) social enterprise, recreational facilities and activities; which are sympathetic to the primary recreational use.</li> </ul> <p>(c) To provide for a suitable mix of uses which facilitate public recreational facilities within proximity to the Huon River, including:</p> <ul style="list-style-type: none"> <li>(i) small scale water access infrastructure, to facilitate the on-water linkages between Huonville and nearby townships; and</li> <li>(ii) display of art, and interpretation.</li> </ul> <p>(d) To provide for a suitable mix of uses that:</p> <ul style="list-style-type: none"> <li>(i) enable views of the Huon River particularly from public open space; and</li> <li>(ii) facilitate public foreshore access.</li> </ul> <p>(e) To maximise walkability and connectivity with safe, efficient and convenient movement for pedestrians and cyclists:</p> <ul style="list-style-type: none"> <li>(i) between residential, commercial and recreational areas within Huonville and to the Huon River; and</li> <li>(ii) between Huonville and nearby townships.</li> </ul>

## HUO-Particular Purpose Zones

### HUO-P1.0 Particular Purpose Zone - Future Road Corridor

#### HUO-P1.1 Zone Purpose

The purpose of the Particular Purpose Zone - Future Road Corridor is:

- HUO-P1.1.1 To identify land that may be required for a road corridor in the future.
- HUO-P1.1.2 To protect the corridor from use or development, including on adjacent land, which may affect the future safety, efficiency and amenity of the road corridor or the use or development on adjoining land.
- HUO-P1.1.3 To not compromise future road corridors by allowing use or development that prevents the road being constructed through its chosen route, as a result of an increase in social or economic costs.

**HUO-P1.2 Local Area Objectives**

This clause is not used in this particular purpose zone.

**HUO-P1.3 Definition of Terms**

This clause is not used in this particular purpose zone.

**HUO-P1.4 Use Table**

Use Class	Qualification
<b>No Permit Required</b>	
Natural and Cultural Values Management	
<b>Permitted</b>	
Passive Recreation	
Resource Development	If for agricultural use excluding for controlled environment agriculture, tree farming and plantation forestry.
Utilities	If for minor utilities or road infrastructure.
<b>Discretionary</b>	
Resource Development	If not listed as Permitted.
Utilities	If not listed as Permitted.
<b>Prohibited</b>	
All other uses	

**HUO-P1.5 Use Standards**

This clause is not used in this particular purpose zone.

**HUO-P1.6 Development Standards for Buildings and Works**

HUO-P1.6.1 Buildings and works

<b>Objective:</b>	That buildings and works are for road infrastructure or do not prejudice the future use and development of land for road infrastructure.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	Buildings or works are for the development of a road by, or under the direction of, the road authority.	<b>P1</b> Buildings or works must not preclude the future use and development of land for road infrastructure.
<b>A2</b>	Buildings and other permanent improvements must comply with the consent of the Minister pursuant to section 9A(5) of the <i>Roads and Jetties Act 1935</i> , where the land is declared to be the intended line of a state highway or subsidiary road.	<b>P2</b> No Performance Criterion.

## HUO-P1.7 Development Standards for Subdivision

### HUO-P1.7.1 Subdivision

<b>Objective:</b>	That the subdivision of land does not prejudice the future use of land for road infrastructure.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Subdivision is for the purposes of creating a lot for the development of a road by, or under the direction of, the road authority.	<b>P1</b> No Performance Criterion.	
<b>A2</b> Subdivision must comply with the consent of the Minister pursuant to section 9A(5) of the <i>Roads and Jetties Act 1935</i> , where the land is declared to be the intended line of a State highway or subsidiary road.	<b>P2</b> No Performance Criterion.	

### HUO-P1.8 Tables

This clause is not used in this particular purpose zone.

## HUO-P2.0 Particular Purpose Zone - Southwood Integrated Timber Processing Site

### HUO-P2.1 Zone Purpose

The purpose of the Particular Purpose Zone - Southwood Integrated Timber Processing Site is:

- HUO-P2.1.1 To recognise the regional economic importance of Southwood and its strategic location for timber, mineral and rural resources.
- HUO-P2.1.2 To integrate infrastructure and use within the site.
- HUO-P2.1.3 To provide for the protection of water resources.

### HUO-P2.2 Local Area Objectives

This clause is not used in this particular purpose zone.

### HUO-P2.3 Definition of Terms

This clause is not used in this particular purpose zone.

**HUO-P2.4 Use Table**

Use Class	Qualification
<b>No Permit Required</b>	
No uses	
<b>Permitted</b>	
Bulky Goods Sales	If for a timber yard.
Extractive Industry	
Manufacturing and Processing	If primary input is timber, mineral or agricultural resource.
Natural and Cultural Values Management	
Resource Processing	If primary input is timber, mineral or agricultural resource.
Service Industry	If primarily related to machinery or vehicles associated with timber, mineral or agricultural resource.
Storage	If for liquid fuel depot, solid fuel depot or wood yard.
Utilities	
<b>Discretionary</b>	
Emergency Services	
Food Services	
Manufacturing and Processing	If not listed as Permitted.
Recycling and Waste Disposal	
Research and Development	
Resource Processing	If not listed as Permitted.
Transport Depot and Distribution	
Vehicle Fuel Sales and Service	If primarily related to vehicles associated with timber, mineral or agricultural resource.
<b>Prohibited</b>	
All other uses	

**HUO-P2.5 Use Standards**

## HUO-P2.5.1 Discretionary uses

<b>Objective:</b>	That Discretionary uses protect the operational efficiency of existing uses.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> No Acceptable Solution.	<b>P1</b> Discretionary uses must:  (a) not compromise the operational efficiency of any existing use in the zone through conflicts over matters including vehicular access, amenity, operational hours, use and capacity of existing infrastructure; and  (b) be of a scale or purpose that can complement existing uses.	

HUO-P2.5.2 Location of use

<b>Objective:</b>	That Discretionary uses benefit from the site's strategic positioning.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	No Acceptable Solution.	<b>P1</b> Discretionary uses must benefit from the location of the site, existing infrastructure or forestry road network to the extent that the use cannot reasonably be located in a Light Industrial Zone or General Industrial Zone elsewhere in the municipal area.

**HUO-P2.6 Development Standards for Buildings and Works**

HUO-P2.6.1 Setback

<b>Objective:</b>	To protect the aesthetic and environmental qualities of the Huon River.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<b>A1</b>	Buildings must have a setback from the Huon River of not less than 100m excluding for a building with a gross floor area not more than 20m <sup>2</sup> .	<b>P1</b> Buildings must be sited to: (a) minimise adverse impact on the landscape as viewed from the Huon River; and (b) maintain soil and water quality alongside of the Huon River.

**HUO-P2.7 Development Standards for Subdivision**

This clause is not used in this particular purpose zone.

**HUO-P2.8 Tables**

This clause is not used in this particular purpose zone.

**HUO-P3.0 Particular Purpose Zone - Franklin Marine and Tourism Precinct**

**HUO-P3.1 Zone Purpose**

The purpose of the Particular Purpose Zone - Franklin Marine and Tourism Precinct is:

- HUO-P3.1.1 To provide for boat and ship building activities alongside education, recreation and tourism activities.
- HUO-P3.1.2 To retain and enhance access to the Huon River.

**HUO-P3.2 Local Area Objectives**

Reference Number	Area Description	Local Area Objectives
HUO-P3.2.1	Franklin Evaporators shown on an overlay map as HUO-P3.2.1 and in Figure HUO-P3.1.	To provide for: <ul style="list-style-type: none"> <li>(a) the former industrial site, Franklin Evaporators (folio of the Register 45212/1), to become a tourism drawcard with a range of uses that complement and benefit from proximity to established boat building facilities and the Huon River.</li> <li>(b) To provide for a range of complementary uses.</li> </ul>
HUO-P3.2.2	Franklin Marine and Tourism Precinct, within 15m of Main Road/Huon Highway, Franklin shown on an overlay map as HUO-P3.2.2 and in Figure HUO-P3.1.	To provide for: <ul style="list-style-type: none"> <li>(a) development of a modest, single storey scale and design that is respectful of traditional residential form, exemplified by existing buildings along Main Road/Huon Highway, Franklin, that are located within the Franklin Heritage Specific Area Plan; and</li> <li>(b) commercial or community use.</li> </ul>

**HUO-P3.3 Definition of Terms**

This clause is not used in this particular purpose zone.

**HUO-P3.4 Use Table**

<b>Use Class</b>	<b>Qualification</b>
<b>No Permit Required</b>	
Natural and Cultural Values Management	
Passive Recreation	
<b>Permitted</b>	
Educational and Occasional Care	If not for a childcare centre, day respite facility, kindergarten and primary school.
General Retail and Hire	If related to boating or shipping.
Manufacturing and Processing	If related to boat or ship building.
Service Industry	If for the cleaning, maintenance or repair of boats or ships.
Sports and Recreation	If for an outdoor recreation facility.
<b>Discretionary</b>	
Community Meeting and Entertainment	
Food Services	
General Retail and Hire	If not for department store or supermarket.
Hotel Industry	If located on Folio of the Register 172539/1.
Pleasure Boat Facility	
Port and Shipping	
Research and Development	
Resource Processing	
Tourist Operation	
Visitor Accommodation	If located on Folio of the Register 172539/1.
<b>Prohibited</b>	
All other uses	

**HUO-P3.5 Use Standards**

This clause is not used in this particular purpose zone.

**HUO-P3.6 Development Standards for Buildings and Works**

HUO-P3.6.1 Building height

<b>Objective:</b>	That building height contributes positively to the streetscape and does not result in unreasonable adverse impact on amenity to adjoining land.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Building height must be not more than:</p> <p>(a) 5m if within 20m of the centreline of Main Road/Huon Highway, Franklin;</p> <p>(b) 9m elsewhere.</p>	<p><b>P1</b></p> <p>Building height must:</p> <p>(a) be the minimum necessary for the purpose of the building;</p> <p>(b) prevent visual impact when viewed from adjoining properties, due to bulk and height;</p> <p>(c) be consistent with the scale of other buildings in the zone;</p> <p>(d) not unreasonably overshadow adjacent public space; and</p> <p>(e) be not more than 8m if within 20m of the centreline of Main Road/Huon Highway, Franklin.</p>

## HUO-P3.6.2 Design

<b>Objective:</b>	That building design is sympathetic to typical buildings forms within the zone and within Franklin.	
<b>Acceptable Solutions</b>		<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Building design must address the street by:</p> <ul style="list-style-type: none"> <li>(a) providing the main pedestrian entrance to the building at the frontage;</li> <li>(b) avoiding large expanses of blank walls in the front façade and facades facing other public space boundaries;</li> <li>(c) screening mechanical plant and miscellaneous equipment such as heat pumps, air conditioning units, switchboards, hot water units or similar from view from the street and other public spaces;</li> <li>(d) incorporating roof-top service infrastructure, including service plants and lift structures, within the design of the roof; and</li> <li>(e) providing roof materials that consist of painted or unpainted tin, metal, Colorbond or equivalent.</li> </ul>	<p><b>P1</b></p> <p>Building design must enhance the streetscape by:</p> <ul style="list-style-type: none"> <li>(a) providing the main access to the building in a way that addresses the street or other public space boundary;</li> <li>(b) treating large expanses of blank wall in the front façade and facing other public space boundaries with architectural detail or public art, so as to contribute positively to the streetscape and public space;</li> <li>(c) ensuring the visual impact of mechanical plant and miscellaneous equipment, such as heat pumps, air conditioning units, switchboards, hot water units or similar, is insignificant when viewed from the street;</li> <li>(d) ensuring roof-top service infrastructure, including service plants and lift structures, is screened so as to have insignificant visual impact;</li> <li>(e) having a roof pitch that when viewed in combination the height, scale, bulk and form of other building elements, complements typical building forms elsewhere in Franklin;</li> <li>(f) providing roof materials that consist of painted or unpainted tin, metal, Colorbond or equivalent; and</li> <li>(g) being consistent with any local area objectives provided for the area.</li> </ul>	
<p><b>A2</b></p> <p>No Acceptable Solution.</p>	<p><b>P2</b></p> <p>A new building must:</p> <ul style="list-style-type: none"> <li>(a) have a height, scale, bulk and form that does not dominate other buildings in the zone;</li> <li>(b) if within 20m of the centreline of Main Street/Huon Highway have a height, scale, bulk and form that provides a strongly defined street edge and is respectful of traditional building patterns elsewhere in Franklin; and</li> <li>(c) not imitate any building listed on the Tasmanian Heritage Register or a Local Historic Heritage Code list in this planning scheme.</li> </ul>	

HUO-P3.6.3 No build areas

<b>Objective:</b>	To maintain important vistas of the Huon River from the Huon Highway and side roads.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Buildings and works within the area marked 'No Build Area' in Figure HUO-P3.1 must have a maximum height above existing ground level of not more than 0.25m.	Buildings and works within the area marked 'No Build Area' in Figure HUO-P3.1 must have minimal intrusion on views of the Huon River from a public road.	

HUO-P3.6.4 Public access

<b>Objective:</b>	To maintain public access to the Huon River.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Buildings and works must not impede public access to the Huon River.	Buildings and works must be designed or sited to maintain or enhance public access to the Huon River.	

**HUO-P3.7 Development Standards for Subdivision**

HUO-P3.7.1 Maximum number of new lots off Main Street/Huon Highway

<b>Objective:</b>	To preserve the heritage and character values of Franklin by limiting the number of new lots that can be created if fronting Main Road/Huon Highway, Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
For a lot with frontage to Main Road/Huon Highway, Franklin, subdivision must create no more than one new lot from a parent lot in existence as at 1 July 2012.	No Performance Criterion.	

HUO-P3.7.2 Subdivision

<b>Objective:</b>	That subdivision is sympathetic to the historic pattern of subdivision and does not create potential for future incompatible development.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision must not result in:</p> <ul style="list-style-type: none"> <li>(a) detriment to the heritage and character values of Franklin;</li> <li>(b) a pattern of subdivision unsympathetic to the heritage and character values of Franklin or the prevailing subdivision pattern;</li> <li>(c) size and shape of lots unsympathetic to the heritage and character values of Franklin or the prevailing subdivision pattern;</li> <li>(d) loss of curtilage to an existing building that contributes to the heritage and character values of Franklin;</li> <li>(e) potential for a confused understanding of the development of Franklin; and</li> <li>(f) an increased likelihood of future development that is incompatible with the heritage and character values of Franklin.</li> </ul>

**HUO-P3.8 Tables**

This clause is not used in this particular purpose zone.

Figure HUO-P3.1 - No build areas as required by clause HUO-P3.2 and clause HUO-P3.6.3



## HUO-Specific Area Plans

### HUO-S1.0 Franklin Heritage Specific Area Plan

#### HUO-S1.1 Plan Purpose

The purpose of the Franklin Heritage Specific Area Plan is:

- HUO-S1.1.1 To recognise and protect the heritage and character values of Franklin that are set out in Table S1.9.1.
- HUO-S1.1.2 To provide for sympathetic building height, scale, bulk and form and subdivision design.
- HUO-S1.1.3 To recognise and protect vistas to and from the Franklin foreshore.

### **HUO-S1.2 Application of this Plan**

HUO-S1.2.1 The specific area plan applies to the area of land designated as Franklin Heritage Specific Area Plan on the overlay maps.

HUO-S1.2.2 In the area of land to which this plan applies, the provisions of the specific area plan are in substitution for, and are in addition to, the provisions of:

- (a) Low Density Residential Zone;
- (b) Rural Living Zone;
- (c) Village Zone;
- (d) Rural Zone;
- (e) Recreation Zone;
- (f) Open Space Zone;
- (g) Environmental Management Zone;
- (h) Utilities Zone;
- (i) Signs Code; and
- (j) Parking and Sustainable Transport Code,

as specified in the relevant provision.

HUO-S1.2.3 In addition to any other application requirements, the planning authority may require the applicant to provide any of the following information to determine compliance with development standards:

- (a) a conservation plan;
- (b) photographs, drawings or photomontages necessary to demonstrate the impact of the proposed development on the heritage values of the place;
- (c) a statement of significance; and/or
- (d) a heritage impact statement.

### **HUO-S1.3 Local Area Objectives**

This clause is not used in this specific area plan.

### **HUO-S1.4 Definition of Terms**

This clause is not used in this specific area plan.

### **HUO-S1.5 Use Table**

This clause is not used in this specific area plan.

### **HUO-S1.6 Use Standards**

This clause is not used in this specific area plan.

## HUO-S1.7 Development Standards for Buildings and Works

### HUO-S1.7.1 Building height

This clause is in substitution for Low Density Residential Zone - clause 10.4.2 Building height and clause 10.5.1 Non-dwelling development A1 and P1, Rural Living Zone - clause 11.4.2 Building height, setback and siting A1 and P1, Village Zone - clause 12.4.2 Building height, Rural Zone - clause 20.4.1 Building height, Recreation Zone - clause 28.4.1 Building height, setback and siting A1 and P1 and Open Space Zone - clause 29.4.1 Building height, setback and siting A1 and P1.

<b>Objective:</b>	That building height is sympathetic to the heritage and character values of Franklin and does not result in unreasonable impact on amenity of adjoining land.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Building height, excluding for an outbuilding or a fence, must be not more than:  (a) 4m in the Open Space Zone; or  (b) 5m otherwise.	<b>P1</b> Building height must:  (a) be consistent with the heritage and character values of Franklin;  (b) be consistent with the height of existing buildings on adjoining properties, particularly any building on the Tasmanian Heritage Register;  (c) be proportional to the scale, bulk and form of the building having regard to the heritage and character values of Franklin and any specific heritage values of adjacent buildings;  (d) minimise loss of view to and from the Huon River foreshore from public land and roads; and  (e) not cause an unreasonable loss of residential amenity on adjoining properties by: (i) overlooking and loss of privacy; (ii) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining properties to less than 3 hours between 9.00 am and 5.00 pm on June 21 or further decrease sunlight hours if already less than 3 hours; and (iii) visual impact when viewed from adjoining properties, due to bulk and height.	
<b>A2</b> A dwelling must have no more than one habitable storey excluding for a dormer room.	<b>P2</b> No Performance Criterion.	

HUO-S1.7.2 Setback

This clause is in substitution for Low Density Residential Zone - clause 10.4.3 Setback and clause 10.5.1 Non-dwelling development A2 and P2 and A3 and P3, Rural Living Zone - 11.4.2 Building height, setback and siting A2, P2, A3 and P3, Village Zone - clause 12.4.3 Setback, Rural Zone - clause 20.4.2 Setbacks, Recreation Zone - clause 28.4.1 Building height, setback and siting A2, P2, A3, P3, A4 and P4, Open Space Zone - 29.4.1 Building height, setback and siting A2, P2, A3, P3, A4 and P4.

<b>Objective:</b>	That building setback is sympathetic to the heritage and character values of Franklin, is sympathetic to the prevailing building setback from a frontage and does not result in unreasonable adverse impact on residential amenity to adjoining land.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Buildings must be parallel to the frontage and have a setback from a frontage of:</p> <ul style="list-style-type: none"> <li>(a) not more than 3m; or</li> <li>(b) not less than an existing building on site if for an addition.</li> </ul>	<p><b>P1</b></p> <p>Building setback from frontage must:</p> <ul style="list-style-type: none"> <li>(a) be compatible with the heritage and character values of Franklin;</li> <li>(b) be consistent with the prevailing building setback from frontage of other buildings on the same side of a road and within 100m of the site, generally maintaining a continuous building line in the streetscape; and</li> <li>(c) be sympathetic with the building setback from frontage of any building on the Tasmanian Heritage Register on or adjoining the site.</li> </ul>
<p><b>A2</b></p> <p>Buildings must have a setback from side and rear boundaries of not less than 3m.</p>	<p><b>P2</b></p> <p>Buildings must be sited from side and rear boundaries:</p> <ul style="list-style-type: none"> <li>(a) to retain existing or potential vehicular access to the rear of the site;</li> <li>(b) be appropriate for the height, scale, bulk and form of the building and other buildings in the streetscape having regard to the heritage and character values of Franklin;</li> <li>(c) be sympathetic to any building on the Tasmanian Heritage Register on or adjoining the site having regard to the height, scale, bulk and form; and</li> <li>(d) be sufficient to prevent an unreasonable loss of residential amenity to adjoining properties by: <ul style="list-style-type: none"> <li>(i) overlooking and loss of privacy;</li> <li>(ii) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining properties to less than 3 hours between 9.00am and 5.00pm on June 21 or further decrease sunlight hours if already less than 3 hours; and</li> <li>(iii) visual impact, when viewed from adjoining properties, through building bulk and massing.</li> </ul> </li> </ul>

HUO-S1.7.3 Design

This clause is in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-dwellings, Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Village Zone - clause 12.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone - clause 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That building design is sympathetic to the heritage and character values of Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> No Acceptable Solution.	<b>P1</b> Building design for a new structure, excluding an outbuilding or a fence, must:  (a) provide a height, scale, bulk and form that complements buildings within 100m of the site;  (b) is sympathetic to any building on the Tasmanian Heritage Register within 100m of the site;  (c) not result in detriment to the heritage and character values of Franklin; and  (d) avoid imitation of a building on the Tasmanian Heritage Register within this Specific Area Plan.	
<b>A2</b> An addition to an existing building must be located to the rear of that building as viewed from the primary frontage.	<b>P2</b> Additions to a building must complement the heritage and character values of Franklin.	
<b>A3</b> A building, excluding an outbuilding, must have a roof pitch no less than 22.5 degrees.	<b>P3</b> A building, excluding an outbuilding, must have a roof pitch that when viewed in combination with the height, scale, bulk and form of other building elements complements the heritage and character values of Franklin.	
<b>A4</b> External wall cladding of a building must not be comprised of face brick, steel, masonry, cement sheet, concrete or equivalent materials to more than 10% of the surface area.	<b>P4</b> External wall cladding of a building must when viewed in combination with the height, scale, bulk and form of the building complement the heritage and character values of Franklin.	
<b>A5</b> Roof materials must be tin, metal, Colorbond or equivalent.	<b>P5</b> No Performance Criterion.	

HUO-S1.7.4 Landscaping

This clause is in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-dwellings, Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Village Zone - clause 12.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone - clause 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That a safe and attractive landscaping treatment enhances the appearance of sites for non-residential use.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Landscaping along the frontage of a site is not required if:  (a) development is associated with a residential use; or  (b) an existing or proposed building extends across the width of the frontage (excluding for vehicular access ways) with a setback to frontage of less than 1m.	<b>P1</b> Landscaping must be provided for sites for non-residential use to:  (a) enhance the appearance of the development;  (b) provide a range of plant height and forms to create diversity, interest and amenity;  (c) not create concealed entrapment spaces; and  (d) be compatible with the heritage and character values of Franklin.	

HUO-S1.7.5 Outdoor storage areas

This clause is in substitution for Low Density Residential Zone - clause 10.5.1 Non-residential development A6 and P6, Village Zone - clause 12.46 Outdoor storage areas, Recreation Zone - clause 28.4.2 Outdoor storage areas and Open Space Zone 29.4.2 Outdoor storage areas, and in addition to Rural Living Zone - clause 11.4 Development Standards for Buildings and Works and Rural Zone - clause 20.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That outdoor storage areas for non-residential use do not detract from the appearance of the site or the locality.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Outdoor storage areas for a non-residential use must:  (a) be located behind the building line and the goods and materials stored therein screened from public view; and  (b) not encroach upon car parking areas, driveways or landscaped areas.	<b>P1</b> Outdoor storage areas for a non-residential use must:  (a) be located, treated or screened to not cause unreasonable loss of visual amenity of the locality; and  (b) not encroach upon car parking areas, driveways or landscaped areas.	

HUO-S1.7.6 Fencing

This clause is in substitution for Low Density Residential Zone - clause 10.4.5 Frontage fences for all dwellings and clause 10.5.1 Non-dwelling development A5 and P5, Village Zone - clause 12.4.5 Fencing, and is in addition to Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone - clause 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the height and design of a front fence is consistent with the heritage and character values of Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Fencing must:  (a) fences and gates of greater height than 0.7m must not be erected within 4.5m of the frontage; and  (b) fences along a frontage must be 60% transparent.	<b>P1</b> Fencing must contribute positively to the heritage and character values of Franklin, having regard to:  (a) the height of the fence which must be no more than 1m within 4.5m of a frontage;  (b) the transparency of the fence which must be no less than 20% if along a frontage;  (c) the prevailing height and transparency of fences along a frontage within 100m of the site;  (d) the design of the fence;  (e) the fence materials and construction; and  (f) the nature of the use.	

HUO-S1.7.7 Outbuildings

This clause is in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-dwellings, Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Village Zone - clause 12.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone clause - 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the size, number and siting of outbuildings does not detract from the heritage and character values of Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Outbuildings (including garages and carports not incorporated within the dwelling) must:  (a) have a combined floor area not more than 60m <sup>2</sup> ;  (b) have an individual floor area not more than 36m <sup>2</sup> ;  (c) have a building height not more than 4.5m; and  (d) have a setback from a frontage of not less than 5m greater than the setback of the existing or proposed dwelling on the site.	<b>P1</b> Outbuildings (including garages and carports not incorporated within the dwelling) must be designed and located to:  (a) not be visually prominent from the road;  (b) maintain the primacy of the presentation of an existing or proposed dwelling or other commercial building on the site;  (c) be consistent with the scale of outbuildings on the site or in close visual proximity; and  (d) be compatible with the heritage and character values of Franklin.	

HUO-S1.7.8 Siting of car parking

This clause is in addition to Parking and Sustainable Transport Code - clause C2.0.

<b>Objective:</b>	That the location of uncovered car parking spaces does not detract from the heritage and character values of Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>  The siting of uncovered parking spaces for cars, boats or other vehicles must only be to the rear of the main building on the site as viewed from the primary frontage.	<b>P1</b>  The siting of uncovered parking spaces for cars, boats or other vehicles must satisfy all of the following:  (a) maintain the primacy of the presentation of an existing or proposed dwelling or other commercial building on the site; and  (b) be compatible with the heritage and character values of Franklin.	

HUO-S1.7.9 Demolition

This clause is in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-dwellings, Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Village Zone - clause 12.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone clause - 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	That the demolition in whole or in part of buildings or works does not detract from the heritage and character values of Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>  Demolition must not result in the loss of:  (a) not more than 20m <sup>2</sup> of floor area; and  (b) buildings or works within 20m of the frontage.	<b>P1</b>  Demolition must not result in the loss of:  (a) buildings or works that are integral to the heritage and character values of Franklin;  (b) contributory fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the heritage and character values of Franklin; or  (c) unless all of the following apply;  (i) there are, environmental, social, economic or safety reasons of greater value to the community than the elements that contribute to heritage and character values of Franklin;  (ii) there are no prudent or feasible alternatives;  (iii) opportunity is created for a replacement building that must be more complementary to the heritage and character values of Franklin.	

HUO-S1.7.10 Signs on local heritage places and in local heritage precincts and local historic landscape precincts

This clause is in substitution for Signs Code - clause C1.6.4 Signs.

<b>Objective:</b>	That the size, design and siting of signs complements and does not impact on the heritage and character values of Franklin that are set out in Table S1.9.1.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>No Acceptable Solution.</p>	<p><b>P1</b></p> <p>A sign must:</p> <ul style="list-style-type: none"> <li>(a) be located in a manner that minimises impact on the heritage and character values of Franklin;</li> <li>(b) be placed so as to allow the architectural details of the building to remain prominent;</li> <li>(c) be of a size and design that must not substantially diminish the heritage and character values of Franklin;</li> <li>(d) be placed in a location on the building that would traditionally have been used as an advertising area if possible;</li> <li>(e) not dominate or obscure any historic signs forming an integral part of a building's architectural detailing or cultural heritage values;</li> <li>(f) have fixtures that do not damage historic building fabric, including but not restricted to attachments to masonry and wood, such as to using non-corrosive fixings inserted in mortar joints;</li> <li>(g) not project above an historic parapet or roof line if such a projection impacts on the cultural heritage significance of the building;</li> <li>(h) be of a graphic design that minimises modern trademark or proprietary logos not sympathetic to heritage character; and</li> <li>(i) not use internal illumination in a sign unless it is demonstrated that such illumination will not detract from the character and cultural heritage values of the building.</li> </ul>

HUO-S1.7.11 No build areas

This clause is in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5 Development Standards for Non-dwellings, Rural Living Zone - clause 11.4 Development Standards for Buildings and Works, Village Zone - clause 12.4 Development Standards for Buildings and Works, Rural Zone - clause 20.4 Development Standards for Buildings and Works, Recreation Zone clause - 28.4 Development Standards for Buildings and Works and Open Space Zone - clause 29.4 Development Standards for Buildings and Works.

<b>Objective:</b>	To preserve important vistas of the Huon River from side streets and lanes and from the Huon Highway near the entrance to Franklin.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Buildings or works are not located within the areas depicted by grey hatching and marked 'no build areas' on the planning scheme maps.	Buildings or works located within the areas depicted by grey hatching and marked no build areas on the planning scheme maps must have minimal intrusion into views of the Huon River from a public road.	

HUO-S1.7.12 Multiple Dwelling density

This clause is in addition to Low Density Residential Zone - clause 10.4.1 Residential density for multiple dwellings and Village Zone - clause. 12.4.1 Residential density and servicing for multiple dwellings.

<b>Objective:</b>	To preserve the heritage and character values of Franklin by limiting the density of multiple dwellings.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
No more than two dwellings per site as in existence at 1 July 2012.	No Performance Criterion.	

**HUO-S1.8 Development Standards for Subdivision**

HUO-S1.8.1 Maximum number of new lots off Main Street/Huon Highway

This clause is in addition to Low Density Residential Zone - clause 10.6.1 Lot design, Rural Living Zone - clause 11.5.1 Lot design, Village Zone - clause 12.5.1 Lot design, Rural Zone - clause 20.5.1 Lot design, Recreation Zone - clause 28.5.1 Lot design and Open Space Zone - clause 29.5.1 Lot design.

<b>Objective:</b>	To preserve the heritage and character values of Franklin by limiting the number of new lots that can be created if fronting Main Road / Huon Highway.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> For a lot with frontage to Main Road / Huon Highway, subdivision must create no more than one new lot from a parent lot in existence as at 1 July 2012.	<b>P1</b> No Performance Criterion.

HUO-S1.8.2 Subdivision

This clause is in addition to Low Density Residential Zone - clause 10.6.1 Lot design, Rural Living - clause 11.5.1 Lot design, Village Zone - clause 12.5.1 Lot design, Rural Zone - clause 20.5.1 Lot design, Recreation Zone - clause 28.5.1 Lot design and Open Space Zone - clause 29.5.1 Lot design.

<b>Objective:</b>	That subdivision is sympathetic to the historic pattern of subdivision and does not create potential for future incompatible development.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> No Acceptable Solution.	<b>P1</b> Subdivision must not result in:  (a) detriment to the heritage and character values of Franklin;  (b) a pattern of subdivision unsympathetic to the heritage and character values of Franklin or the prevailing subdivision pattern;  (c) size and shape of lots unsympathetic to the heritage and character values of Franklin or the prevailing subdivision pattern;  (d) loss of curtilage to an existing building that contributes to the heritage and character values of Franklin;  (e) potential for a confused understanding of the development of Franklin; and  (f) an increased likelihood of future development that is incompatible with the heritage and character values of Franklin.

**HUO-S1.9 Tables**

HUO-S1.9.1 Heritage and character values in Franklin

<p>Description</p>	<p>Franklin is a small, riverside rural township.          Franklin's origins lie with the philanthropy of Lady Jane Franklin who formed 'the Settlement' during the 1830's in an area now known as Franklin.          Franklin has since developed with a unique sense of place informed by its riverside setting and surrounding rural hinterland together with the form, scale and positioning of buildings.          Franklins' numerous historic cultural heritage places also contribute to the sense of place of Franklin.          The design, scale, bulk and form of all buildings contribute to the character of Franklin and its streetscapes.</p>
<p>Heritage and character values of Franklin</p>	<p>Heritage and character values of Franklin, that are to be maintained, are as follows:</p> <ul style="list-style-type: none"> <li>(a) a strong linear form positioned between the Huon River and rural hills affording extensive views of the river and creating a strong sense of place;</li> <li>(b) the established and well-defined approaches to Franklin from the north and south;</li> <li>(c) evidence of the boundaries of 'the Settlement';</li> <li>(d) the extensive reclaimed foreshore area providing opportunities for open space and recreation;</li> <li>(e) a mix of land uses, particularly along Main Street / Huon Highway, resulting in part from the lack of a central commercial area;</li> <li>(f) a dominance of single storey, modest dwellings with the majority dating from either pre-1910 or the inter-war period;</li> <li>(g) public and commercial buildings of a scale commensurate with older dwellings or, in some instances, key landmarks in the streetscape through the unique use of height, scale and brick facade;</li> <li>(h) a dominance of timber cladding and corrugated iron roofs (or modern equivalents) in buildings;</li> <li>(i) the strong street presence of dwellings and commercial buildings achieved through minimal frontage setbacks and design elements such as a front verandah or patio, that clearly define the main pedestrian access, which is positioned to face the street;</li> <li>(j) garages, carports, outbuildings and car parking areas positioned to the rear of buildings enhancing the street presence and primacy of dwellings and commercial buildings in the streetscape;</li> <li>(k) small-scale, transparent front fencing often complemented by incorporated low-level landscaping or physical front fencing substituted by low-level landscaping;</li> <li>(l) relatively narrow roads and lanes leading off Main Street / Huon Highway that exhibit low level road engineering, with the absence of kerb and gutter or a concrete footpath, and rise up towards the western slopes in, at times, ad hoc alignments.</li> </ul>

## **HUO-S2.0 Eggs and Bacon Bay Specific Area Plan**

### **HUO-S2.1 Plan Purpose**

The purpose of the Eggs and Bacon Bay Specific Area Plan is:

- HUO-S2.1.1 To retain the existing character of modest single storey shacks and dwellings set amongst native coastal vegetation.
- HUO-S2.1.2 To provide for continued public access to the foreshore.

### **HUO-S2.2 Application of this Plan**

- HUO-S2.2.1 The specific area plan applies to the area of land designated as Eggs and Bacon Bay Specific Area Plan on the Planning Scheme maps.
- HUO-S2.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and/or in addition to, the provisions of:
  - (a) Low Density Residential Zone;
  - (b) Landscape Conservation Zone; and
  - (c) Utilities Zone,as specified in the relevant provision.

### **HUO-S2.3 Local Area Objectives**

This clause is not used in this specific area plan.

### **HUO-S2.4 Definition of Terms**

This clause is not used in this specific area plan.

**HUO-S2.5 Use Table**

This clause is in substitution for Low Density Residential Zone - clause 10.2 Use Table and Landscape Conservation Zone - clause 22.2 Use Table.

<b>Use Class</b>	<b>Qualification</b>
<b>No Permit Required</b>	
No uses	
<b>Permitted</b>	
Natural and Cultural Values Management	
Passive Recreation	
Residential	If for single dwelling, ancillary dwelling or home based business. Excluding on Folio of the Register 138460/11.
Utilities	If located on Folio of the Register 138460/11.
Visitor Accommodation	
<b>Discretionary</b>	
Utilities	Excluding if Permitted.
<b>Prohibited</b>	
All other uses	

This clause is in substitution for Utilities Zone - clause 26.2 Use Table.

<b>Use Class</b>	<b>Qualification</b>
<b>No Permit Required</b>	
No uses	
<b>Permitted</b>	
Natural and Cultural Values Management	
Passive Recreation	
Utilities	If located on Folio of the Register 55788/21 and for the treatment of sewage.
<b>Discretionary</b>	
Sports and Recreation	
Utilities	Excluding if Permitted.
<b>Prohibited</b>	
All other uses	

**HUO-S2.6 Use Standards**

This clause is not used in this specific area plan.

## HUO-S2.7 Development Standards for Buildings and Works

### HUO-S2.7.1 Building height

This clause is in substitution for Low Density Residential Zone - clause 10.4.2 Building height and 10.5.1 Non-dwelling development and Utilities Zone - clause 26.4.1 Building height, and Landscape Conservation Zone - clause 22.4.2 A1 and P1 Building Height, siting and exterior finishes.

<b>Objective:</b>	That building height: (a) contributes positively to the landscape; and (b) retains a modest scale of buildings.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Building height must be no more than 5m.	No Performance Criterion.	

### HUO-S2.7.2 Setback

This clause is in substitution for 10.0 Low Density Residential Zone - clause 10.4.3 Setback and clause 10.5.1 Non-dwelling development and 26.0 Utilities Zone - clause 26.4.2 Setbacks, and Landscape Conservation Zone - clause 22.4.2 A2 and P2, A3 and P3, and A4 and P4 Building Height, siting and exterior finishes.

<b>Objective:</b>	That building setback: (a) contributes positively to the coastal landscape; and (b) does not result in unreasonable adverse impact on residential amenity.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Outbuildings must have a setback from a: (a) frontage of not less than 3m; (b) side boundary of not less than 3m; and (c) rear boundary of not less than 8m.	Buildings must be sited to: (a) be sufficient to prevent an unreasonable loss of residential amenity by: (i) overshadowing and reduction of sunlight to habitable rooms and private open space on adjoining properties to less than 3 hours between 9.00am and 5.00pm on June 21 or further decrease sunlight hours if already less than 3 hours; (ii) overlooking and loss of privacy; (iii) visual impact when viewed from adjoining properties; (b) minimise adverse impact on the landscape and loss of native vegetation.	

### HUO-S2.7.3 Maximum gross floor area per lot

This clause in addition to Low Density Residential Zone - clause 10.4 Development Standards for Dwellings and clause 10.5.1 Non-dwelling development.

<b>Objective:</b>	That buildings are of a modest scale.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b>	<b>P1</b>	
Floor area of a building must not exceed the amount specified for the lot in Table S2.9.1.	No Performance Criterion.	

**HUO-S2.8 Development Standards for Subdivision**

HUO-S2.8.1 Subdivision

This clause is in substitution for 10.0 Low Density Residential Zone - clause 10.6.1 Lot design and Utilities Zone - clause 26.5.1 Subdivision, and Landscape Conservation Zone - clause 22.5.1 Lot design.

<b>Objective:</b>	To prevent the subdivision of land within the Specific Area Plan.
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> No subdivision.	<b>P1</b> No Performance Criterion.

**HUO-S2.9 Tables**

HUO-S2.9.1 Maximum gross floor area per lot

Lot	Maximum gross floor area, excluding for an outbuilding	Maximum gross floor area for an outbuilding
138460/2	130	18
138460/3	130	18
138460/4	81	18
138460/5	102	18
138460/6	130	18
138460/7	125	18
138460/8	130	18
138460/9	115	18
138460/10	130	18

**HUO-S3.0 Green Point Specific Area Plan**

**HUO-S3.1 Plan Purpose**

The purpose of the Green Point Specific Area Plan is:

HUO-S3.1.1 To limit the number of buildings for residential and visitor accommodation use.

**HUO-S3.2 Application of this Plan**

HUO-S3.2.1 The specific area plan applies to the area of land designated as Green Point Specific Area Plan on the Planning Scheme maps.

HUO-S3.2.2 In the area of land this plan applies to, the provisions of the specific area plan are in substitution for, and/or in addition to, the provisions of:

- (a) Rural Living Zone,  
as specified in the relevant provision.

**HUO-S3.3 Local Area Objectives**

This clause is not used in this specific area plan.

**HUO-S3.4 Definition of Terms**

This clause is not used in this specific area plan.

**HUO-S3.5 Use Table**

This clause is in substitution for Rural Living Zone - clause 11.2 Use Table.

Use Class	Qualification
<b>No Permit Required</b>	
No uses	
<b>Permitted</b>	
Residential	If for a single dwelling.
Visitor Accommodation	
<b>Discretionary</b>	
No uses	
<b>Prohibited</b>	
All other uses	

**HUO-S3.6 Use Standards**

This clause is not used in this specific area plan.

**HUO-S3.7 Development Standards for Buildings and Works**

HUO-S3.7.1 Maximum number of buildings for residential and visitor accommodation use

This clause is in addition to the Rural Living Zone - clause 11.4 Development Standards for Buildings and Works.

<b>Objective:</b>	To retain established limitations on residential development to protect the scenic landscape.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> For the Residential Use Class no more than two single dwellings and no other residential use are to be constructed excluding for non-habitable structures.	<b>P1</b> No Performance Criterion.	
<b>A2</b> For the Visitor Accommodation Use Class no more than two structures are to be constructed except for non-habitable buildings.	<b>P2</b> No Performance Criterion.	

**HUO-S3.8 Development Standards for Subdivision**

HUO-S3.8.1 Subdivision

This clause is in substitution for Rural Living Zone - clause 11.5.1 Lot design.

<b>Objective:</b>	To prevent the subdivision of land within the area to which this specific area plan applies.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	
<b>A1</b> Subdivision is prohibited.	<b>P1</b> No Performance Criterion.	

**HUO-S3.9 Tables**

This clause is not used in this specific area plan.

**HUO-Site-specific Qualifications**

Reference Number	Site reference	Folio of the Register	Description (modification, substitution or addition)	Relevant Clause in State Planning Provisions
HUO-10.1	3494 Huon Highway, Franklin	170363/2	Additional Discretionary Use Classes for this site are: (a) Resource Development with the following qualification: 'If for agriculture'; (b) Tourist Operation; and (c) Vehicle Parking.	Low Density Residential Zone clause 10.2 Use Table
HUO-10.2	3300 Huon Highway, Franklin	169799/1	An additional Discretionary Use Class for this site is: Resource Processing with the following qualification: 'Only if for the treating, processing and packing of produce (plant resources) from the area, for a brewery, cidery, distillery, winery, or similar, located not less than 100m from the Huon Highway frontage.'	Low Density Residential Zone - clause 10.2 Use Table
HUO-14.1	43 Mary Street, Cygnet	174298/0	An additional Permitted Use Class for this site is: Manufacturing and Processing with the following qualification: 'Only for addition or alteration to existing glass manufacturing.'	Local Business Zone - clause 14.2 Use Table
HUO-19.1	85 Whale Point Road, and Whale Point Road, Port Huon	Land at Whale Point Road, Port Huon contained within 142071/4; and land, including any accretion to the sea, adjoining the Huon River identified as HUO-19.1 on the Site-specific Qualifications overlay map.	An additional Discretionary Use Class for this site is: Resource Development with the following qualification: 'Only for aquaculture or a marine farming shore facility.'	General Industrial Zone - clause 19.2 Use Table
HUO-20.1	4015 Huon Highway, Castle Forbes Bay folio of the Register 181865/1	181865/1	A substitution for the qualification in Permitted Use Class - Manufacturing and Processing is: 'No qualification applies.'	Rural Zone - 20.2 Use Table
HUO-20.2	46 and 60 Lymington Road, Cygnet	164743/3 and 164743/1	A substitution for the qualification in Permitted Use Class - Food Services is: 'No qualification applies.'	Rural Zone - 20.2 Use Table

HUO-22.1	1118 Nicholls Rivulet Road, Nicholls Rivulet	143492/1	An additional Discretionary Use Class for this site is: Education and occasional care with the following qualification: 'Only if for a childcare centre, kindergarten, primary school, and/or secondary school.'	Landscape Conservation Zone - clause 22.2 Use Table
HUO-23.1	Wellington Park as defined in the Wellington Park Act 1993 <sup>1</sup>	Not applicable	An additional standard for the Environmental Management Zone is: Notwithstanding any other provision of this planning scheme, use or development of land in Wellington Park must be undertaken in accordance with the provisions of the management plan approved under section 23 of the <i>Wellington Park Act 1993</i> .	Environmental Management Zone - Clause 23.2

<sup>1</sup> Wellington Park means:  
(a) the area of land indicated as bounded by a heavy black line on Plan No. 2789 in the Central Plan Register, a reduced copy of which is set out, by way of illustration only, in Schedule 1 (*Wellington Park Act 1993*); or  
(b) that area of land as varied under sections 6, 7 and 8 of the *Wellington Park Act 1993*.

## HUO-Code Lists

### HUO-Table C3.1 Other Major Roads

#### HUO-Table C3.1 Other Major Roads

Road	From	To
This table is not used in the Local Provisions Schedule.		

### HUO-C6.0 Local Historic Heritage Code

HUO-Table C6.1 -Local Heritage Places

Reference Number	THR Number	Town/Locality	Street Address	Property Name	Folio of the Register	Description, Specific Extent, Statement of Local Historic Heritage Significance and Historic Heritage Values
HUO-C6.1.1	Not applicable	Huonville	138 Glen Road	Not applicable	138685/1	Refer to attached datasheet - HUO-C6.1.1.
HUO-C6.1.2	Not applicable	Franklin	12 Jacksons Road	Not applicable	251619/1	Refer to attached datasheet - HUO-C6.1.2.
HUO-C6.1.3	Not applicable	Glen Huon	672 Glen Huon Road	Valleyfield House	141089/1	Refer to attached datasheet - HUO-C6.1.3.
HUO-C6.1.4	Not applicable	Brooks Bay	23 White Cliffs Road 352, 354, 364, 368, 376 Esperance Coast Road and adjoining Crown land	The Settlement	52146/7, 52146/8, 157639/2, 157639/4, 141531/1, 38182/1, 5269/1 52146/3	Refer to attached datasheet - HUO-C6.1.4. <b>Specific Extent:</b> Includes road reservation and foreshore reserves as shown on the overlay as HUO-C6.1.4.
HUO-C6.1.5	Not applicable	Dover	6626 Huon Highway	Not applicable	162218/1	Refer to attached datasheet - HUO-C6.1.5.
HUO-C6.1.6	Not applicable	Dover	Hope Island	Not applicable	Not applicable	<b>Description:</b> Hope Island ruins (Crown land) - Refer to attached datasheet - HUO-C6.1.6.
HUO-C6.1.7	Not applicable	Dover	6963 Huon Highway	Not applicable	7691/2	Refer to attached datasheet - HUO-C6.1.7.
HUO-C6.1.8	Not applicable	Geeveston	5093 Huon Highway	Not applicable	139166/1	Refer to attached datasheet - HUO-C6.1.8.
HUO-C6.1.9	Not applicable	Geeveston	68 O'Halloran's Road	Not applicable	152992/3	Refer to attached datasheet - HUO-C6.1.9.
HUO-C6.1.10	Not applicable	Geeveston	13 Church Street	Not applicable	34294/1	Refer to attached datasheet - HUO-C6.1.10.
HUO-C6.1.11	Not applicable	Geeveston	105 Fourfoot Road	Not applicable	114235/1	Refer to attached datasheet - HUO-C6.1.11.
HUO-C6.1.12	Not applicable	Waterloo	Land adjacent to 5528 Huon Highway	Not applicable	115970/1	Refer to attached datasheet - HUO-C6.1.12.

**HUO-Table C6.2 Local Heritage Precincts**

Reference Number	Town/Locality	Name of Precinct	Description, Statement of Local Historic Heritage Significance, Historic Heritage Values and Design Criteria / Conservation Policy
This table is not used in this Local Provisions Schedule.			

**HUO-Table C6.3 Local Historic Landscape Precincts**

Reference Number	Town/Locality	Name of Precinct	Description, Statement of Local Historic Heritage Significance, Historic Heritage Values and Design Criteria / Conservation Policy
This table is not used in this Local Provisions Schedule.			

**HUO-Table C6.4 Places or Precincts of Archaeological Potential**

Reference Number	Town/Locality	Property Name / Address/ Name of Precinct	Folio of the Register	Description, Specific Extent and Archaeological Potential
This table is not used in this Local Provisions Schedule.				

**HUO-Table C6.5 Significant Trees**

Reference Number	Town/Locality	Property Name and Street Address	Folio of the Register	Description / Specific Extent	Botanical Name	Common Name	No. of trees
This table is not used in the Local Provisions Schedule.							

**HUO-C8.0 Scenic Protection Code****HUO-Table C8.1 Scenic Protection Areas**

Reference Number	Scenic Protection Area Name	Description	Scenic Value	Management Objectives
HUO-C8.1.1	Mountain River	<p>The Mountain River Scenic Protection Area is in two parts, just outside Wellington Park. Both sections are on the slopes of Buzzietop. The Scenic Protection Areas occur to the west of the river, generally above the 250m contour and extending to a maximum elevation of 530m. Buzzietop has a summit elevation of 889m, with a high, prominent ridge at the head of the valley. The areas contain predominantly eucalypt forest with some cleared agricultural land in the larger area.</p>	<p>(a) The eucalypt forest on the steep slopes contributes to the apparent naturalness and remoteness of the Scenic Protection Area.</p> <p>(b) The Mountain River Trail passes through the smaller Scenic Protection Area on its way between Mountain River Road and Wellington Park.</p> <p>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines;</p> <p>(c) That development and works minimises visibility from prominent view lines from roads and public places; and</p> <p>(d) That visual contrast between buildings and works and the natural bushland is minimised.</p>

<p>HUO-C8.1.2</p>	<p>Crabtree 1 (north-east of Crabtree Rivulet)</p>	<p>Crabtree Scenic Protection Area 1 is located about 600m to the north-east of Crabtree Road and is adjacent to Wellington Park which is located to the north. This area is located on the lower slopes of Buzzietop, above the 250m contour and extends to a maximum elevation of 530m on its eastern boundary. Buzzietop has a summit elevation of 889m, with a high, prominent ridge at the head of the valley. The area is predominantly eucalypt forest with small areas of cleared land.</p>	<p>(a) The eucalypt forest on the steep slopes, extending from Wellington Park, contributes to the naturalness and remoteness of the Scenic Protection Area. (b) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. (c) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places; (b) That development and works avoids impact on skylines; and (c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
<p>HUO-C8.1.3</p>	<p>Crabtree 2 (Blue Hill)</p>	<p>The Crabtree 2 (Blue Hill) Scenic Protection Area is located approximately 450m to the south-west of Crabtree Road, on the slopes of Blue Hill, which is between Crabtree Rivulet and Bakers Creek. The area is located above the 350m contour and extends to the summit of Blue Hill. Blue Hill has a summit elevation of 802m. The area is predominantly forested with a couple of small, cleared areas.</p>	<p>(a) The eucalypt forest on the ridgeline/skyline and steep slopes contributes to the naturalness and remoteness of the Scenic Protection Area. (b) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places; (b) That development and works avoids impact on skylines; and (c) That visual contrast between buildings and works and the natural bushland is minimised.</p>

<p>HUO-C8.1.4</p>	<p>Crabtree 3 (Crouchs Hill)</p>	<p>The Crabtree 3 (Crouchs Hill) Scenic Protection Area is located about 450m to the south-west of Crabtree Road and to the south-east of Mount Ruddy. It is located above the 250m contour and extends over the summit of Crouchs Hill and up to 430m in elevation up the slopes of Mount Ruddy. Crouchs Hill has a summit elevation of 352m and Mount Ruddy has an elevation of 440m. Crouchs Hill is a prominent landscape feature in the upper Huon Valley. It is predominantly forested with some cleared land on ridge lines and the summit of Crouchs Hill.</p>	<p>(a) The eucalypt forest on the ridgelines and skyline and steep slopes contributes to the naturalness of the Scenic Protection Area.</p> <p>(b) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(c) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.5</p>	<p>Ranelagh (Wallers Hill and Newbons Hill)</p>	<p>The Ranelagh (Wallers Hill and Newbons Hill) Scenic Protection Area is between Bakers Creek Road, Lucaston and Browns Road Ranelagh. It is located immediately to the east of Mount Misery, starting just below the summit of Newbons Hill and running downhill to the east and south to Wallers Hill, down to the 200m contour. Newbons Hill has a summit elevation of 490m elevation, and Wallers Hill has a summit elevation of 282m. Mount Misery has a summit elevation 697m.</p>	<p>(a) The size, rugged topography and extensive forest contributes to the naturalness and remoteness of the Scenic Protection Area.</p> <p>(b) The area is predominantly eucalypt forest with some agricultural land cleared on the ridge top accessible from Victoria Road.</p> <p>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.6</p>	<p>Grove (Basin Hill)</p>	<p>The Grove (Basin Hill) Scenic Protection Area is south-east of Grove. It covers much of Basin Hill, which dominates the landscape east of the highway, at the entry to the valley. The Scenic Protection Area is located above the 200m or 250m contour and extends to the summit of Basin Hill. The area is on the lower slopes of Herringback, which extends up to 748m. The area is located approximately 1km to the south of the Huon Highway. Basin Hill has a summit elevation of 503m.</p>	<ul style="list-style-type: none"> <li>(a) The eucalypt forest, very steep slopes and continuation of the undisturbed forest up to the Herringback above, contributes to the naturalness and remoteness of the Scenic Protection Area.</li> <li>(b) The area is covered with eucalypt forest with a cleared linear easement underneath high-voltage powerlines.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.7</p>	<p>Grove (Paradise Hill)</p>	<p>The Grove (Paradise Hill) Scenic Protection Area is located over the unnamed ridge to the north-west of Paradise Hill. The area is located above the 150m contour and extends to the 280m contour. It is located approximately 500m to the south-east of the Huon Highway. Paradise Hill has a summit elevation of 361m.</p>	<ul style="list-style-type: none"> <li>(a) The eucalypt forest on the slopes contributes to the naturalness of the Scenic Protection Area.</li> <li>(b) The area is predominantly forested with some cleared agricultural land on ridgetops.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.8</p>	<p>Huonville (Paradise Hill)</p>	<p>The Huonville (Paradise Hill) Scenic Protection Area is located on the lower western and southern slopes of Paradise Hill (summit elevation 361m). The area is located above the 150m contour and extends to the 320m contour. Paradise Hill has a summit elevation of 361m. The area is a forested area, sitting in front of a much higher forested ridge.</p>	<ul style="list-style-type: none"> <li>(a) The eucalypt forest within the area and the continuation of forested slopes up to the high ridge behind, contributes to the naturalness of the Scenic Protection Area.</li> <li>(b) The Huon River is a significant viewing point for visitors and locals, and Paradise Hill can be seen from the Huon River.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.9</p>	<p>Huonville (Shorts Hill)</p>	<p>The Huonville (Shorts Hill) Scenic Protection Area is located on the western slopes of Shorts Hill (summit elevation 573m). The area is located above the 100m contour and extends to the 500m contour. It is located approximately 300m to the east of the Channel Highway and 1km to the east the Huon Highway. Shorts Hill has a summit elevation of 573m.</p> <p>The area is predominantly forested with some cleared land on ridges.</p>	<ul style="list-style-type: none"> <li>(a) The eucalypt forest, steep slopes and high elevation contribute to the naturalness and remoteness of the Scenic Protection Area.</li> <li>(b) The Huon River is a significant viewing point for visitors and locals, and Shorts Hill can be seen from the Huon River.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The Channel Highway connects Huonville to Cygnet and other coastal towns in the Huon area, as well as to the municipal area of Kingborough.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
<p>HUO-C8.1.10</p>	<p>Woodstock (Woodstock Hill)</p>	<p>The Woodstock (Woodstock Hill) Scenic Protection Area covers all of Woodstock Hill, above the 150m contour up to the summit at 356m. The area is 600m to the east of the Channel Highway and 2km east of the Huon Highway, across the Huon River. The area is predominantly forested, but includes some cleared land, particularly on the</p>		<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>

		<p>eastern side.</p>	<ul style="list-style-type: none"> <li>(a) The forested slopes and the setting of the area; surrounded by larger forested hills, contributes to the naturalness and remoteness of this Scenic Protection Area.</li> <li>(b) The Huon River and Franklin Foreshore are significant viewing points for visitors and locals, with the rowing course and sports ground also attracting large numbers of participants and spectators.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The Channel Highway connects Huonville to Cygnet and other coastal towns in the Huon area, as well as the municipal area of Kingborough.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	
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<p>HUO-C8.1.11</p>	<p>Cradoc/Cygnnet (Balfes Hill)</p>	<p>The Cradoc/ Cygnnet (Balfes Hill) Scenic Protection Area covers Balfes Hill, from the 150m contour up to the summit at 269m. It is about 400m east of the Channel Highway between Cradoc and Cygnnet. It is 4.5km east of the Huon Highway at Castle Forbes Bay, on the other side of the Huon River. The area is predominantly forested with some cleared areas.</p>	<ul style="list-style-type: none"> <li>(a) The eucalypt forest, steep slopes and backdrop of higher hills to the east and north contribute to the naturalness and remoteness of the Scenic Protection Area.</li> <li>(b) The Huon River is a significant viewing point for visitors and locals and the area is visible from the river.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the South.</li> <li>(d) The Channel Highway connects Huonville to Cygnnet and other coastal towns in the Huon area, as well as to the municipal area of Kingborough.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.12</p>	<p>Wattle Grove/Lower Wattle Grove</p>	<p>The Wattle Grove/ Lower Wattle Grove Scenic Protection Area is located on the western slopes of Silver Hill and Coads Hill, between Silver Hill Road and Wattle Grove Road. The area is between the 90m contour and the summit of Coads Hill and extends up to the 190m contour on Silver Hill. The area is a minimum of 350m east of Cygnet Coast Road and 2km east of the Huon Highway, on the other side of the Huon River. Coads Hill has an elevation of 308m, and Silver Hill has a summit elevation of 285m. The area is predominantly forested.</p>	<p>(a) The relatively undisturbed eucalypt forest on the slopes contributes to the naturalness of this Scenic Protection Area. (b) The Huon River acts as a significant viewing point for visitors and locals. (c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. (d) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet. (e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places; (b) That development and works avoids impact on skylines; and (c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.13</p>	<p>Petcheys Bay (Mount Windsor to Black Jack Ridge)</p>	<p>The Petcheys Bay (Mount Windsor to Black Jack Ridge) Scenic Protection Area extends from the summit of Mount Windsor, south and east to the slopes of Black Jack Ridge, down to the 150m contour. The area is 500m north-east of Cygnet Coast Road at its closest points is 3.5km east of the Huon Highway, on the other side of the Huon River. Mount Windsor has a summit elevation of 384m. The area incorporates most of the forested land on the ridges, with only minor clearing and road development within its boundaries.</p>	<ul style="list-style-type: none"> <li>(a) The relatively undisturbed eucalypt forest on the slopes contributes to the naturalness of this Scenic Protection Area.</li> <li>(b) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(c) The area is viewed from the Huon River, which is a significant viewing point for visitors and locals. Black Jack Ridge can also be viewed from Port Cygnet.</li> <li>(d) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.14</p>	<p>Lymington (Langdons Hill)</p>	<p>The Lymington (Langdons Hill) Scenic Protection Area runs from the summit of Langdons Hill, elevation 226m, down to the 50m contour, immediately north of Lymington. The area is approximately 350m north-west of Cygnet Coast Road. The area is predominantly forested with one area of cleared agricultural land in the north-east corner.</p>	<p>(a) The relatively undisturbed eucalypt forest on the steep slopes contributes to the naturalness of this Scenic Protection Area.</p> <p>(b) The Channel Highway connects Huonville to Cygnet, and other coastal towns in the Huon area, as well as to the municipal area of Kingborough.</p> <p>(c) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet.</p> <p>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.15</p>	<p>Deep Bay/ Gardners Bay (Thomas Hill)</p>	<p>Deep Bay/Gardners Bay (Thomas Hill) Scenic Protection Area overlays Thomas Hill, and two unnamed ridges to the north, running down to the 100m contour. The area is located approximately 400m east of the Channel Highway. Thomas Hill has a summit elevation of 224m. The area is predominantly undisturbed forest with some cleared land on the northern side and some track development.</p>	<ul style="list-style-type: none"> <li>(a) The unbroken eucalypt forest on the ridges and the large, forested area of Mt Cygnet behind, contribute to the naturalness and remoteness of the Scenic Protection Area.</li> <li>(b) Thomas Hill can be viewed from Port Cygnet, which is a significant viewing point for visitors and locals.</li> <li>(c) The Channel Highway connects Huonville to Cygnet, and other coastal towns in the Huon area, as well as the municipal area of Kingborough.</li> <li>(d) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.16</p>	<p>Glen Huon/Huonville (Cannells Hill)</p>	<p>The Glen Huon/Huonville (Cannells Hill) Scenic Protection Area is located on the northern and eastern slopes of Cannells Hill, above the 150m contour up to a maximum elevation of 410m. The area is west of Scenic Hill Road. The area is 560m west of the Huon Highway at its closest point, near the Huonville Bridge. The area is 800m west of the Channel Highway at its closest point, on the other side of the Huon River. Cannells Hill has a summit elevation of 442m.</p>	<ul style="list-style-type: none"> <li>(a) The size, height and steepness of Cannells Hill contributes to the naturalness of this Scenic Protection Area.</li> <li>(b) The Huon River is a significant viewing point for visitors and locals, and Cannells Hill can be seen from the Huon River.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The Channel Highway connects Huonville to Cygnet and other coastal towns in the Huon area, as well as the municipal area of Kingborough.</li> <li>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
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<p>HUO-C8.1.17</p>	<p>Franklin (Lower slopes of Mansfields Hill)</p>	<p>The Franklin (lower slopes of Mansfields Hill) Scenic Protection Area is located to the west of Franklin, on the eastern slopes below Mansfields Hill. The area is located above the 150m contour and extends up to 350m. The area is a minimum of 450m west of the Huon Highway at Franklin. It is 2km west of the Channel Highway, on the other side of the Huon River. Mansfields Hill has a summit elevation of 516m. The area is a mix of forested and cleared land including a cleared powerline easement.</p>	<p>(a) The Huon River is a significant viewing point for visitors and locals, with the rowing course and sports ground attracting large numbers of participants and spectators.</p> <p>(b) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(c) The Channel Highway connects Huonville to Cygnet, and other coastal towns in the Huon area, as well as to the municipal area of Kingborough.</p> <p>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.18</p>	<p>Port Huon (Hynes Hill and Doodys Hill)</p>	<p>The Port Huon (Hynes Hill and Doodys Hill) Scenic Protection Area is located to the north-west of Port Huon, on the south-eastern slopes of Hynes Hill. It also includes the summit and goes down to the 150m contour. The area is about 600m to the west and north of the Huon Highway at its closest point. Hynes Hill and Doodys Hill have a summit elevation of 360m. The area has patches of native forest between cleared paddocks and roads. A high-voltage powerline easement runs through the area.</p>	<p>(a) The areas of eucalypt forest on the steep slopes, and the dominance of these hills on the skyline as viewed from nearby towns, contributes to the scenic value of the Scenic Protection Area.</p> <p>(b) The area is viewed from the Huon River, which is a significant viewing point for visitors and locals.</p> <p>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(d) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet.</p> <p>(e) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.19</p>	<p>Geeveston North</p>	<p>The Geeveston North Scenic Protection Area is a small area to the north of Geeveston, on an unnamed hill on the lower southern slopes of Doodys Hill. The area is located between the 20 and 110m contours. The area is located approximately 100m north of Arve Road and 200m north-west of the Huon Highway. Doodys Hill has a summit elevation of 360m. The area is mostly eucalypt forest with two cleared areas and a road.</p>	<p>(a) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(b) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
<p>HUO-C8.1.20</p>	<p>Geeveston South</p>	<p>The Geeveston South Scenic Protection Area covers an unnamed hill between the 40m and 120m contours, on the lower north-western slopes of Ashlin Hill. The area is located approximately 220m to the east of the Huon Highway. Ashlin Hill has a summit elevation of 280m.</p>	<p>(a) The eucalypt forest contributes to the naturalness of the Scenic Protection Area.</p> <p>(b) The area is predominantly forested with a cleared area around a TasWater tank and access road.</p> <p>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p> <p>(d) The scenic values are often enhanced by dramatic weather conditions including storms and fog.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</p> <p>(b) That development and works avoids impact on skylines; and</p> <p>(c) That visual contrast between buildings and works and the natural bushland is minimised.</p>

<p>HUO-C8.1.21</p>	<p>Port Huon (Whale Point Hill)</p>	<p>The Port Huon (Whale Point Hill) Scenic Protection Area is in two parts, to the south of Port Huon, on the upper slopes of Whale Point Hill, from the 150m contour up to the summit which has an elevation of over 230m, and over the nearby unnamed hilltop to the south-west. The area is approximately 420m north-east of the Huon Highway and 2km west of Cygnet Coast Road, on the other side of the Huon River. The area is mostly cleared land with scattered paddock trees, with eucalypt forest on the south-east-facing slopes.</p>	<p>(a) The Cygnet Coast Road is an alternative 'scenic route' connecting Huonville to Cygnet. (b) The area is visible from the Huon River, which is a significant viewing point for visitors and locals. (c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. (d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</p>	<p>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places; (b) That development and works avoids impact on skylines; and (c) That visual contrast between buildings and works and the natural bushland is minimised.</p>
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<p>HUO-C8.1.22</p>	<p>Dover East (Reeves Hill)</p>	<p>The Dover East (Reeves Hill) Scenic Protection Area is north and east of Dover, on the upper slopes of Reeves Hill. It covers the summit and extends down as low as the 150m contour. The area is approximately 750m north-east of the Huon Highway. Reeves Hill has a summit elevation of 328m. The area is predominantly forested, with two areas of cleared land and some partially cleared forest at the summit.</p>	<ul style="list-style-type: none"> <li>(a) The extensive area of relatively undisturbed forest contributes to the naturalness of the Scenic Protection Area.</li> <li>(b) The area is viewed from Port Esperance, which is a significant viewing point for visitors and locals.</li> <li>(c) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(d) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>
<p>HUO-C8.1.23</p>	<p>Dover West</p>	<p>The Dover West Scenic Protection Area is north-west of Dover, on the slopes of an unnamed hill south of Wallaby Flat. The area is located above the 150m contour and extends up to the summit of the hill, at 250m. The area is approximately 400m west of the Huon Highway. The area has regrowth forest and cleared paddocks on the lower slopes and is cleared around the top of the hill, with large areas of Private Timber Reserve.</p>	<ul style="list-style-type: none"> <li>(a) The area is viewed from Port Esperance, which is a significant viewing point for visitors and locals.</li> <li>(b) The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</li> <li>(c) The scenic values are often enhanced by dramatic weather conditions including storms, fog in the valley and snow-capped hills and mountains.</li> </ul>	<ul style="list-style-type: none"> <li>(a) That vegetation is maintained as the dominant landscape element when viewed from public roads and places;</li> <li>(b) That development and works avoids impact on skylines; and</li> <li>(c) That visual contrast between buildings and works and the natural bushland is minimised.</li> </ul>

HUO-Table C8.2 Scenic Road Corridors

Reference Number	Scenic Road Corridor Description	Scenic Value	Management Objectives
HUO-C8.2.1	<p><i>Huon Highway: Lower Longley to Grove (northern section)</i> The Northern Gateway into the Huon Valley. The road corridor winds through the vegetated hills (Crawfords Hill and Bullock Hill) of Lower Longley and then at Grove the road descends into the valley which is characterised by productive agricultural land.</p> <p><i>Huon Highway: Grove to Huonville (southern section)</i> The road corridor extends through a mixture of pasture, and orchards within a relatively narrow strip of land between the Huon Highway and Mountain River to the north-west and vegetated hills (Paradise Hill, Basin Hill) to the south-east of the highway. The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. An increasing number of local residents use this road on a daily basis to commute between Hobart and Huonville.</p>	<p><i>Huon Highway</i></p> <p>(a) The descent from Lower Longley down into Grove is the gateway to the Huon Valley and contributes significantly to the scenic values of Southern Tasmania.</p> <p>(b) The scenic value of this area is often enhanced by dramatic weather patterns including fog in the valley and snow-capped hills and mountains</p> <p>(c) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</p> <p><i>Huon Highway, Lower Longley to Grove (northern section)</i></p> <p>(a) In the northern section, the native vegetation within the road corridor and beyond, interspersed with rural residential properties, provides diversity in views to the traveller, and is important in creating a transition in character to the agricultural/rural landscapes to the south.</p> <p>(b) Views to the surrounding vegetated hills, and mountains enhance the scenic value of the corridor.</p> <p><i>Huon Highway, Grove to Huonville (southern section)</i></p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obstruction on prominent view lines;</p> <p>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</p> <p>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>

- (a) In the southern section, there are agricultural/rural landscapes with a mixture of orchards and open, rural grazing land with gentle undulations in the topography in the valley.
- (b) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character, seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.
- (c) Small patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area.
- (d) Views from the Scenic Road Corridor include the historic residential and farm buildings, orchards and grazing animals which make up the rural character of the valley in the foreground;
- (e) Views to the surrounding vegetated hills, and mountains enhance the scenic value of the corridor.
- (f) The strong contrast between the developed foreground along the valley floor and the background of the surrounding vegetated hill-faces contributes to the scenic value.

<p>HUO-C8.2.2</p>	<p><i>Huon Highway: Huonville to Franklin</i>  The road corridor extends through a mixture of pasture and orchards to the west and has a relatively narrow strip of land between the Huon Highway and the Huon River to the east.  The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. An increasing number of local residents use this road on a daily basis to commute between Hobart and Huonville.</p>	<ul style="list-style-type: none"> <li>(a) The Huon River is a major river estuary that contributes significantly to the scenic values of Southern Tasmania.</li> <li>(b) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(c) Views from the Scenic Road Corridor include: <ul style="list-style-type: none"> <li>(i) the Huon River and flood plains in the foreground;</li> <li>(ii) the Egg Islands, which contribute to the natural aesthetic appeal of the Scenic Road Corridor.</li> </ul> </li> <li>(d) Views of the Huon River and floodplains can consist of: <ul style="list-style-type: none"> <li>(i) wildlife such as migratory birds,</li> <li>(ii) river craft, including rowing and sailing boats, which can often be seen on the water; and</li> <li>(iii) jetties with moored boats, which provide a point of interest in the landscape.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Wellington Range (Sleeping Beauty);</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>

- (e) The strong contrast between the developed foreground along the road corridor, and the background of the surrounding vegetated hill-faces, to the north-west of the highway and to the north-east of the Huon River in the middle ground contributes to the scenic value.
- (f) The Scenic Road Corridor provides opportunities to view the historic residential and farm buildings, orchards and grazing animals which make up the rural character of the valley in the foreground.
- (g) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character, seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.
- (h) Small patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (*Acacia dealbata*) in Spring.
- (i) The scenic value of this area is often enhanced by remarkable reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.
- (j) Views to Sleeping Beauty to the north and Tongatabu to the south in the mid to far background.

		<p>(k) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</p>	
<p>HUO-C8.2.3</p>	<p><i>Huon Highway: Franklin to Castle Forbes Bay to Port Huon</i>  The road corridor extends through a mixture of pasture and orchards to the west and has a relatively narrow strip of land between the Huon Highway and the Huon River to the east.  The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p>	<p>(a) The Huon River is a major river estuary that contributes significantly to the scenic values of Southern Tasmania.</p> <p>(b) The Scenic Road Corridor provides opportunities to view the Huon River and flood plains in the foreground and middle-ground.</p> <p>(c) The Huon River and floodplains allows viewing of wildlife including migratory birds.</p> <p>(d) Views to the Egg Islands contribute to the natural aesthetic appeal of the Scenic Road Corridor.</p> <p>(e) River craft, including rowing and sailing boats, can often be seen on the water and moored boats and jetties also provide a point of interest in the landscape.</p> <p>(f) There is a strong contrast between the developed foreground along the road corridor, and the background of the surrounding vegetated hill-faces, to the north-west of the highway and to the north-east of the Huon River.</p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obtrusion on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Huon River, Sleeping Beauty, Tongatabu and other significant landmarks seen from the highway;</p> <p>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</p> <p>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>

- (g) The Scenic Road Corridor provides opportunities to view the historic residential and farm buildings, orchards and grazing animals which make up the rural character in the foreground.
- (h) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character, seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.
- (i) Small patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (*Acacia dealbata*) in spring.
- (j) The scenic value of this area is often enhanced by remarkable reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.
- (k) Views to the surrounding vegetated hills, and mountains enhance the scenic value of the corridor.
- (l) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.

<p>HUO-C8.2.4</p>	<p><i>Huon Highway: Geeveston to Waterloo to Surges Bay</i>  The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south.</p>	<ul style="list-style-type: none"> <li>(a) The Huon River is a major river estuary that contributes significantly to the scenic values of Southern Tasmania.</li> <li>(b) The Scenic Road Corridor provides opportunities to view glimpses of the Huon River and its eastern shore.</li> <li>(c) Views of note along this stretch of road include those to Rileys Creek Reservoir and Surges Creek.</li> <li>(d) There is a strong contrast between the developed foreground along the road corridor and the background of the surrounding vegetated hill-faces to the west of the highway in the middle ground.</li> <li>(e) The Scenic Road Corridor provides opportunities to view the historic residential and farm buildings, orchards and grazing animals which make up the rural character in the foreground.</li> <li>(f) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character, seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Huon River;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>

		<ul style="list-style-type: none"> <li>(g) Native vegetation within the scenic road corridor and beyond provides visual diversity and contributes to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (<i>Acacia dealbata</i>) in spring.</li> <li>(h) The scenic value of this area is often enhanced by dramatic weather patterns including fog and snow-capped hills and mountains.</li> <li>(i) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	
<p>HUO-C8.2.5</p>	<p><i>Huon Highway: Surges Bay to Glendevie to Dover</i>  The Huon Highway is a State managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. The Scenic Road Corridor between Surges Bay and Glendevie is predominantly characterised by native vegetation within the road corridor, and opportunities to view rural residential and farm buildings, and grazing animals.</p>		

		<p>(a) Views to the surrounding vegetated hills, and mountains enhance the scenic value of the corridor.</p> <p>(b) The Scenic Road Corridor between Glendevie and Dover is a mixture of stretches of road with native vegetation within the road corridor, areas of more open rural/ agricultural land with some historic dwellings and farm buildings, exotic trees and pasture with grazing animals, and some areas of land with pine and eucalypt plantations.</p> <p>(c) Exotic trees, hedgerows and private gardens within the scenic road corridor and beyond provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</p> <p>(d) Native vegetation within the scenic road corridor and beyond provides visual diversity and contributes to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (<i>Acacia dealbata</i>) in spring.</p> <p>(e) The scenic value of this area is often enhanced by dramatic weather patterns including fog, and snow-capped hills and mountains.</p> <p>(f) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Tongatabu and other significant landmarks seen from the highway;</p> <p>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</p> <p>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>
<p>HUO-C8.2.6</p>	<p><i>Huon Highway: Dover to Raminea to Strathblane to Southport</i> The Huon Highway is a State</p>		

	<p>managed highway, which is promoted as part of the Huon Trail connecting Hobart with visitor destinations to the south. The Scenic Road Corridor adjacent to the Huon Highway to the south of Dover is a mixture of rural properties, forestry and native vegetation.</p>	<ul style="list-style-type: none"> <li>(a) Raminea provides opportunities to view the Esperance River and flood plains in the foreground and middle-ground to the south-east of the Huon Highway, with potential for observation of wildlife including migratory birds.</li> <li>(b) Moored boats and jetties at Raminea also provide a point of interest in the landscape.</li> <li>(c) Views to the surrounding vegetated hills, and mountains enhance the scenic value of the corridor.</li> <li>(d) The town of Strathblane is predominantly characterised by rural residential and farm buildings, orchards and grazing animals with views to vegetated hills beyond.</li> <li>(e) There are a number of rural/agricultural properties entering Southport with some historic dwellings and farm buildings, exotic trees and pasture with grazing animals.</li> <li>(f) Exotic trees and hedgerows provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> <li>(g) Native vegetation within the scenic road corridor and beyond provides visual diversity and contributes to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (<i>Acacia dealbata</i>) in spring.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as Adamsons Peak, the Esperance River, and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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<p>HUO-C8.2.7</p>	<p><i>Hastings Caves Road: Southport turnoff to Hastings (to Hastings Caves)</i>  Hastings Caves Road is promoted as part of the Huon Trail, connecting Hobart with visitor destinations in the National Parks to the south. Hastings Caves Road is located to the south of the Southport turn-off, adjacent land is a mixture of rural properties, forestry and native vegetation.</p>	<ul style="list-style-type: none"> <li>(a) The Scenic Road Corridor entering into and within Hastings provides opportunities to view Hastings Bay and flood plains in the foreground with potential for observation of wildlife, including migratory birds and beyond to the land formation known as 'The Tongue' in the middle-ground to the south-west of Hastings Caves Road.</li> <li>(b) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(c) The Scenic Road Corridor along the Hastings Caves Road beyond the Lune River Road turn-off contains native vegetation with forestry land beyond.</li> <li>(d) Native vegetation within the Scenic Road Corridor and beyond provides visual diversity and contributes to the natural appeal of the area.</li> <li>(e) The scenic value of this area is often enhanced by dramatic weather patterns including fog and snow-capped hills and mountains.</li> <li>(f) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obtrusion on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as Hastings Bay and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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<p>HUO-C8.2.8</p>	<p><i>Lune River Road: Hastings to Lune River to Ida Bay</i>  Lune River Road is promoted as part of the Huon Trail, connecting Hobart with visitor destinations in the National Parks and World Heritage areas to the south.  The Scenic Road Corridor along the Lune River Road contains native vegetation with forestry land beyond.</p>	<ul style="list-style-type: none"> <li>(a) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(b) The bridge over the Lune River provides an opportunity to view the river in the foreground and middle ground to the north and south.</li> <li>(c) The Scenic Road Corridor provides opportunities to view historic residential and outbuildings, which make up the character of this area in the foreground, with views to mountains in the more distant background.</li> <li>(d) The Scenic Road Corridor overlays the parcel/s of land on which the Tasmanian Heritage Register listed Ida Bay Railway is located.</li> <li>(e) The scenic value of this area is often enhanced by dramatic weather patterns including fog and snow-capped hills and mountains.</li> <li>(f) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Lune River and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway, including historic buildings associated with the Ida Bay Railway, are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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<p>HUO-C8.2.9</p>	<p><i>South Cape Road: Ida Bay to Recherche and into the World Heritage Area.</i>                  South Cape Road is promoted as part of the Huon Trail, connecting Hobart with visitor destinations in the National Parks and World Heritage areas to the south.                  This section of Scenic Road Corridor along the South Cape Road contains native vegetation with Forestry land or National Park and World Heritage Area beyond.</p>	<p>(a) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</p> <p>(b) The bridge over the D'Entrecasteaux River provides an opportunity to view the river in the foreground and middle ground to the east and west.</p> <p>(c) The scenic value of this area is often enhanced by weather patterns including fog and snow-capped hills and mountains.</p> <p>(d) The scenic value of this area is often enhanced by reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.</p> <p>(e) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features;</p> <p>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</p> <p>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>
<p>HUO-C8.2.10</p>	<p><i>Cockle Creek Road: Recherche to Catamaran to Cockle Creek</i>                  Cockle Creek Road is promoted as part of the Huon Trail, connecting Hobart with visitor destinations in the National Parks and World Heritage areas to the south.                  The Scenic Road Corridor along the Cockle Creek Road contains native vegetation with World Heritage Area beyond.                  To the west of the road is the small 'shack' town of Recherche, which is made up of some small parcels of privately owned land.                  Several of the D'Entrecasteaux</p>	<p>(a) The section of road entering into and within Recherche provides opportunities to view Pigsties Bay, and Recherche Bay to the east in the foreground, with potential for observation of wildlife, including migratory birds, and beyond to the land formation in the middle-far ground to the east.</p>	

<p>Expedition Sites are located within the Road Corridor. 1792 expedition sites are concentrated around Pigsties Bay at the northern end of Recherche Bay, centred on the northeast peninsula around Bennetts Point, and to the west of Pigsties Bay at Moss Glen. Most of the historical and archaeological sites of French activity related to the 1792 and 1793 visits of D'Entrecasteaux are ephemeral, with no apparent physical evidence today. Some sites have the potential to include the archaeological remains of structures or landforms associated with the activity of the French expeditioners, whilst all sites have some potential to include artefactual material from the expeditions.</p>	<ul style="list-style-type: none"> <li>(b) The 'shacks' and surrounding kept gardens and lawn are located within a clearing to the west of the road which provides a strong contrast with the background of natural bushland on the surrounding hill-faces and the white sandy beach to the east of the road.</li> <li>(c) The D'Entrecasteaux Expedition Sites contribute historic traces and human context to a predominantly natural landscape.</li> <li>(d) There are views to several rocky outcrops which are stand out landmarks along this stretch of Road Corridor including Mazeys Rocks, and Ryans Point.</li> <li>(e) The approach to Catamaran River and view up and downstream to the north-east and south-west is of particular scenic value.</li> <li>(f) Views from the Road Corridor to Waterhole Cove are of particular scenic value, with the road being located directly adjacent to the shoreline to the east and native vegetation growing right up to the road on the western side.</li> <li>(g) Views from the Road Corridor to Sayers Beach and Hutchins Island to the east are of particular scenic value, although in parts obscured by sand dunes which are located within the Road Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as Pigsties Bay, and Recherche Bay, Ryans Point, Gillams Beach, Finns Beach, Catamaran River, Mary Ann Point, Waterhole Cove, Evoralls Point, Rocky Bay, Hutchins Island, Sayers Beach, Cockle Creek, Adams Point, mountains and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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		<p>(h) The southern end of the Road Corridor terminates at the Cockle Creek bridge with views to the south-west looking upstream in the foreground and to Moulders Hill in the background. Views to the east include the mouth of the creek in the foreground, with Rocky Bay beyond.</p>	
<p>HUO-C8.2.11</p>	<p><i>Esperance Coast Road, Surges Bay to Brooks Bay to Police Point to Surveyors Bay to Dover</i>          Esperance Coast Road is an alternative 'scenic route' between Surges Bay and Dover.          Esperance Coast Road winds its way around the western shore of the Huon River.          The Scenic Road Corridor between Surges Bay and Brooks Bay is predominantly characterised by native vegetation within the road corridor, with lightly vegetated hills interspersed with rural residential and outbuildings, and pasture with grazing animals.          There is a fine apple shed located on the water's edge, partially on filled and reclaimed land.          The Road Corridor between Police Point and Surveyors Bay contains less native vegetation than elsewhere along Esperance Coast Road as the properties in this area are part of a large holding, which is used for grazing cattle.          The Road Corridor overlays the small 'shack' town at Little Roaring Beach, which is made up of some small parcels of privately owned land.</p>	<p>(a) Distant water views to the Huon River and across to the vegetated hill-faces (Black Jack Ridge) and mountains (Mount Windsor and Mount Cygnet) on the other side of the river can be seen through gaps in the roadside vegetation to the east and in clearings and coastal settlements.</p> <p>(b) South along the section of the road entering into Brooks Bay the view of the river to the east in the foreground (with potential for observation of wildlife, including migratory birds) with the 'Settlement' below in the middle-far ground with vegetated hill-faces beyond.</p> <p>(c) As a group the whole valley reads as a landscape unit with various buildings, some inside the Scenic Road Corridors, others which fall outside this area.</p>	

		<p>(d) The 'Settlement' and surrounding gardens provide a strong contrast between the developed foreground and the background of natural bushland on the hill-faces to the west and the sandy beach to the east.</p> <p>(e) The section of road between Brooks Bay and Police Point provides many opportunities to see water views over the Huon River to the east, with the clearing around the waterfront at Desolation Bay enabling expansive views from the foreground through to the background, the eastern shore of the Huon River and mountain ranges beyond.</p> <p>(f) 180 degree views of the Huon River are not obstructed by the native vegetation, which is less dense in this area, development, including residential and farm buildings, is therefore more visible from the road as a result.</p> <p>(g) The 'shacks' and surrounding gardens provide a strong contrast between the developed foreground and the background of natural bushland on the hill-faces to the west of the town and the white sandy beach to the east.</p> <p>(h) The southern end of the Road Corridor terminates at Kent Beach Road, with 180 degree views to Kent Beach in the foreground and to Port Esperance in the middle ground, and Hope Island in the background.</p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as to the 'Settlement', Brooks Bay, Desolation Bay, Desolation Point, Granny Gibbons Bay, Barretts Bay, Hideaway Bay, Roaring Bay, Little Roaring Bay Beach, Kent Beach, Hope Island, mountains and other significant landmarks seen from the highway;</p> <p>(c) Impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway;</p> <p>(d) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway including historic buildings within 'The Settlement', are minimised; and</p> <p>(e) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>
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<p>HUO-C8.2.12</p>	<p><i>Arve Road: Geeveston to Lonnvale</i> <i>(Tahune Forest Airwalk)</i> Arve Road is a principal visitor touring route and is promoted as part of the Huon Trail. The Scenic Road Corridor along the Arve Road contains native vegetation with Forestry land beyond.</p>	<p>(a) Views to surrounding hill-faces and mountains are largely restricted to locations where vegetation has been thinned or removed within the road corridor, including bridge crossings, road intersections, picnic area clearings and lookouts, such as West Creek Lookout.</p>	<p>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</p> <p>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as Sleeping Beauty and other significant landmarks;</p> <p>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</p> <p>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</p>
<p>HUO-C8.2.13</p>	<p>The Esplanade and Channel Highway: Huonville to Woodstock to Cradoc The Channel Highway is a State managed highway connecting Tarooma and Huonville. An increasing number of local residents use this road on a daily basis to commute between Cygnet and Huonville,</p>	<p>(a) The Huon River is a major river estuary that contributes significantly to the scenic values of Southern Tasmania.</p>	

<p>(and then continue on to Hobart via the Huon Highway). The Channel Highway is a principal visitor touring route and is promoted as part of the Huon Trail.</p>	<ul style="list-style-type: none"> <li>(b) The Scenic Road Corridor provides opportunities to view the Huon River and flood plains in the foreground and middle-ground.</li> <li>(c) River craft can often be seen on the water and moored boats and jetties also provide a point of interest in the landscape.</li> <li>(d) Views to the Egg Islands to the west contribute to the natural aesthetic appeal of the Scenic Road Corridor.</li> <li>(e) The Huon River and floodplains allows viewing of wildlife including migratory birds.</li> <li>(f) There is a strong contrast between the developed foreground along the road corridor and the background of natural bushland on the surrounding hill-faces.</li> <li>(g) The Scenic Road Corridor provides opportunities to view historic residential and farm buildings, stone walls, orchards and grazing animals which make up the rural character of the valley in the foreground.</li> <li>(h) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(i) The historic town of Franklin can be seen on the western shore of the Huon River.</li> <li>(j) Views to mountains, such as the Wellington Range (Sleeping Beauty), Adamsons Peak and Grey Mountain, in the background also contribute to the scenic value.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Wellington Range (Sleeping Beauty), the Huon River and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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		<ul style="list-style-type: none"> <li>(k) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> <li>(l) Small patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area.</li> <li>(m) The scenic value of this area is often enhanced by reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.</li> <li>(n) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	
<p>HUO-C8.2.14</p>	<p><i>Channel Highway: Cradoc to Cygnet</i>          There is a strong contrast between the developed foreground along the road corridor and the background of the surrounding vegetated hill-faces.          The Scenic Road Corridor provides opportunities to view historic residential and farm</p>		

	<p>buildings, stone walls, orchards, vineyards, crops and grazing animals which make up the rural character of the valley in the foreground.</p>	<ul style="list-style-type: none"> <li>(a) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(b) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> <li>(c) Patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area. Seasonal change can be seen with attractive displays of flower blossom, the most visible being the Silver Wattle (<i>Acacia dealbata</i>) in spring.</li> <li>(d) The scenic value of this area is often enhanced by dramatic weather patterns including fog in the valley and snow-capped hills and mountains.</li> <li>(e) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as Sleeping Beauty and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
<p>HUO-C8.2.15</p>	<p><i>Channel Highway: Cygnet to Gardners Bay to Deep Bay to</i></p>		

<p><i>Randalls Bay to Garden Island Creek to Verona Sands</i></p>	<ul style="list-style-type: none"> <li>(a) The Scenic Road Corridor between Cygnet and Deep Bay provides opportunities to view Port Cygnet and floodplains in the foreground, middle-ground and background.</li> <li>(b) Views to Port Cygnet and the Huon River provide opportunities for observation of wildlife, including migratory birds.</li> <li>(c) The Huon River is a major river estuary that contributes significantly to the scenic values of the Huon Valley.</li> <li>(d) River craft, including rowing and sailing boats, can often be seen on the water and moored boats and jetties also provide a point of interest in the landscape.</li> <li>(e) There is a strong contrast between the developed foreground along the road corridor and the background of surrounding vegetated hill-faces.</li> <li>(f) The Scenic Road Corridor provides opportunities to view historic residential and farm buildings, orchards and grazing animals which make up the rural character of the valley in the foreground.</li> <li>(g) Exotic trees and hedgerows within and beyond the Scenic Road Corridor provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> <li>(h) Patches of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obtrusion on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Huon River and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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		<ul style="list-style-type: none"> <li>(i) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(j) Views to Garden Island and Huon Island also contribute to the natural aesthetic appeal of the Scenic Road Corridor.</li> <li>(k) The scenic value of this area is often enhanced by reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.</li> <li>(l) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</li> </ul>	
<p>HUO-C8.2.16</p>	<p><i>Cygnets Coast Road/ Lymington Road: Cradoc To Glaziers Bay to Lower Wattle Grove to Wattle Grove to Petcheys Bay to Lymington to Cygnets</i></p>	<ul style="list-style-type: none"> <li>(a) The Huon River is a major river estuary that contributes significantly to the scenic values of Southern Tasmania.</li> <li>(b) Views to Port Cygnets and the Huon River provide opportunities for observation of wildlife, including migratory birds.</li> </ul>	

		<ul style="list-style-type: none"> <li>(c) River craft, including rowing and sailing boats, can often be seen on the water and moored boats and jetties also provide a point of interest in the landscape.</li> <li>(d) Opportunities to view the Huon River and flood plains in the foreground, and Egg Islands in the middle-ground, contribute to the natural aesthetic appeal of the Scenic Road Corridor.</li> <li>(e) The views to the water are in some locations quite immediate, as the road is close to the shoreline and just above the high tide mark. In other locations, the native vegetation between the road and the river enhances the water views.</li> <li>(f) Historic residential and farm buildings, orchards, vineyards, and grazing animals make up much of the rural character in the foreground.</li> <li>(g) Views to the surrounding vegetated hills, peaks and mountains enhance the scenic value of the corridor.</li> <li>(h) Exotic trees and hedgerows within the scenic road corridor and beyond provide visual diversity and character. Seasonal change can be seen with attractive displays of spring blossom and autumnal leaves on deciduous trees.</li> <li>(i) Areas of native vegetation within the scenic road corridor and beyond provide visual diversity and contribute to the natural appeal of the area.</li> </ul>	<ul style="list-style-type: none"> <li>(a) To provide and maintain view corridors along the road alignment that enhance the traveller experience, through the set back of buildings from the road corridor and minimising building bulk in proximity to the road;</li> <li>(b) That development and works minimises visual obstruction on prominent view lines to visually significant and notable local landforms, waterforms, vegetation and/or cultural features, such as the Huon River and other significant landmarks;</li> <li>(c) That impacts on prominent sightlines to local heritage places listed in Table C6.1 seen from the highway are minimised; and</li> <li>(d) That tourism visitor information system (TVIS) signage or other coordinated and branded commercial signage, is encouraged over individual signage, or otherwise unreasonably interferes with the character of the landscape.</li> </ul>
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		<p>(j) The scenic value of this area is often enhanced by reflections in the calm river waters, and dramatic weather patterns including fog in the valley, and snow-capped hills and mountains.</p> <p>(k) The Scenic Road Corridor provides visual amenity to the traveller experience and establishes a sense of place for residents.</p>	
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**HUO-C11.0 -Coastal Inundation Hazard Code**

HUO-Table C11.1 Coastal Inundation Hazard Bands AHD Levels

Locality	High Hazard Band (m AHD)	Medium Hazard Band (m AHD)	Low Hazard Band (m AHD)	Defined Flood Level (m AHD)
	Sea Level Rise 2050	1% annual exceedance probability 2050 with freeboard	1% annual exceedance probability 2100 (design flood level) with freeboard	1% annual exceedance probability 2100
Abels Bay	0.9	1.8	2.5	2.2
Cairns Bay	0.9	1.8	2.5	2.2
Castle Forbes Bay	0.9	1.8	2.5	2.2
Charlotte Cove	0.9	1.8	2.5	2.2
Cradoc	0.9	1.8	2.5	2.2
Cygnets	0.9	1.8	2.5	2.2
Deep Bay	0.9	1.8	2.5	2.2
Dover	0.9	1.8	2.5	2.2
Eggs and Bacon Bay	0.9	1.8	2.5	2.2
Franklin	0.9	1.8	2.5	2.2
Garden Island Creek	0.9	1.8	2.5	2.2
Gardners Bay	0.9	1.8	2.5	2.2
Geeveston	0.9	1.8	2.5	2.2
Glaziers Bay	0.9	1.8	2.5	2.2
Glen Huon	0.9	1.8	2.5	2.2
Hastings	0.9	1.8	2.4	2.1
Huonville	0.9	1.8	2.5	2.2
Lune River	0.9	1.8	2.4	2.1
Lymington	0.9	1.8	2.5	2.2
Police Point	0.9	1.8	2.5	2.2
Port Huon	0.9	1.8	2.5	2.2
Randalls Bay	0.9	1.8	2.5	2.2
Ranelagh	0.9	1.8	2.4	2.1
Recherche	0.9	1.8	2.4	2.1
Southport	0.9	1.8	2.4	2.1
Strathblane	0.9	1.8	2.5	2.2
Surges Bay	0.9	1.8	2.5	2.2
Surveyors Bay	0.9	1.8	2.5	2.2
Waterloo	0.9	1.8	2.5	2.2
Wattle Grove	0.9	1.8	2.5	2.2
All other locations	0.9	1.8	2.5	2.2

**HUO-Applied, Adopted or Incorporated Documents**

Document Title	Publication Details	Relevant Clause in the LPS
This table is not used in this Local Provisions Schedule.		

**Appendix A:-Local Historic Heritage Places Datasheets**

**HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.1**

**Description**

House and c1970 Oast House, 138 Glen Road, Huonville.

**Specific Extent**

The Specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.1.

**Statement of local historic heritage significance and historic heritage values**

<p>(a)</p>	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; The oast house is able to demonstrate the development of the hop industry in the Huon Valley. Whilst a recent structure, the oast house remains a rare example of a particular type of oast house in the Huon Valley.</li> <li>(ii) creative or technical achievements; On its completion the oast house was considered one of the most modern in the State, so it can demonstrate the technological achievements of a specific period in the hop industry in the Huon Valley.</li> <li>(iii) a class of building or place; The oast house demonstrates the principal characteristics of a post-war oast house. These characteristics are found in the external form, construction methods and detailing both externally and internally.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
<p>(b)</p>	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; 138 Glen Road's association with the Frankcomb and Stillwell families, who were deemed significant members of the Ranelagh and Huonville communities.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; The oast house represents an aspect of Huon Valley's past that contributes to the local identity.</li> </ul>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.2

### Description

Franklin Catholic Cemetery, 12 Jacksons Road, Franklin.

### Specific Extent

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.2.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; The Jackson's Point Catholic Cemetery demonstrates the development of the Franklin township during the mid-to-late 19th century and because it demonstrates the prominence of the Catholic Church in 19th century rural communities and the growth of a Catholic community in the Franklin area.</li> <li>(ii) creative or technical achievements; The Jackson's Point Catholic Cemetery gravestones provide information about members of the community that contribute to a broader knowledge of the local area.</li> <li>(iii) a class of building or place; The Jackson's Point Catholic Cemetery has the potential to yield important information about our knowledge of dietary, health and lifestyle issues that could contribute to a greater understanding of the Huon Valley history. As a good, albeit modest, example of a 19th century Catholic cemetery, the Jackson's Point Catholic Cemetery is of historic heritage significance because it can demonstrate the principal characteristics of a particular class of cultural place. The Jackson's Point Catholic Cemetery demonstrates high levels of artistic achievement and even though the cemetery is modest, there are some fine examples of headstones.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; The Jackson's Point Catholic Cemetery's social and spiritual associations have special meaning to the Franklin community and because of its association with the Franklin Catholic community.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; The Jackson's Point Catholic Cemetery's association with Father Murphy, who established the cemetery, is buried in the cemetery, and was a significant figure in the Huon Valley Catholic community during the mid-to-late 19th century.</li> </ul>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.3

### Description

Federation (c1910) weatherboard house and c1870 barn, 672 Glen Huon Road, Glen Huon.

### Specific Extent

The specific extent of the local historic heritage place is within 100m of the house and of the barn.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <p>(i) local history; 672 Glen Huon Road is one of the few parcels of land within the Huon Valley that has remained relatively unchanged and in ownership of the same family since the 1860s, so it is able to demonstrate an important period in the history of the Huon Valley. The house demonstrates different phases of development and architectural styles in the Huon Valley. The stone barn/hop kiln is one of the earliest known physical structures demonstrating the importance of the hops industry in the Huon Valley.</p> <p>(ii) creative or technical achievements; The stone barn/hop kiln is the only known extant example of a stone hop kiln in the Huon Valley and is a rare surviving example of a traditional 19th century construction method that dates from that period of development.</p> <p>(iii) a class of building or place; The house demonstrates the changing characteristics of vernacular residential buildings in the Huon Valley during the 19th and 20th century. These characteristics are found in the external form, construction methods and detailing both externally and internally. The stone barn/hop kiln demonstrates the principal characteristics of a 19th century simple stone building. These characteristics are found in the external form, construction methods and detailing both externally and internally.</p> <p>(iv) aesthetic characteristics; Not applicable.</p>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <p>(i) a particular community or cultural group for social or spiritual reasons; 672 Glen Huon Road has a historic and ongoing association with the Wright family who were, and remain, an important family within the Glen Huon area.</p> <p>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</p>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.4

### Description

Isolated hamlet of houses, outbuildings, apple shed and scenic landscape, The Settlement, Brooks Bay.

### Specific Extent

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.4.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <p>(i) local history; Brooks Bay is of historic heritage significance because the extant buildings and landscape demonstrate the development of the Huon Valley apple and orchard industry in the 19th and 20th century. Brooks Bay is a rare example of a historic apple orchard landscape that is physically connected to the Huon River, which is reinforced by the location of the apple shed on the water's edge. Whilst the individual buildings have varying degrees of heritage significance, as a collection of buildings that were constructed by a single family to support the historic use of the land for the apple and orchard industry, Brooks Bay has historic heritage significance because it has the principal characteristics of a small-scaled orchard settlement in the Huon Valley.</p> <p>(ii) creative or technical achievements; Not applicable.</p> <p>(iii) a class of building or place; Not applicable.</p> <p>(iv) aesthetic characteristics; The apple shed at Brooks Bay is a particularly intact example of a class of place that can demonstrate the principal characteristics of an early 20th century apple industry building. Brooks Bay is of aesthetic significance because the individual elements and features, both natural and constructed, have picturesque and scenic qualities that are appreciated by the Huon Valley community.</p>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <p>(i) a particular community or cultural group for social or spiritual reasons; Brooks Bay has historic heritage significance because of its association with the Rowe family who were critical to the development of Brooks Bay and who were important members of Brooks Bay and broader Port Esperance community.</p> <p>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</p>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.5

### Description

c1890 weatherboard house, 6626 Huon Highway, Dover.

### Specific Extent

The specific extent of the local historic heritage place is the shown on the overlay as HUO-C6.1.5.

### Statement of local historic heritage significance and historic heritage values

<p>(a)</p>	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <p>(i) local history; 6626 Huon Highway is of historic heritage significance because it demonstrates the importance of the timber industry in the Huon Valley and its expansion north of Dover. 6626 Huon Highway is of historic heritage significance because its prominent location along the Huon Highway can still be read in conjunction with the surrounding forestry landscape that originally supported its construction. 6626 Huon Highway, and the land surrounding 6626 Huon Highway, is of historical heritage significance because of its association with the Stanmore Mill and the possibility that there are surface and subsurface remnants of the mill and associated railway that can provide information about the early timber industry in the Huon Valley.</p> <p>(ii) creative or technical achievements; Not applicable.</p> <p>(iii) a class of building or place; 6626 Huon Highway is of historic heritage significance as a rare example of a Victorian Filigree styled residential dwelling and its ability to demonstrate the principal characteristics of a Victorian Filigree building. These characteristics are found in the external form, construction methods and external detailing.</p> <p>(iv) aesthetic characteristics; Not applicable.</p>
<p>(b)</p>	<p>Significance of the local heritage place and its values because of its association with:</p> <p>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</p> <p>(ii) the life or works of a person, or group of persons, of importance to the locality or region. 6626 Huon Highway is of historic heritage significance because of its association with the Clennett family, and in particular William Longstaff Clennett, who was a prominent member of the Dover community.</p>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.6

### Description

Hope Island.

### Specific Extent

The specific extent of the local historic heritage place is the entire island.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <p>(i) local history; The former convict probation station use of the site is of historic heritage significance for its ability to demonstrate a pattern of Tasmanian life related to early convict sites and their role in agriculture and building settlements. Convict sites are by their nature rare and, despite the remnant state of the elements remaining on the island, they are now rare features of the landscape. There are relatively few convict sites identified in the Huon Valley area and Hope Island has historical cultural significance for its ability to demonstrate a significant period in the history and development of the Huon Valley. Surface and subsurface remains of the Hope Island probation outstation are of historic heritage significance because they have the potential to yield valuable information of an archaeological nature that may contribute to a greater understanding of Tasmania's convict past. The archaeological remains may also demonstrate aspects of 19th century land-use, architectural and technology, including information about the later uses of the island by private lessees.</p> <p>(ii) creative or technical achievements; Extant structures of Hope Island probation outstation represent and demonstrate aspects of 19th century penal land use, design and technology. In particular the assistant superintendent quarters, which demonstrates the principal characteristics of a simple Colonial Georgian dwelling and also provides an opportunity to gain an insight into local building techniques.</p> <p>(iii) a class of building or place; Hope Island is part of a broader collection of convict probation stations found throughout Tasmania, all of which contribute to an understanding of the convict system of settlement in Tasmania. Hope Island has aesthetic significance based on its iconic status as the largest of the three islands in Port Esperance and its visual and historic relationship with the surrounding area.</p> <p>(iv) aesthetic characteristics; Not applicable.</p>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <p>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</p> <p>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Hope Island's association with the use of the island to support the Dover Probation Station and the later private landholders who leased the island, including John Boothman, who was an important early local identity in Dover, and the Sawers brothers who were both esteemed members of the Dover community.</p>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.7

### Description

Former St Paul's Church, 6963 Huon Highway, Dover.

### Specific Extent

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.7.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; 6963 Huon Highway Dover demonstrates the development of the township of Dover in the mid-to-late 19th century and the prominence of the Anglican Church in rural communities.</li> <li>(ii) creative or technical achievements; Not applicable.</li> <li>(iii) a class of building or place; 6963 Huon Highway Dover is a rare extant example of a mid-to-late 19th century place of worship that is significantly intact.</li> <li>(iv) aesthetic characteristics; 6963 Huon Highway Dover demonstrates the principal characteristics of a Victorian Carpenter Gothic style rural church building. These characteristics are demonstrated in its timber frame with weatherboard cladding, steep pitched roof clad in corrugated iron, pointed arches and constructions details.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; 6963 Huon Highway Dover is valued by the community as a religious and townscape landmark.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</li> </ul>

**HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.8**

**Description**

c1890 weatherboard house, 5093 Huon Highway, Geeveston.

**Specific Extent**

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.8.

**Statement of local historic heritage significance and historic heritage values**

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; Not applicable.</li> <li>(ii) creative or technical achievements; Not applicable.</li> <li>(iii) a class of building or place; The house at 5093 Huon Highway, Geeveston is of historic significance for its ability to demonstrate the principal characteristics of a late-Victorian Gothic weatherboard residential building. These characteristics are found in the external form, construction methods and detailing both externally and internally.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</li> </ul>

**HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.9**

**Description**

c1850 weatherboard house, 68 O'Halloran's Road, Geeveston.

**Specific Extent**

The specific extent of the local historic heritage place is within 100m of the house.

**Statement of local historic heritage significance and historic heritage values**

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; The house and the broader site is of historic heritage significance because of its association with the commencement of the timber industry in the Huon Valley. The main dwelling at 68 O'Halloran's Road has some historic heritage significance because it allows an understanding of the pattern of development in the early phase of settlement of the Huon Valley.</li> <li>(ii) creative or technical achievements; Not applicable.</li> <li>(iii) a class of building or place; Despite multiple alterations and additions, the main dwelling retains some historic heritage significance because elements of the building demonstrate the principal characteristics of an early housing typology within the Huon Valley area.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; The house and the broader site's association with the Hill family, and in particular Richard Hill, who was prominent in business, orchards, milling, commerce, and community activity within the Geeveston area.</li> </ul>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.10

### Description

1954 brick commercial building, 13 Church Street, Geeveston.

### Specific Extent

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.10.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; The commercial building at 13 Church Street is of historic heritage significance because it demonstrates the importance of townships within the largely rural setting of the Huon Valley and the quality of the building shows the importance of banks and institutions to small communities.</li> <li>(ii) creative or technical achievements; Not applicable.</li> <li>(iii) a class of building or place; The building is of historic heritage significance for its ability to demonstrate the principal characteristics of an inter-war Stripped Classical building. These characteristics are found in the external form, construction methods and detailing both externally and internally.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; The building has some historic heritage significance and community esteem because of its contribution to the overall quality of the townscape and for its ability to reinforce the community's sense of place.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</li> </ul>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.11

### Description

c1880 weatherboard house and c1860 weatherboard cottage, 105 Fourfoot Road, Geeveston.

### Specific Extent

The specific extent of the local historic heritage place is shown on the overlay as HUO-C6.1.11.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <p>(i) local history; The late-Victorian Georgian house at 105 Fourfoot Road demonstrates an important period of settlement, from early simple cottages to more substantial housing that became the quintessential house form in the Huon Valley area from the Victorian area through to the Second World War and it is an important link to its antecedent structure to the north. The late-Victorian Georgian house demonstrates the principal characteristics of a Victorian Georgian building. These characteristics are found in the external form, construction methods and detailing both externally and internally. The mid-Victorian cottage demonstrates the change from early simple housing typologies to more substantial housing. It is an excellent, albeit altered, example of early settlement housing.</p> <p>(ii) creative or technical achievements; The mid-Victorian cottage has the ability to reveal early construction details and information that is rapidly disappearing from the Huon Valley area.</p> <p>(iii) a class of building or place; Not applicable.</p> <p>(iv) aesthetic characteristics; The mid-Victorian cottage is a rare surviving example of this type of early simple housing typology within the Huon Valley area and for its ability to demonstrate the principal characteristics of buildings during the early stages of settlement within the Huon Valley. These characteristics are found in the external form, construction methods and detailing both externally and internally.</p>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <p>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</p> <p>(ii) the life or works of a person, or group of persons, of importance to the locality or region; Not applicable.</p>

## HUO-Table C6.1 Local Historic Heritage Places Datasheet - HUO-C6.1.12

### Description

Three weatherboard apple packing sheds on timber stumps, on land adjacent to 5528 Huon Highway, Waterloo.

### Specific Extent

The specific extent of the local historic heritage place is within 50m of the three sheds.

### Statement of local historic heritage significance and historic heritage values

(a)	<p>Significance of the local heritage place and its historic heritage values because of its role in, representation of, or potential for contributing to the understanding of:</p> <ul style="list-style-type: none"> <li>(i) local history; The buildings on land adjacent to 5528 Huon Highway, Waterloo demonstrate the development of the Huon Valley apple and orchard industry in the late 19th to early 20th century and, individually and combined, are rare extant examples of significantly intact late 19th to 20th century buildings associated with the Huon Valley apple industry.</li> <li>(ii) creative or technical achievements; Not applicable.</li> <li>(iii) a class of building or place; The buildings individually and combined, are excellent examples of a broader class of place within the Huon Valley and demonstrate the principal characteristics of late 19th to 20th century apple industry buildings.</li> <li>(iv) aesthetic characteristics; Not applicable.</li> </ul>
(b)	<p>Significance of the local heritage place and its values because of its association with:</p> <ul style="list-style-type: none"> <li>(i) a particular community or cultural group for social or spiritual reasons; Not applicable.</li> <li>(ii) the life or works of a person, or group of persons, of importance to the locality or region; The buildings association with Len Rowe and the Calvert family who were prominent members of the Waterloo and Port Esperance community.</li> </ul>