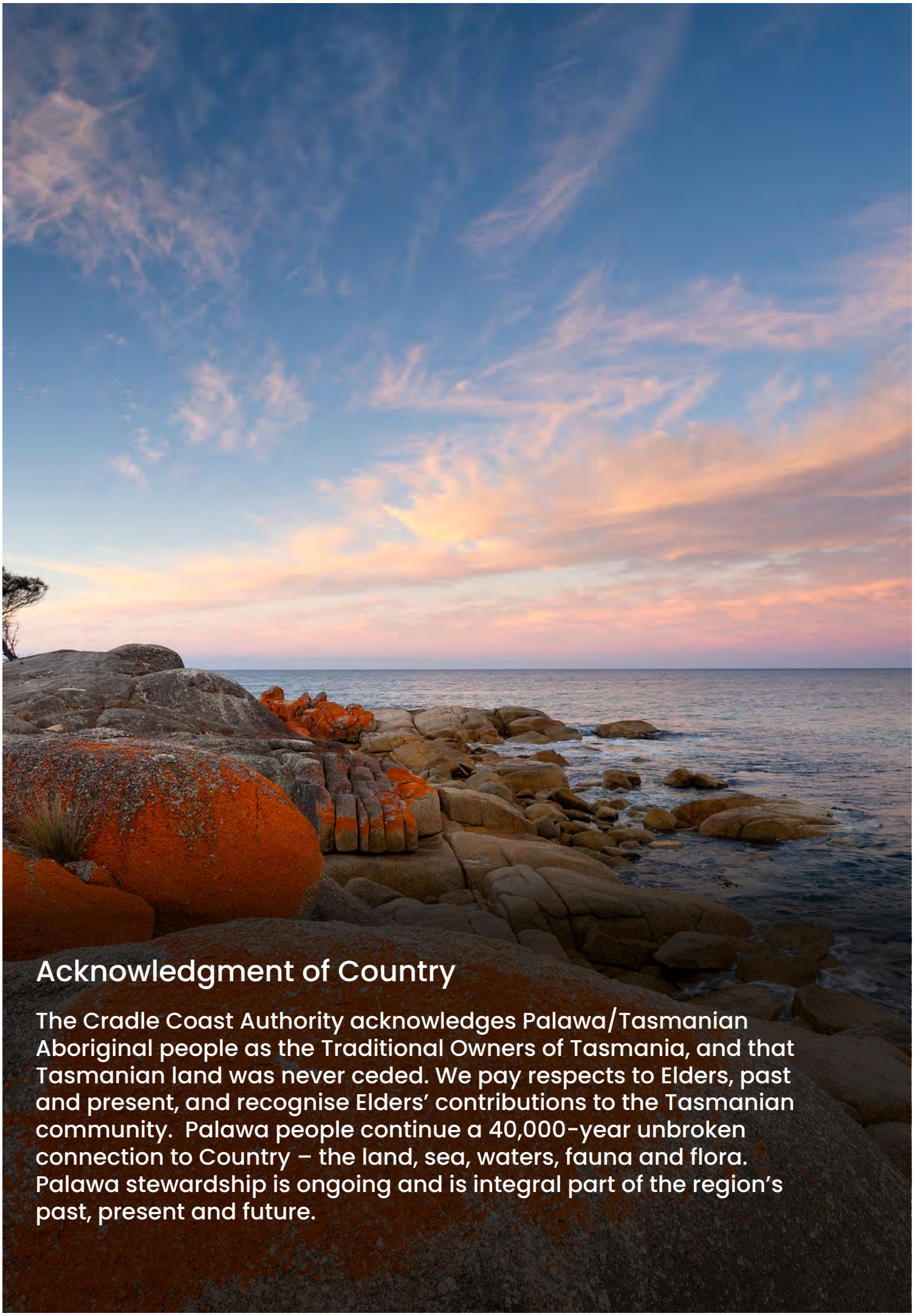
March 2026

Cradle Coast

Regional Land Use Strategy
Discussion Paper

CRADLE COAST AUTHORITY

Stronger Councils, Stronger Region



Acknowledgment of Country

The Cradle Coast Authority acknowledges Palawa/Tasmanian Aboriginal people as the Traditional Owners of Tasmania, and that Tasmanian land was never ceded. We pay respects to Elders, past and present, and recognise Elders' contributions to the Tasmanian community. Palawa people continue a 40,000-year unbroken connection to Country – the land, sea, waters, fauna and flora. Palawa stewardship is ongoing and is integral part of the region's past, present and future.

Contents

01 Introduction

1.1 The Regional Land Use Strategies and their role within the Tasmanian Planning System

The Land Use Planning and Approvals Act 1993 (LUPAA) sets the framework for Tasmania's planning system. It forms part of the Tasmanian Resource Management and Planning System (RMPS), which comprises key legislation, policy, and regulations to manage the sustainable use of natural and physical resources and land across Tasmania (see Figure 1). The objectives of the RMPS apply to all relevant legislation and policy within the RMPS. This means that all instruments within the planning system (those provided under LUPAA) need to be consistent with the RMPS objectives.

The State Policies and the Tasmanian Planning Policies (TPPs) which will come into effect in July 2026, are policy tools that provide state-wide direction on specific resource management and planning matters. While the State Policies are implemented beyond the Tasmanian Planning System, they have a key role in that the TPPs, Regional Land Use Strategies (RLUSs), and Tasmanian Planning Scheme (TPS) must be consistent with and apply those policies.

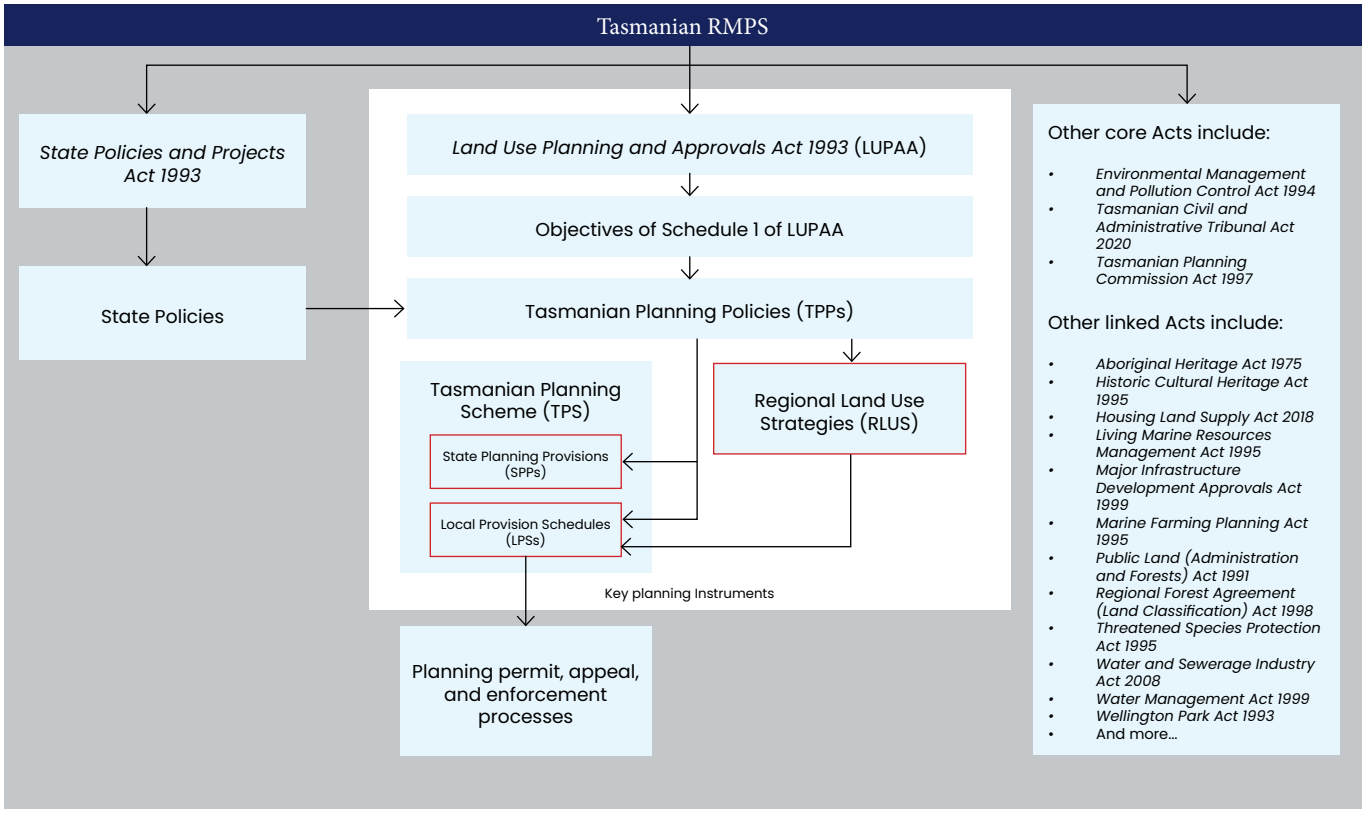
When in effect, the TPPs will be the highest level of land use planning policy, informing the content and scope of the RLUSs and Tasmanian Planning Scheme, providing direction on matters such as:

- Growth management
- Environmental values
- Environmental hazards
- Sustainable economic growth
- Physical infrastructure
- Cultural heritage
- Planning processes

The RLUSs and the Tasmanian Planning Scheme implement the TPPs, with the RLUSs playing a critical role in spatially applying the TPPs through mapping. This can address matters such as where growth for houses, business or industry should occur into the future or identify areas of natural value or agricultural land that we need to protect going forward, and must be consistent with and apply those policies.

The RLUSs allow for planning issues that cross multiple local government areas to be addressed in a coordinated way. Therefore, they provide the spatial and strategic guidance for planning in each local government area, including the application of zoning and overlays that apply to all land through the TPS. The TPS is a regulatory tool. It contains planning controls that regulate how land may be used and where development can occur in each municipal area. These controls, applied through zones and overlays, must be consistent with the RLUS for the region.

Figure 1: Tasmanian Resource Management and Planning System (RMPS)



Source: The Resource Management and Planning System

1.2 The Discussion Paper

This discussion paper (Report) builds on previous analysis and brings together recent data, local knowledge, and engagement insights. It includes detailed analysis of the region's demographic profile, urban form and settlement patterns, natural values and hazards, and the region's economy.

A wide-ranging stakeholder engagement process provided community and stakeholder insights. Between March and April 2025, structured engagement was conducted. Participants included planning representatives, Council staff, Councillors and community members from each Local Government Area (LGA), as well as with State Government agencies, infrastructure providers, Aboriginal organisations and people and other interested groups. During the stakeholder engagement process, 126 individuals contributed their views in-person. A further 70 individuals completed an online survey. The analytical approach used to generate findings from the stakeholder engagement is described in Appendix A.

The stakeholder engagement identified emerging issues for the region and also identified a range of unique atrributes and issues for individual LGAs, which contribute to the diversity, strength and identity of the Cradle Coast region. Community and stakeholder views have been integrated throughout this report and have helped to identify the emerging strategic themes.

1.3 Structure of the Discussion Paper

The remainder of this Report is structured accordingly:

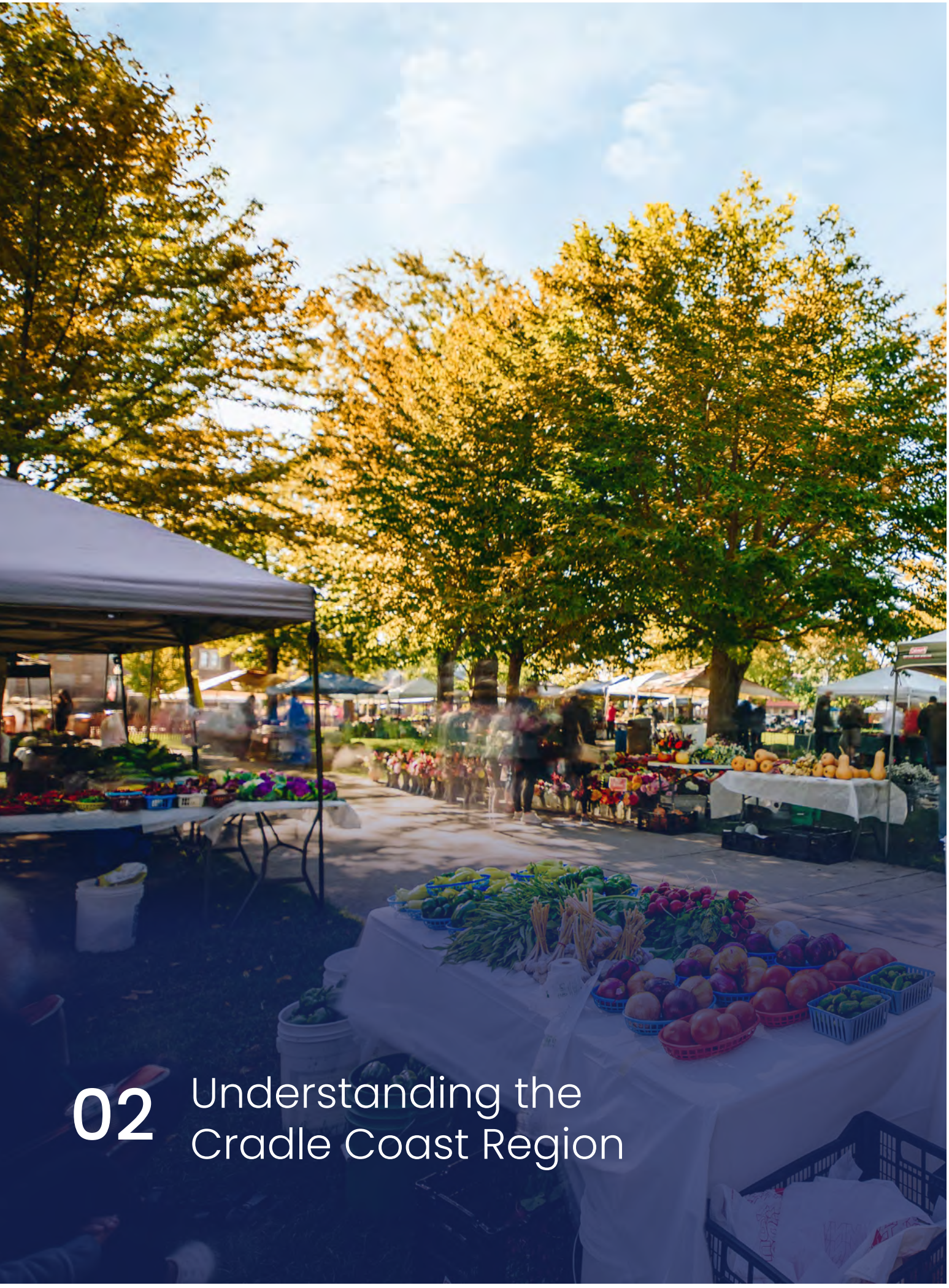
Understanding the Cradle Coast Region: Provides a regional snapshot, covering geography, people, and key assets.

Theme 1: Cultural, Landscape, and Environmental Values and Risks: Explores Aboriginal and historic heritage, natural assets, environmental hazards, and potential planning responses.

Theme 2: People, Communities and Growth: Analyses population trends, household and dwelling needs, social wellbeing, and community planning priorities.

Theme 3: Economic Activity and Infrastructure: Covers economic drivers, industry trends, infrastructure networks, and future land use needs.

Opportunities and Challenges: Presents a regional SWOT (Strengths, Weaknesses, Opportunities & Threats) analysis and emerging strategic issues to guide future planning.

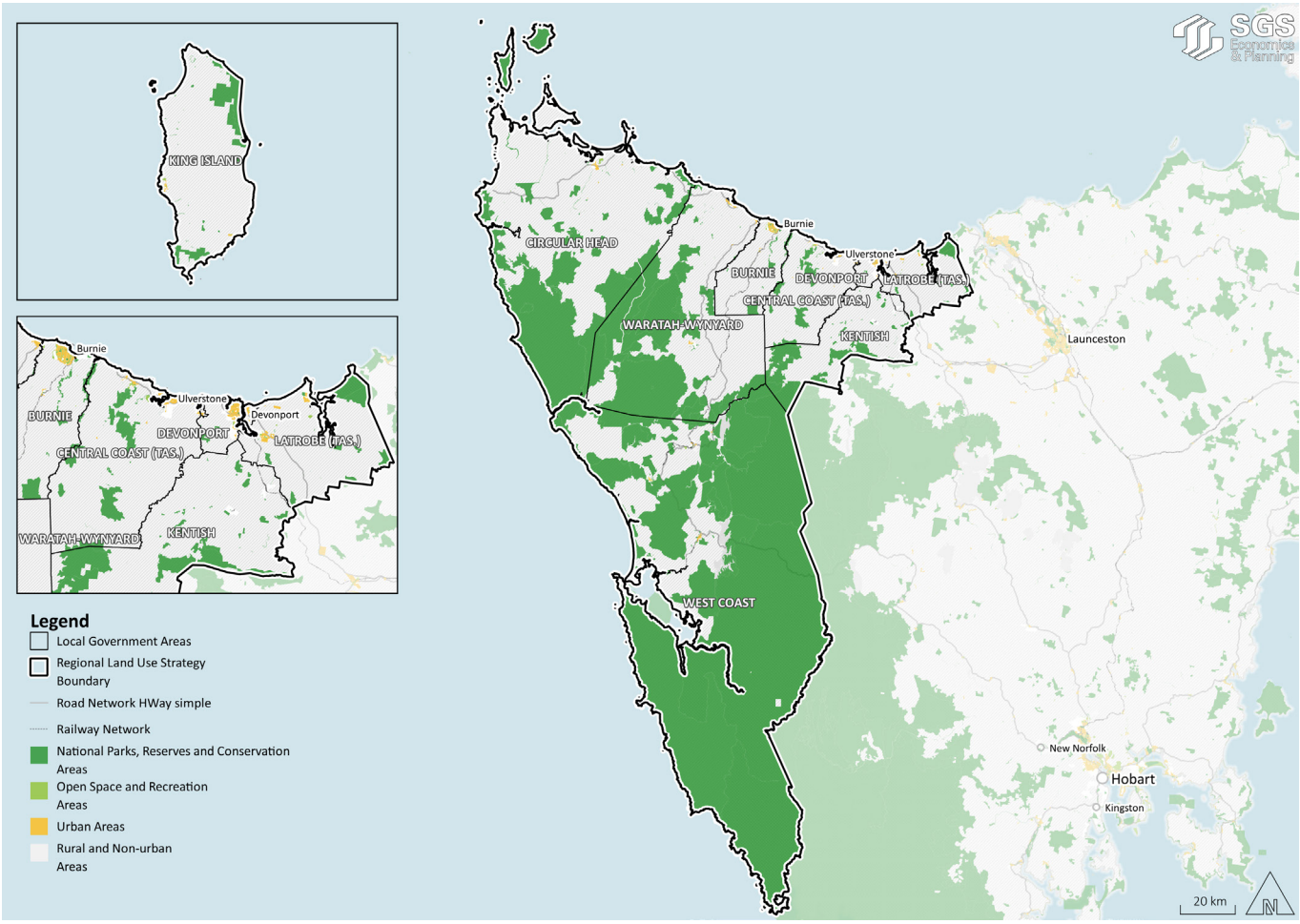


02 Understanding the Cradle Coast Region

2.1 Regional Profile

The Cradle Coast Region covers approximately one-third of Tasmania's landmass. The west is renowned for rugged wilderness areas, forestry and mining. King Island in the Bass Strait holds a reputation for quality agriculture and bespoke tourism. The north coast boasts fertile agricultural lands, tourism hot-spots and coastal cities.

Figure 2: Cradle Coast context map



Source: SGS Economics and Planning (2025)
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The region includes nine Local Government Areas (LGAs) (see Figure 2).

The LGAs are Burnie City, Devonport City, Central Coast, Kentish, Latrobe, Circular Head, Waratah-Wynyard, West Coast, and King Island.

The Cradle Coast region is diverse, with several economic and tourism hubs that have major ports, like at Devonport and Burnie. These centres have industrial activity, essential health and education services, alongside a growing visitor economy.

The region is also characterised by agricultural rural landscapes set within a coastal environment, and lands that contribute significantly to renewable energy production and primary production like dairy, beef, aquaculture, and forestry. Further west, the region is a remote and striking landscape with mining, extractive industries and nature-based tourism.

King Island, a tight-knit, offshore community in the north of the region, is known for its premium agricultural exports, golfing tourism and connectivity to both Tasmania and mainland Australia.

The Cradle Coast region is defined by its varied landscape. This includes a vast length of coastline (around 2,600 kilometres), forests, rivers and productive soils. This landscape supports important industries to Tasmania, including agriculture, fishing and aquaculture, forestry, hydro-electricity generation and mining. It also supports emerging industries like wind energy, agritourism, and nature-based tourism. Burnie and Devonport ports are critical to Tasmania's freight system, supporting both high-frequency container and bulk shipping services.

The region is facing some challenges. These include an ageing population, uneven access to services, infrastructure limitations, affordability and accessibility of housing supply, demographic and population changes and the need to respond to environmental risks such as coastal erosion and inundation, and bushfire. However, with every challenge comes an opportunity to leverage the unique strengths of the region and respond accordingly over the next 20-30 years. These challenges and opportunities are provided in greater detail later in this report.

This section provides an at-a-glance profile of the various LGAs within the Cradle Coast Region. 2021 Census data from the Australian Bureau of Statistics (ABS) was used to prepare these profiles.

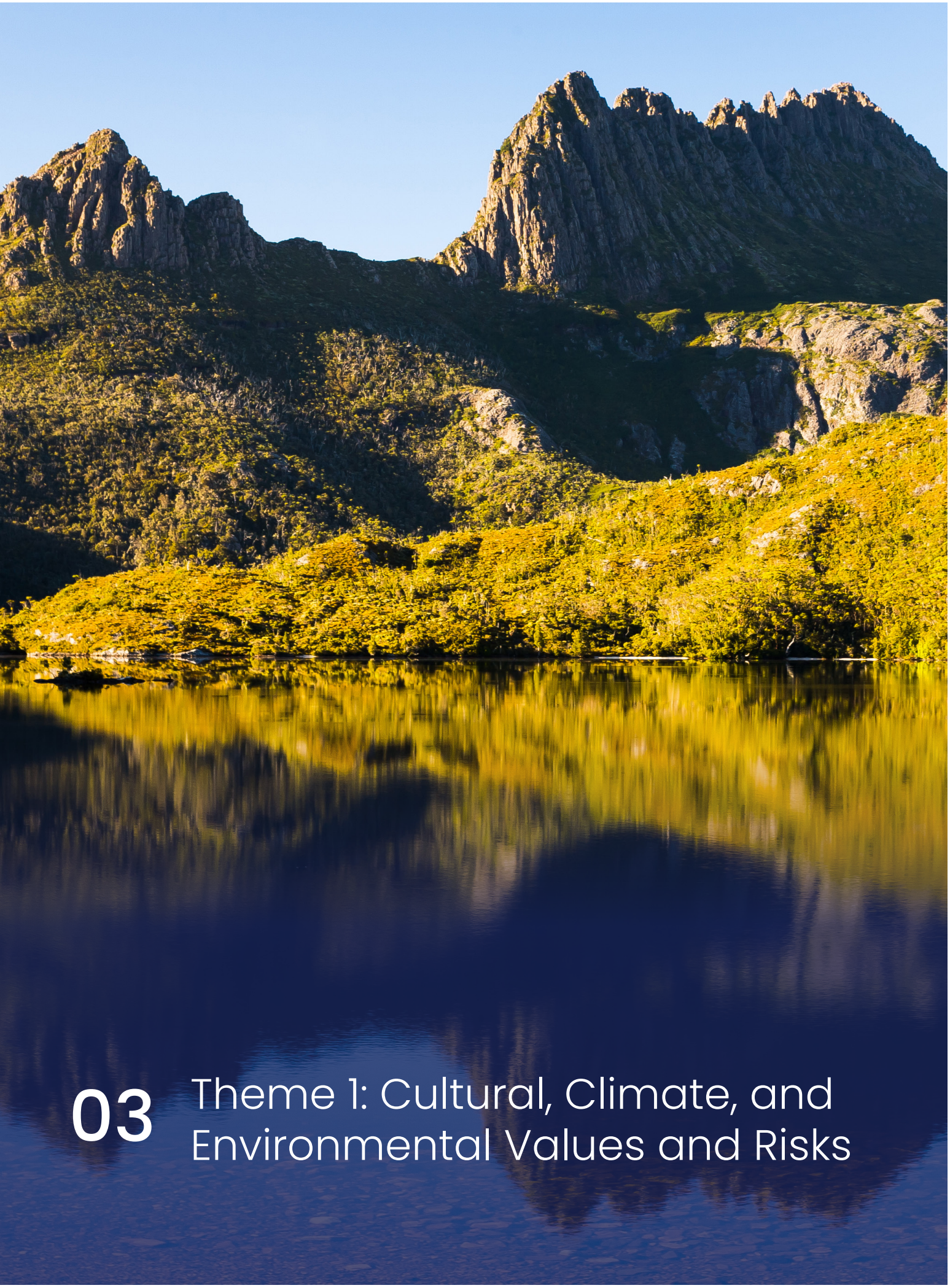
The Census is the most comprehensive publicly available and standardised dataset for population, housing, and demographics across local government areas. While there are other alternative data sources across some of the indicators covered, such as those used in .id or REMPLAN subscription datasets and dashboards, they vary in scope and methodology, or draw from the Census in some instances. Locally-sourced information is key to enable planning but is inconsistent for profiling purposes at a regional level. The 2021 Census is also limited in that it was completed in 2021 and is only updated every 5 years. Given it was recorded during the height of the COVID-19 pandemic, it likely does not capture the full scale of impacts and activities after. As such, the data is meant to be seen as a starting point for later planning, and is meant to be illustrative rather than prescriptive.

Table 1: Cradle Coast at a glance

Area	Total population (% of region)	# of Dwellings	Median Age (in 2053)	Total # of Jobs	Largest Employment Sectors (% of Jobs)
Burnie	19,918 (17.1%)	9,274 (16.7%)	40 (46)	11,527 (24.3%)	• Health Care and Social Assistance (22.8%) • Retail Trade (11.5%) • Education and Training (10.2%)
Central Coast	22,760 (19.6)	10,434 (18.8%)	47 (55)	6,758 (14.2%)	• Health Care and Social Assistance (14.3%) • Retail Trade (4.4%) • Education and Training (4.2%)
Circular Head	8,117 (7.0%)	4,064 (7.3%)	41 (49)	3,532 (7.4%)	• Agriculture, Forestry and Fishing (24.3%) • Manufacturing (17.0%) • Education and Training (7.8%)
Devonport	26,150 (22.5%)	12,071 (21.8%)	42 (50)	12,688 (26.7%)	• Health Care and Social Assistance (14.2%) • Retail Trade (13.4%) • Construction (8.9%)
Kentish	6,603 (5.7%)	2,915 (5.3%)	48 (55)	1,567 (3.3%)	• Accommodation and Food Services (15.6%) • Manufacturing (13.4%) • Agriculture, Forestry and Fishing (12.4%)
King Island	1,617 (1.4%)	897 (1.6%)	45 (50)	783 (1.6%)	• Agriculture, Forestry and Fishing (24.1%) • Manufacturing (12.4%) • Health Care and Social Assistance (9.2%)
Latrobe	12,420 (10.7%)	5,816 (10.5%)	49 (56)	4,435 (9.3%)	• Health Care and Social Assistance (21.3%) • Agriculture, Forestry and Fishing (16.7%) • Retail Trade (8.9%)
Waratah-Wynyard	14,300 (12.3%)	6,909 (12.4%)	47 (55)	4,097 (8.6%)	• Mining (12.4%) • Health Care and Social Assistance (11.1%) • Retail Trade (10.3%)
West Coast	4,263 (3.7%)	3,123 (5.6%)	46 (52)	2,137 (4.5%)	• Mining (37.0%) • Accommodation and Food Services (11.3%) • Education and Training (6.7%)
Cradle Coast Region	116,156	55,498	49 (52)	47,513	• Health Care and Social As-sistance (15.5%) • Retail Trade (10.8%) • Education and Training (8.6%)

This page outlines the key characteristics of the region as they were at the last completed Census

Source: ABS Census (2021)



03 Theme 1: Cultural, Climate, and Environmental Values and Risks

3.1 Key themes

Climate change is likely to exacerbate environmental hazards across the Cradle Coast Region including increased incidence and severity of bushfires, storms, coastal erosion and inundation, flooding, and landslips.

These environmental challenges will require community responses and will influence the future management of infrastructure and natural resources. Strategic land use planning in the Cradle Coast region can assist in mitigating or reducing environmental risks to communities by:

- Spatially identifying environmental hazards
- Locating or relocating infrastructure and inappropriate use and development in locations that avoid or adequately manage risks associated with environmental hazards
- Planning for community and development outcomes that help to reduce environmental impacts, including emissions.

3.2 Natural assets

Landscape, Natural Heritage and Conservation Areas

The Cradle Coast region is defined by its dramatic and varied natural landscapes, including remote mountain ranges, temperate rainforests, fertile plains, rugged coastlines, and offshore islands. These landscapes are core to the community's sense of place and the viability of many local industries including tourism, agriculture, aquaculture, and forestry.

Much of the region's western third comprises conservation reserves and wilderness areas. The Takayna / Tarkine is one of the largest tracts of temperate rainforest in the southern hemisphere and holds strong environmental and cultural significance. The Cradle Mountain–Lake St Clair National Park, part of the Tasmanian Wilderness World Heritage Area, lies on the region's south-eastern edge and draws hundreds of thousands of visitors each year. These and other environmentally sensitive areas are largely covered by the Environmental Management Zone, which provides a planning framework to protect ecological, cultural and environmental values beyond landscape conservation alone. See Figure 3 for a spatial overview of these reserves.

These natural landscapes also support rich biodiversity and high levels of endemic species including the orange-bellied parrot (Neophema chrysogaster), Maugean skate (Zearaja maugeana) and Tasmanian giant freshwater crayfish (Astacopsis gouldi). In many cases, the landscape itself restricts people, communities and growth and shapes where people live, with most communities concentrated in the fertile northern corridor and along accessible coastal zones. The visual qualities of the landscape , open coastal vistas, mountain backdrops, and rainforest escarpments are a defining feature of local identity and amenity, and a central attraction for residents and visitors alike.

The region contains significant areas of formally protected land, including national parks, state reserves, conservation areas, and nature recreation areas. This includes the World Heritage-listed Cradle Mountain, and Lake St Clair National Park. In addition, the region contains extensive reserves across the West Coast, King Island, and north-western hinterland.

Outside the formal reserve network, other land use controls play a role in protecting some scenic values, habitat corridors, and culturally significant landscapes. Local Provisions Schedules as part of the Tasmanian Planning Scheme, apply Landscape Conservation Zones and Scenic Protection overlays to manage development in visually or environmentally sensitive areas, including along the north-west coast and near key visitor destinations.

Conservation land within the region plays a vital role in protecting biodiversity and ecological function and underpins the region's character. Some of this conservation land also supports economic activities such as ecotourism.

Waterways, Wetlands and Coastal Environments

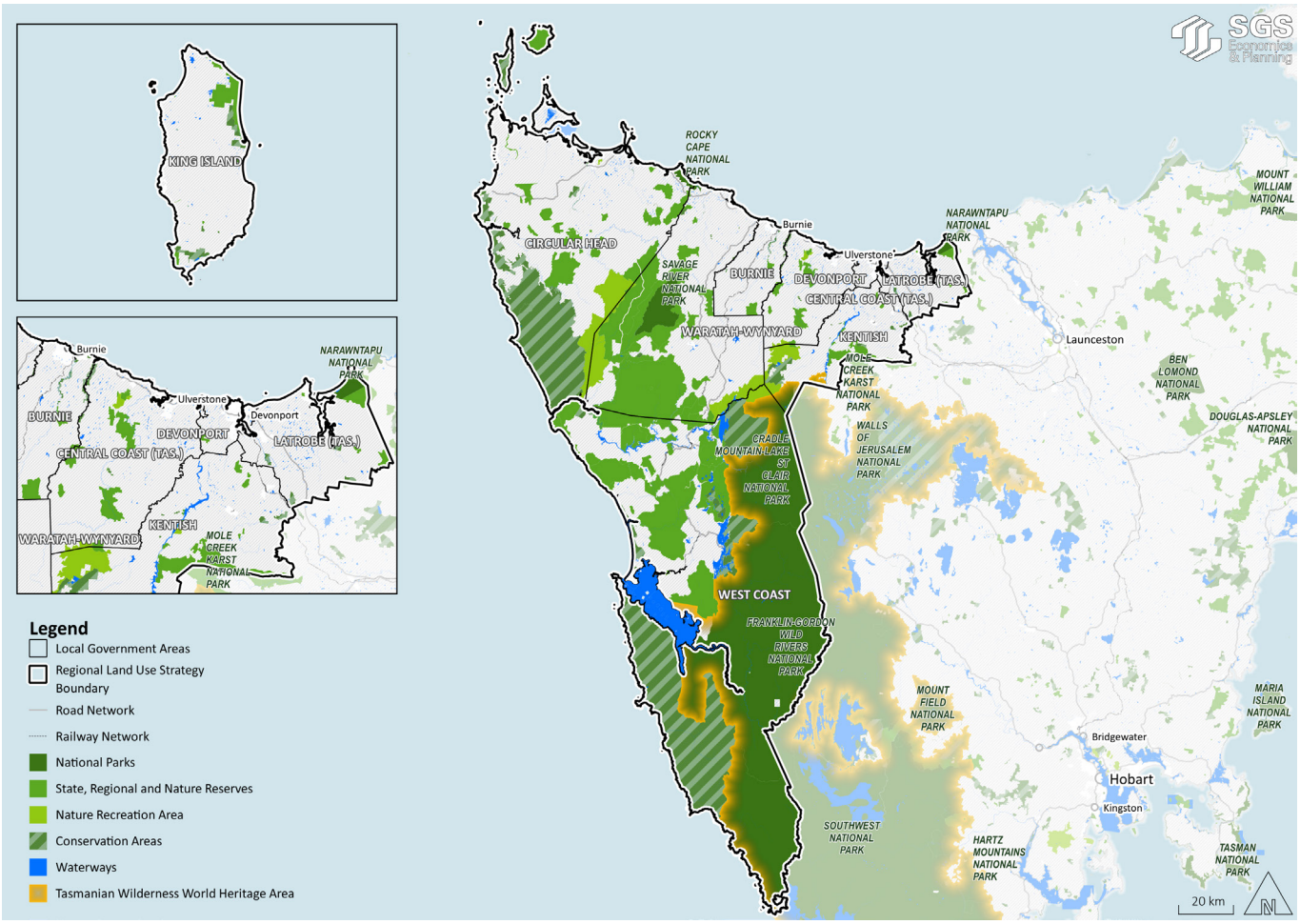
The Cradle Coast region includes a complex network of rivers, estuaries, wetlands, and coastal systems. Major rivers such as the Arthur, Cam, Don, Forth, Inglis, Leven, Mersey (near Cradle Mountain) and the Rubicon River / Estuary drain the northern slopes of the state and provide important water supply for agriculture, towns, and industry. Many of these river catchments include productive floodplains and alluvial soils that support dairy and cropping operations. Wetlands and estuaries are significant in areas like Robbins Passage-Boullanger Bay (Circular Head), the Mersey estuary (Devonport), and Macquarie Harbour (West Coast). They provide vital habitat for migratory birds and aquatic species and serve as natural buffers against flooding and storm surges.

The region's 2,600-kilometre coastline is a central ecological, social and economic asset. Coastal environments include sandy beaches, rocky headlands, tidal estuaries, and intertidal wetlands. They are, however, vulnerable to pressures like erosion, inundation, encroaching development, and the impacts of climate change. Managing these competing values of development, public access, biodiversity protection, and hazard mitigation will continue to be a central challenge for land use planning.

Water Resources

Water availability is an important consideration for the region, supporting community needs as well as key industries including agriculture, energy and tourism. Changes in rainfall patterns, increasing evapotranspiration and more frequent temperature extremes may influence water availability over time, with potential implications for agricultural productivity, particularly in dairy and cropping systems. Existing irrigation schemes in the northern LGAs are expected to provide a degree of water security; however, water access may become more constrained during prolonged dry periods. Reduced water availability can also affect hydropower generation, highlighting the interconnected nature of water resources across the region.

Figure 3: Cradle Coast context map: Natural Environment



Source: SGS Economics & Planning (2025)

3.3 Cultural heritage

Land use planning plays an important role in protecting and preserving Aboriginal cultural heritage and historic places and landscapes.

Aborignal Cultural Heritage and Caring for Country

Palawa people are the original and continuing custodians of Tasmania. While colonisation had a devastating impact on Aboriginal people, Palawa people have maintained a deep, enduring connection to the land, sea, waterways and sky Country.

The cultural landscape of the Cradle Coast region provides strong evidence of Aboriginal occupation and practices across coastal, forested and inland areas for tens of thousands of years. The region has many important sites, including shell middens and coastal living sites, some with hut depressions; stone artefacts, rock shelters, rock markings, human burial places, and culturally significant landscapes.

The region's natural landscapes continue to hold great significance, forming part of a living cultural landscape where practices, stories and responsibilities are passed between generations. Areas such as the Takayna/Tarkine, Pinmatik/Rocky Cape, Preminghana and Kennaook/Cape Grim are particularly important to Palawa people as places of past massacres and places with ongoing physical and cultural heritage and opportunities to continue cultural connections and practices.

As the original and continuing custodians of Tasmania, Palawa people should play a central role in promoting and protecting Aboriginal cultural heritage, and in land use planning and management processes and decisions affecting Country. However, there are structural and systemic barriers that prevent Palawa people from effectively participating in such processes and decisions. The Cradle Coast region acknowledges this and is committed to facilitating Caring for Country by providing Aboriginal people with meaningful and respectful opportunities

to participate in strategic land use planning processes and decisions in the region. As far as practicable and acknowledging the preeminent role of the Aboriginal Heritage Act 1975 and the Aboriginal Lands Act 1995 in regard to Aboriginal people's heritage and lands, the reviewed Cradle Coast Regional Land Use Strategy will seek to promote and protect Aboriginal cultural heritage and support Palawa aspirations for Country.

Historic cultural heritage

European colonialism has left a significant historical footprint within the region. In the Cradle Coast region, the built heritage post-colonisation comprises key mining and forestry settlements, agricultural sites, old port. towns, and other convict-era construction. Towns like Stanley, Queenstown and Latrobe have heritage streetscapes and historic buildings steeped in their history as centres for trade, resources and daily life.

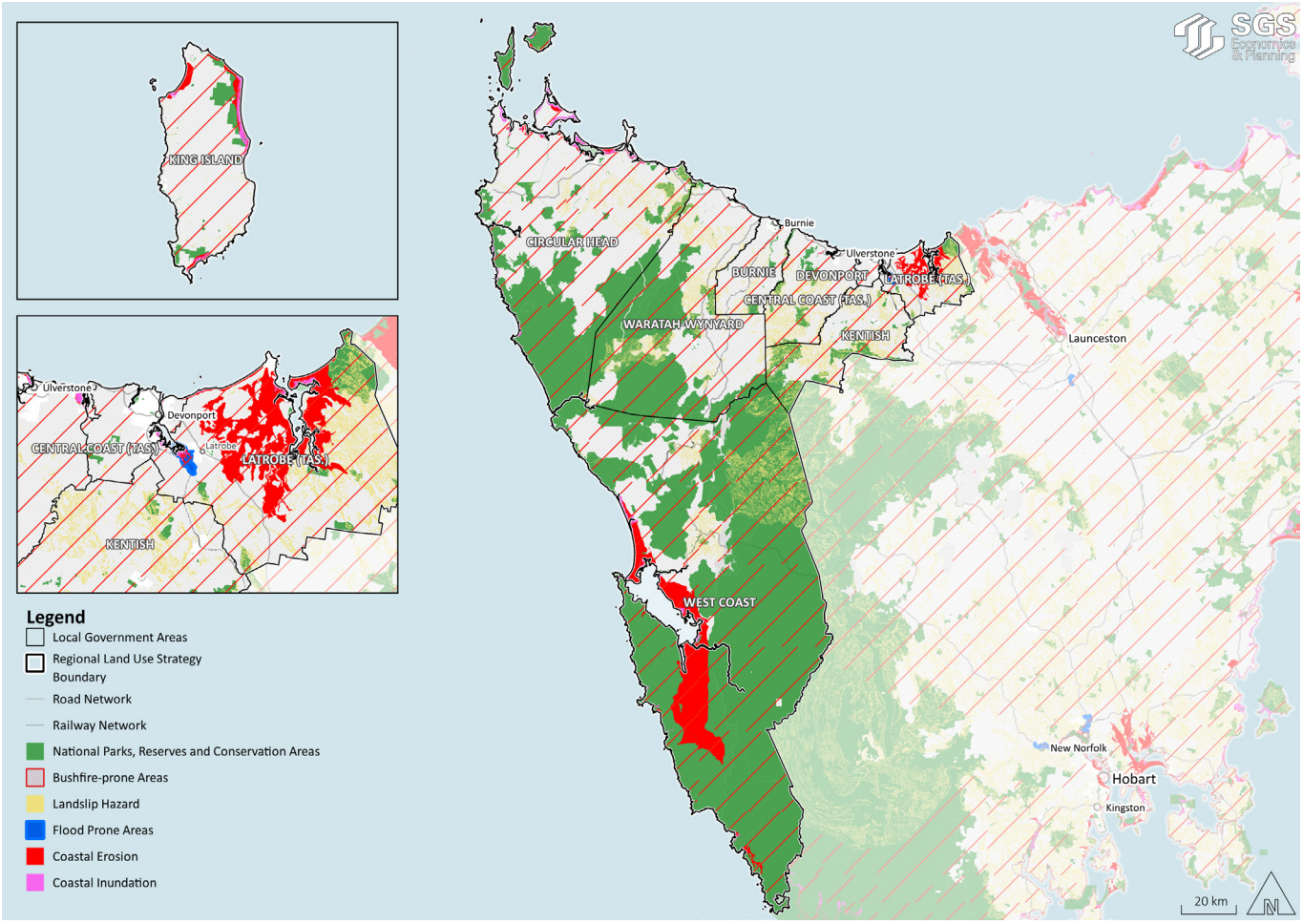
Some old industrial sites have been transformed into towns that support a tourism economy. North west Tasmania was an early exemplar of large-scale agricultural estate farming (Van Diemen's Land Company 1825) which has become a predominant model of successful Australian agriculture. It was also an early national leader in hydropower engineering and hard rock mining and smelting and has also been described as the birthplace of the Australian environmental movement.

3.4 Natural hazards

The Cradle Coast region has a mild maritime climate with a reputation for clean air, abundant rainfall, and productive land. However, the Cradle Coast is already experiencing the effects of a changing climate. This includes rising sea levels and coastal erosion, more frequent and extensive high-intensity bushfires. Finally, more frequent extreme weather events including extreme rainfall and a greater incidence of high-altitude storms with associated dry lightning are more likely.

Coastal townships, low-lying farmland, and critical infrastructure are particularly exposed to storm surge and erosion. Bushfire risk is increasing in inland and forested areas, especially as the number of high temperature days grow. These changes have implications for settlement planning, infrastructure investment, and environmental management across the region. An overview of key hazards is provided in Figure 4 below.

Figure 4: Cradle Coast context map: Natural Hazards



Source: SGS Economics & Planning (2025)
Not all layers are visible at this scale; see LIST for full details.

River and Surface Water hazards

Much of the community and growth within the region has been strategically located along major river systems. This includes the Mersey, Forth, Leven, Rubicon and Arthur Rivers. While these rivers provide a suite of benefits including irrigation, cultural storytelling, and connections to natural assets, they are also subject to intermittent riverine flooding events. More extreme rainfall coupled with more intense storms means that settlements close to these rivers, particularly in low-lying or coastal areas, face increasing risk.

Some areas may experience multiple hazards that may interact with each other or happen consecutively over a short period of time (complex hazards). Preparing for, responding to and recovering from these events will put increasing strain on the institutions and social fabric of our communities.

Coastal Erosion and Inundation

The region has an extensive coastline, extending from the Bass Strait to Tasmania's west coast. CSIRO and Australian Bureau of Meteorology projections indicate continued sea level rise to 2100, increasing the exposure of coastal settlements to inundation, erosion and flooding over time.*

The RLUS plays a role in supporting the protection of vulnerable coastal ecosystems and informing future planning responses, including the consideration of the long-term suitability of settlement locations, the use of appropriate zoning and overlays, and the avoidance of further intensification in high-risk areas.

Bushfire Risk

Bushfire risk is significant across the inland parts of the Cradle Coast region, particularly where land is forested. The risk is also apparent at the interface between towns and other urbanised land, where the built environment is more directly exposed to bushfire risks. Expected warmer and drier weather conditions, coupled with an increase in vegetation fuel loads (dry and combustible materials), will result in more high fire danger days. This means that bushfire events are projected to be more frequent and more damaging, if nothing is done to manage the risk. Land use controls should recognise and manage increasing and evolving risks, noting that these risks can also influence related areas such as tourism and economic development.

Fires started by 'dry lightning', where lighting strikes with little to no rain, has been on the rise across Tasmania since the 1990's. This poses additional threats in bushfire prevention.

Landslip and Erosion

The Cradle Coast region includes some of Tasmania's most landslide-affected terrain, particularly areas of deeply weathered basalt, where agricultural uses and, increasingly, residential development are concentrated. Hilly and mountainous terrain is prevalent across the West Coast and northern hinterland areas, resulting in a heightened susceptibility to landslip during periods of intense rainfall. In some locations, historical mining activity and vegetation clearance have contributed to these conditions. Landslip and erosion risk is actively regulated through the current State Planning Provisions, with land use planning playing an ongoing role in managing known and emerging risks by guiding the location and design of use and development in accordance with risk profiles, and ensuring development does not exacerbate existing hazards.

Marine and Aquatic Risks

Settlement and economic activity across the Cradle Coast is strongly connected to coastal and marine environments. Predicted changes to these environments include: warming of sea temperatures, increased storm action, coastal erosion and inundation, ocean acidification, marine species migration (into and out of the region) and marine heatwaves.

Although a deeper understanding of the impacts of these changes is required, they are likely to affect:

- the composition and yields of aquacultural industries
- future siting and production of commercial fisheries (wild-capture, wild-harvest), longline, rack and pen aquaculture (shellfish and salmon) and seaweed farming
- coastal ecosystems and species distribution
- Palawa cultural practices
- recreational values and patterns of use (lifestyle and fishing)
- changes in the coastline and estuarine environment (erosion and accretion)
- tourism-related activities
- navigation, mooring and marine safety

Where practicable, land use planning can assist by responding to the changing needs of coastal and marine industries, including fisheries and marine transport.

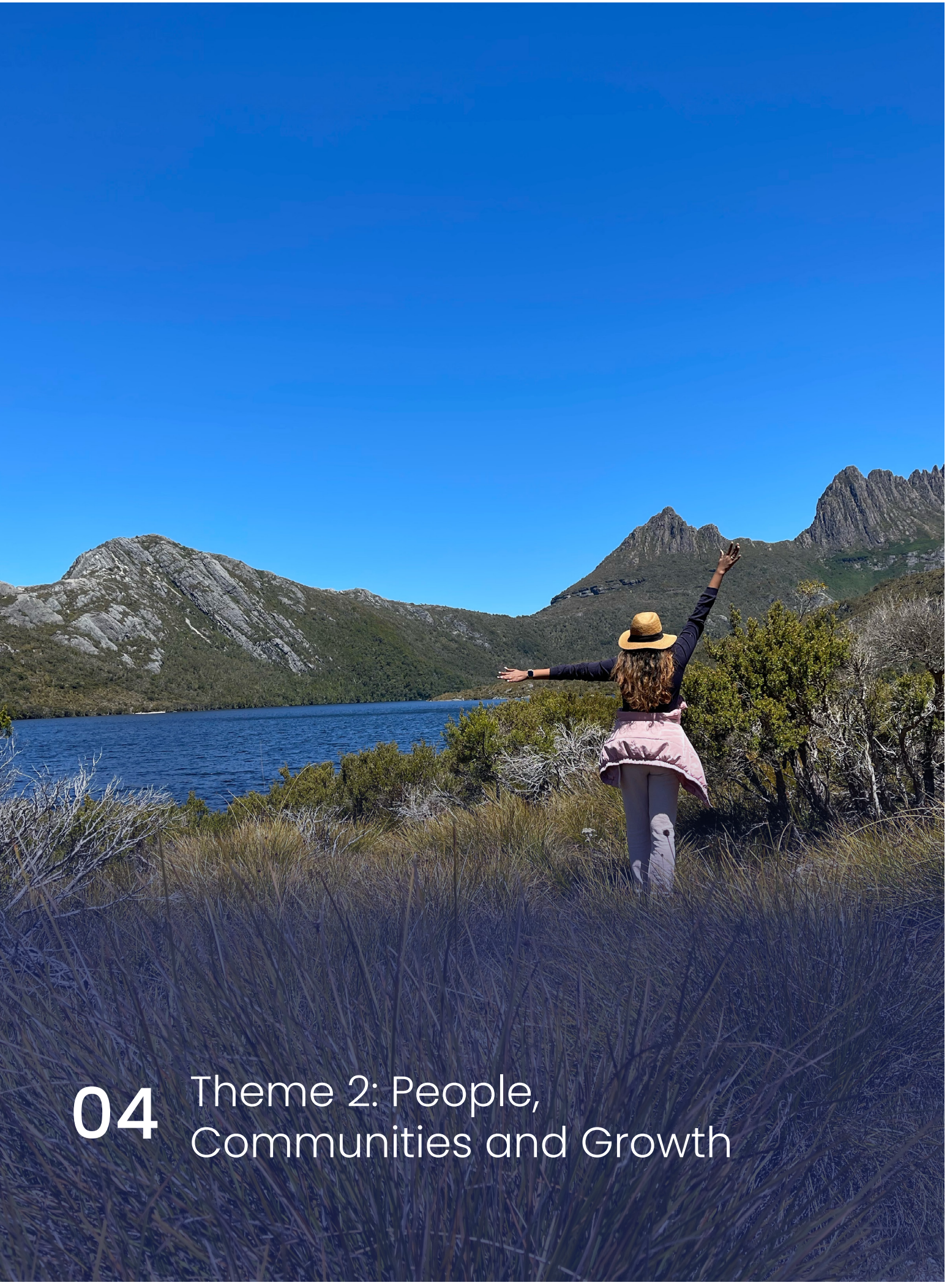
[1]CSIRO (2024) *Climate Projections for Australia* https://www.csiro.au/en/research/environmental-impacts/climate-change/climate-change-information

3.5 Opportunities and challenges for Land Use Planning

Table 2: Opportunities and Challenges for Cultural, Landscape, and Environmental Values and Risks

Opportunities	Challenges
• The region's natural landscapes including coastlines, rivers, farmland, wild places, open skies and greenspace are central to people's lifestyle and economic wellbeing. Planning can support access to and enjoyment of these assets while managing them sustainably. • There is strong community support for land use strategies that consider biodiversity, marine catchment sustainability, and the role of connected natural systems in sustaining people, economy and environment. • Cultural and environmental values can guide decisions about where and how growth should occur, supporting development that respects the region's character and long history. • Protecting and celebrating Aboriginal and historic heritage can strengthen regional identity, support Truth-telling, and create opportunities for cultural tourism, economic development, and education. • Place-based planning that includes Aboriginal voices and knowledges can strengthen land management practices that build ecological, cultural and community resilience and sustainability. • Utilise up to date data and science to respond to environmental hazards in future strategic planning.	• To deal with changing environmental risks, particularly where those risks are accelerated by climate change, land use planning data and frameworks will need to be adaptable. They also should be able to facilitate innovative and responsive land use planning approaches. • Statutory planning instruments play a critical role in managing development, but must be regularly updated to respond to increasing growth pressures and avoid encroachment into areas of high landscape, biodiversity, or cultural value, particularly in urban fringe, agricultural, and coastal areas. • Current Local Provisions Schedules may not adequately reflect the cultural significance of landscapes, particularly for Aboriginal people with deep and ongoing connections to Country. • Where possible, protections need to be embedded in the planning process to minimise any threat that growth and land use change pose to objects, places, and sites of cultural significance. • Incremental loss of native vegetation and the ongoing degradation of waterways present a key planning challenge, placing pressure on the health and resilience of the region's valuable natural systems. • Many of the region's most valued natural and cultural landscapes cross local boundaries. This requires regional thinking and shared responsibility in planning and management.

Source: SGS Economics & Planning (2025)

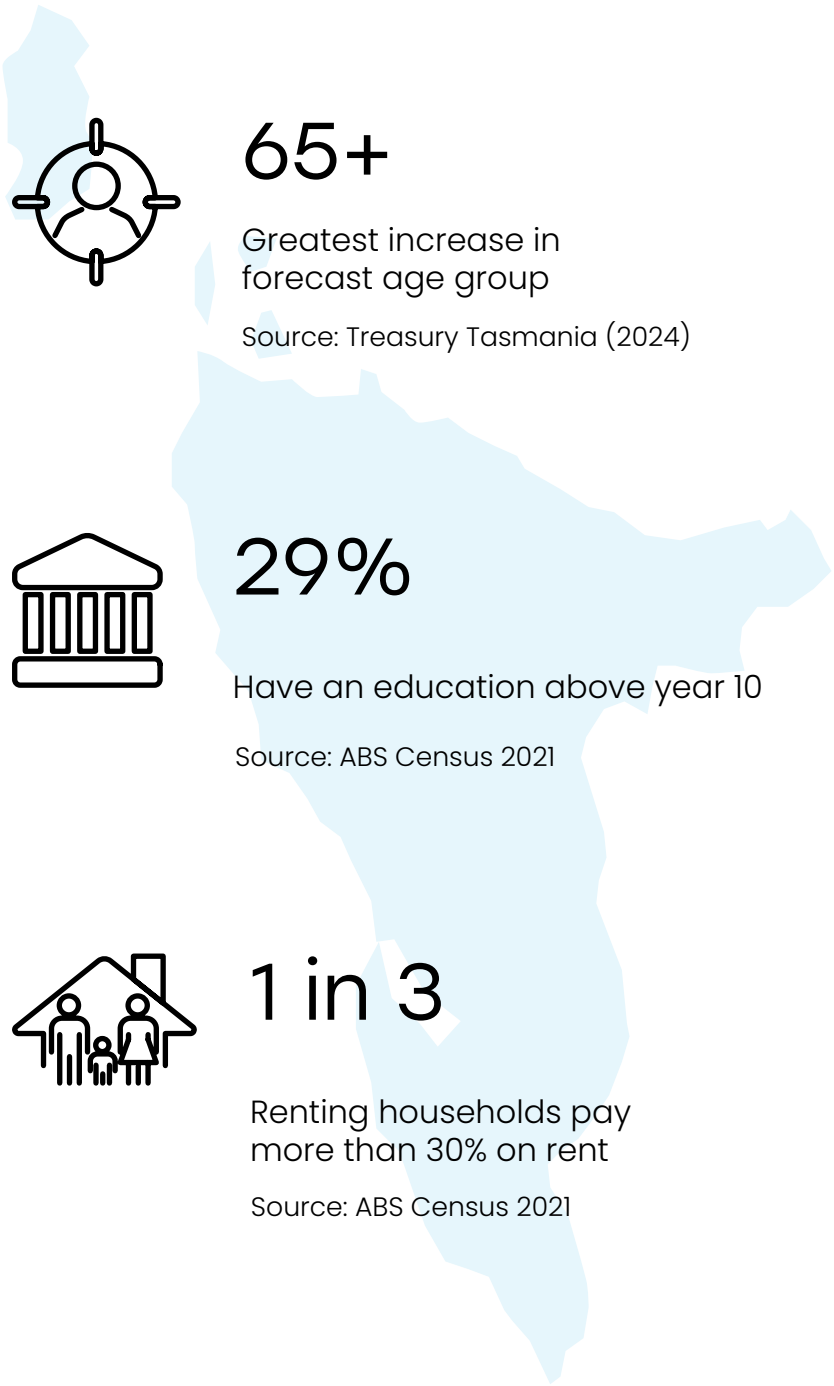


04 Theme 2: People, Communities and Growth

4.1 Key themes

- Population challenges - Ageing communities and youth outmigration impact workforce availability and service demand.
- Liveability and affordability - While a regional/coastal lifestyle is attractive, housing supply constraints and infrastructure gaps limit accessibility and uptake.
- Health, education, and social services - Strengthening regional services is critical to support growing and diverse community needs.

Figure 5: Snapshot page: Theme 2



Source: SGS Economics & Planning analysis of data (2025) (note, dwelling supply varies considerably within the region).

4.2 Population growth and change

At any given point in time, population projections and forecasts, and eventual demand for dwellings, help to understand how communities are growing and how to best plan for the future. Several potential models have been reviewed, all of which have slightly different methodologies and assumptions for the impacts of growth.

The Department of Treasury and Finance (DTF) released new population projections for Tasmania in May 2024. Anticipated birth rates, life expectancy and migration to and from Tasmania inform a range of projection scenarios. There are large differences in the total population and the rate of population growth between the projection scenarios, particularly in the Cradle Coast LGAs. The differences are mainly because of different assumptions about how many people will move to or from Tasmania from overseas or interstate.

Population projections are one input to the RLUS. The range of scenarios illustrates the uncertainty associated with future population growth, particularly over the longer-term planning horizon of the RLUS. This variability highlights the challenges of planning for growth in the region and reinforces the need for the RLUS to remain adaptable to changing circumstances. To support this, the Cradle Coast Residential Demand and Supply Study, undertaken by REMPLAN in September 2024, provides a contemporary analysis of residential demand and supply across the region.

Given that a range of options are presented by DTF, which is the standard starting point for planning in Tasmania, and REMPLAN, which includes both top-down and bottom-up analysis, it is important to consider both as potential futures. The modelled demand under REMPLAN is higher than current DTF forecasts.

Whilst the REMPLAN work and DFT projections provide some insight into growth rates amongst each of the region's municipalities, the RLUS Settlement Strategy included in the RLUS will need to be based on strategic planning analysis and a broad range of considerations based on policies outlined in the TPPs. Therefore some variation to these projections may eventuate to ensure that growth is directed to well serviced and appropriate locations to support a sustainable settlement pattern over the longer term.

Using the REMPLAN modelled results, between 2021 and 2046, the population of the Cradle Coast region is forecast to grow from 119,127 to 131,780 people, representing an 11 per cent increase, or an additional 12,653 residents. This equates to an average annual growth rate of 0.4 per cent. This growth is moderate compared to other regions of Tasmania, but it will bring with it increasing pressures for new housing and expanded services.

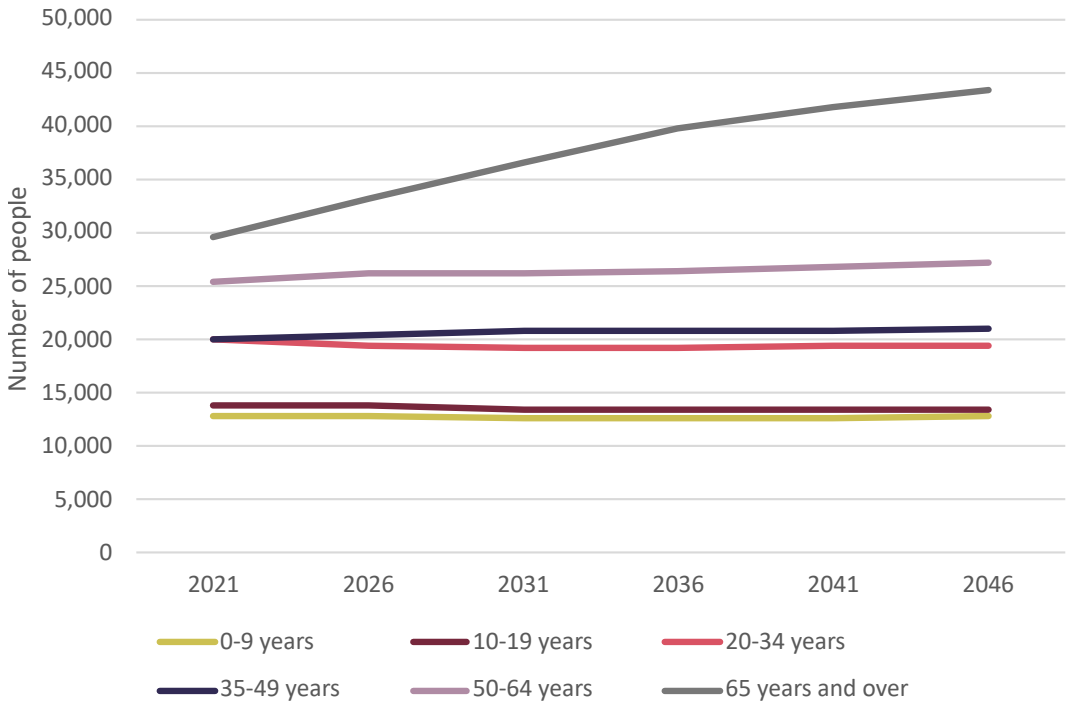
Table 3: Cradle Coast population change forecast, 2021-2046

Area	2021	2046	Change in # (2021-2046)	Change in % (2021-2046)	AAGR (2021-2046)
Burnie	20,441	22,928	2,487	12%	0.5%
Central Coast (Tas.)	23,278	24,338	1,060	5%	0.2%
Circular Head	8,335	8,709	374	4%	0.2%
Devonport	26,922	29,460	2,538	9%	0.4%
Kentish	6,778	7,575	797	12%	0.4%
King Island	1,654	1,839	185	11%	0.4%
Latrobe (Tas.)	12,705	17,169	4,464	35%	1.2%
Waratah-Wynyard	14,641	15,363	722	5%	0.2%
West Coast	4,373	4,399	26	1%	0.0%
Cradle Coast Region	119,127	131,780	12,653	11%	0.4%

Source: REMPLAN forecast (2025)

*Please read in conjunction with the commentary supplied in section 4.2

Figure 6: Cradle Coast population projection by age group, 2021-2046



Source: REMPLAN forecast (2025)

The Cradle Coast has a projected ageing population, which is occurring across many parts of Tasmania and Australia. The proportion of residents aged 65 and over is expected to increase substantially over the coming decades. In 2023, this group made up 24 per cent of the population. By 2046, it is projected to account for 32 per cent. Within the senior cohort, the number of residents aged 85 and older is expected to increase significantly, which will have flow on impacts in demand for health and other aged care services, health infrastructure and accessible housing. That demand will need to be accommodated in areas accessible to other services like community infrastructure and public transportation.

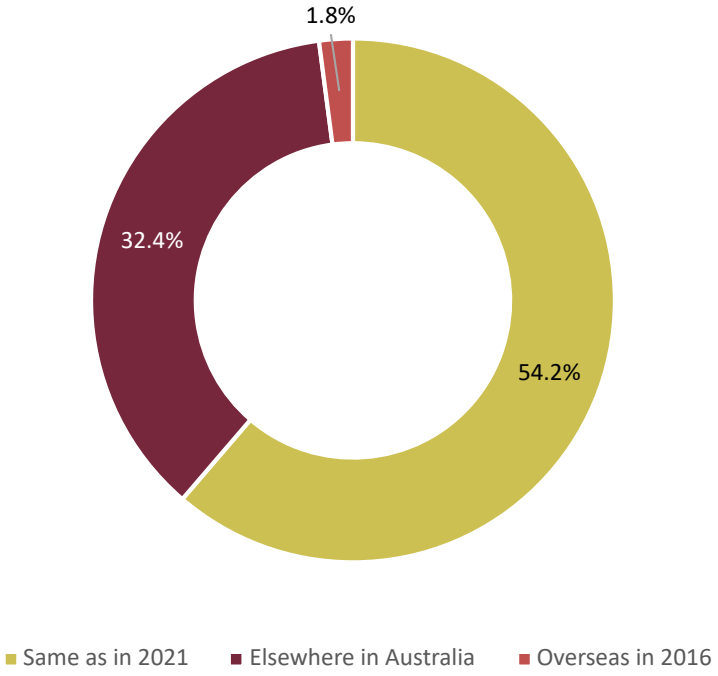
Table 4: Cradle Coast population forecast 2021-2046

Area	2021	2026	2031	2036	2041	2046	Change 2021-46	Change %
Burnie	20,441	20,920	21,502	22,020	22,495	22,928	2,487	12.2%
Central Coast	23,278	23,711	23,926	24,093	24,226	24,338	1,060	4.6%
Circular Head	8,335	8,475	8,582	8,657	8,698	8,709	374	4.5%
Devonport	26,922	27,604	28,162	28,672	29,096	29,460	2,538	9.4%
Kentish	6,778	6,977	7,138	7,298	7,442	7,575	797	11.8%
King Island	1,654	1,698	1,735	1,781	1,812	1,839	185	11.2%
Latrobe	12,705	13,916	14,746	15,559	16,365	17,169	4,464	35.1%
Waratah-Wynyard	14,641	14,872	15,048	15,197	15,299	15,363	722	4.9%
West Coast	4,373	4,368	4,370	4,380	4,397	4,399	26	0.6%
Cradle Coast Region	119,127	122,541	125,209	127,657	129,830	131,780	12,653	10.6%

Source: REMPLAN forecast (2025)
*Please read in conjunction with the commentary supplied in section 4.2

The Cradle Coast experiences high internal migration. This likely reflects the region's appeal to lifestyle and working migrants, including retirees and workers seeking a change of pace or affordability or workers in certain industries (like mining). However, retaining younger adults remains a challenge, as many leave the region to pursue education and employment opportunities elsewhere.

Figure 7: Usual address 5 years ago, 2021



Source: ABS Census data (2021)

4.3 Housing growth and change

Housing growth projections consider a variety of trends like ageing, past growth, and migration, to understand the likely demand for dwellings in a given region. As a starting point, region-wide projections have been used. However, further localised work is required to understand the specific needs within different communities of the Cradle Coast Region, with regular reviews. To support its projected population growth, the number of dwellings in the Cradle Coast is also projected increase. In one scenario, this is an increase from 58,290 in 2021 to 67,229 in 2046, an increase of 15 per cent (8,939 dwellings). This translates to a required average annual increase of 0.6 per cent in dwellings. This is higher than the average annual increase of the region's population during the same period (0.4%), as shown in Table 3. Within the region, housing demand will be unevenly distributed and is forecast to average approximately 304 new dwellings per year through to 2046.

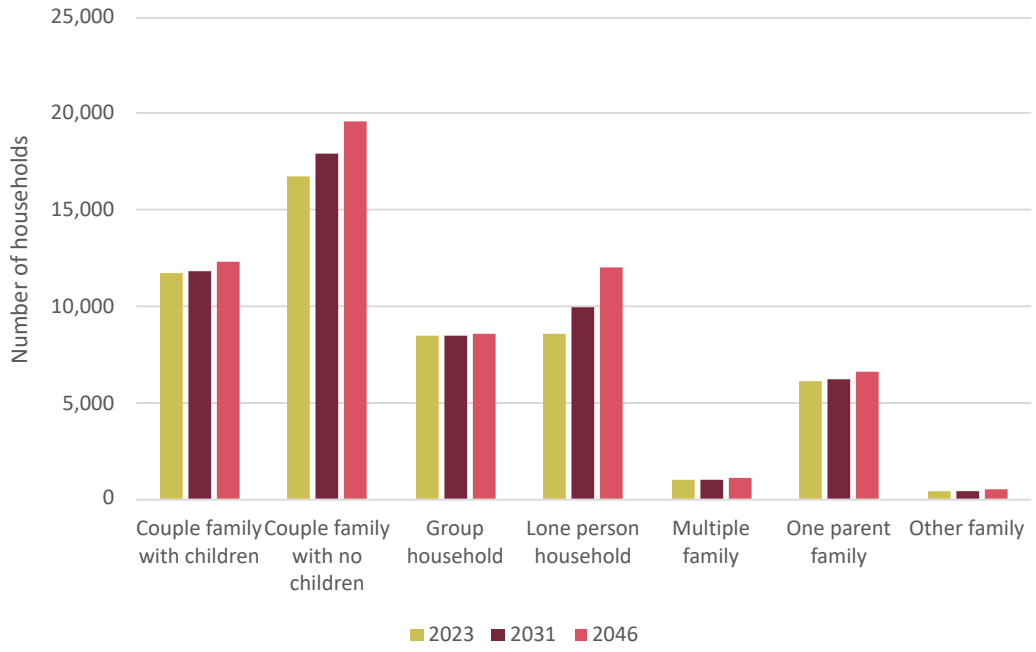
Table 5: Cradle Coast dwelling change forecast by LGA, 2021-2046

Area	2021	2046	Change in # (2021-2046)	Change in % (2021-2046)	Average annual growth rate (AAGR) (2021-2046)
Burnie	9,602	11,164	1,562	16%	0.6%
Central Coast (Tas.)	10,967	12,272	1,305	12%	0.5%
Circular Head	4,268	4,679	411	10%	0.4%
Devonport	12,755	14,374	1,619	13%	0.5%
Kentish	3,133	3,733	600	19%	0.7%
King Island	969	1,151	182	19%	0.7%
Latrobe (Tas.)	6,183	8,206	2,023	33%	1.1%
Waratah-Wynyard	7,240	8,302	1,062	15%	0.5%
West Coast	3,173	3,348	175	6%	0.2%
Cradle Coast Region	58,290	67,229	8,939	15%	0.6%

Source: REMPLAN forecast (2025)

In the Cradle Coast region, 'couple family with no children' remains the most common household type. However, the percentage of 'lone person' households in the region is expected to increase significantly between 2023 and 2046 (+40%). These are shown in Figure 9. The increase in percentage of smaller household types likely signals a growing need for more diverse housing options.

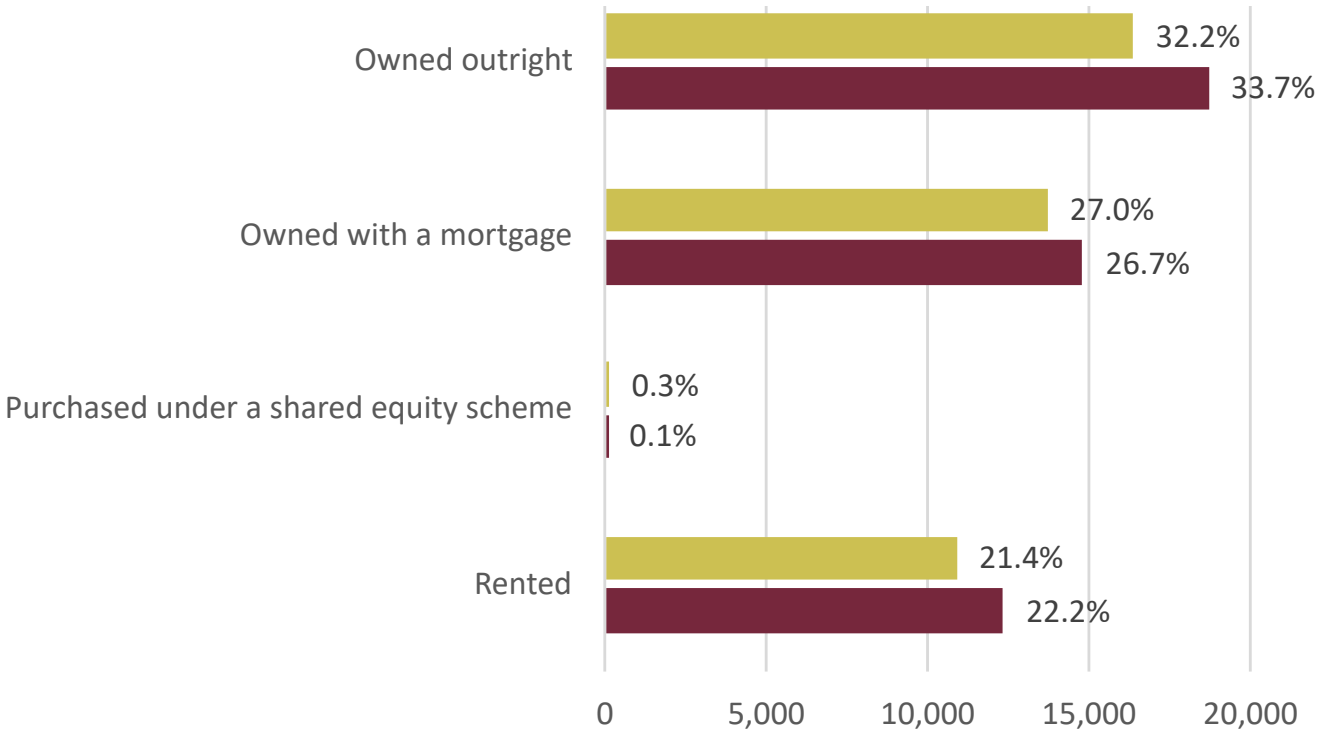
Figure 8: Cradle Coast household composition projection, 2023-2046



Source: REMPLAN forecast (2025)

Across the Cradle Coast, there were 33,555 homeowners in 2021 (3,363 more than in 2011), and 12,340 renters (1,453 more than in 2011). The percentage of renters grew at a slightly higher rate than that of homeowners. During the decade 2011 to 2021, percentage of renters increased by 13.3 percent, compared to 11.1 per cent growth in percentage of homeowners. The rise of short-term rentals can conflict with the demand for rental homes, particularly in popular holidaying destinations. Given the significance of tourism to the Cradle Coast economy, this balance will need to be carefully managed within each LGA.

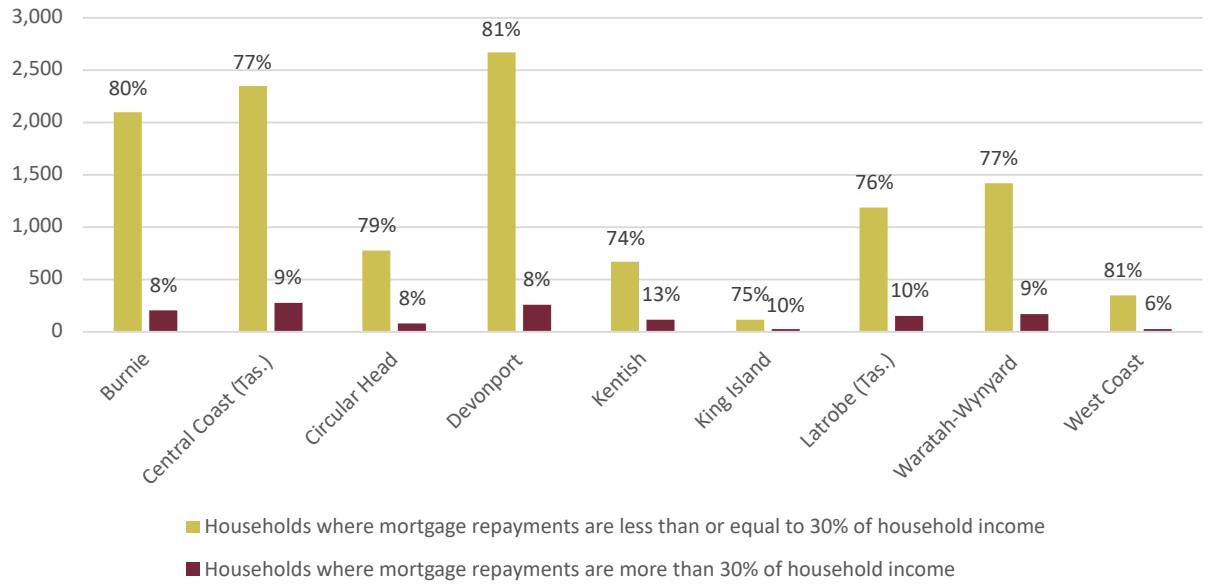
Figure 9: Cradle Coast Housing Tenure Distribution 2011-21



Source: ABS Census data (2021)

The amount of money people owe on their homes in the Cradle Coast region is relatively low by national standards. On average, 9 per cent of homeowners pay more than 30 per cent of their household income (9 per cent) in mortgage repayments. Kentish has the highest proportion of households paying more than 30 per cent (13 per cent), with West Coast the lowest proportion (6 per cent).

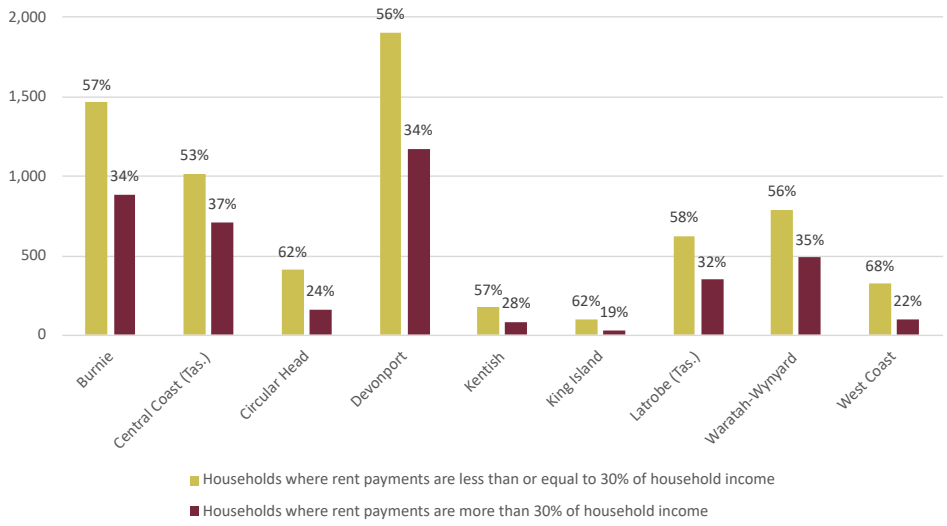
Figure 10 Number and percentage of homeowners paying more or less than 30 per cent



Source: ABS Census data (2021)

Across the Cradle Coast, more than 1 in 3 renting households pay greater than 30 per cent of their household (HH) income in rent. Figure 10 shows this by LGA, where there is a larger variance than for homeowners. King Island only has 19 per cent of renters paying more than 30 percent of household income for rent, while Central Coast has 37 per cent. In Devonport, 34 per cent of renters are paying 30 per cent of household income for rent, while only 8 per cent of homeowners are doing the same for their mortgages.

Figure 11: Number of renters paying more or less than 30 per cent of Household income in rent by LGA (percent of total renters), 2021



Source: ABS Census data (2021)

These figures highlight the ongoing need to deliver sufficient and diverse housing supply across the region. The region needs housing that matches its demographics—including smaller homes, accessible dwellings, and affordable rental housing—in well-located areas close to services and infrastructure. There will also need to be ongoing consideration for the provision of social and affordable housing, as housing register data indicates a persistent current demand. This will increase, likely in line with the demand for overall housing. The delivery of social and affordable housing should also be considered in accessible locations with access to appropriate services.

Housing capacity for future growth

The Cradle Coast region has sufficient modelled residential land capacity overall to meet housing demand over the next 20 years, but supply imbalances and localised constraints exist in some areas. Across the region, housing demand is forecast to average approximately 304 new dwellings per year through to 2046. This demand will be unevenly distributed, with the highest growth expected in Devonport, Latrobe, and Kentish LGAs.

The 2024 REMPLAN analysis shows that while theoretical land supply across the region is sufficient to accommodate forecast demand, this includes all land regardless of servicing status. Vacant land supply, which also encompasses non-serviced land, is more constrained in certain growth areas, with implications for development capacity and sequencing. Latrobe and Devonport are expected to reach capacity much earlier than other LGAs, particularly under current supply conditions. In contrast, areas such as Burnie, Central Coast, Circular Head, and the West Coast show 20+ years of capacity under both theoretical and vacant land supply scenarios. However, it is not guaranteed that this supply is realisable, in the right locations, or aligned with infrastructure to support demand.

Importantly, theoretical supply does not mean 'no need for action' on the part of land use planning. Theoretical supply includes underutilised and non-serviced land, which often requires infrastructure investment or complex landowner coordination to become developable. As such, vacant land supply provides the more realistic estimate of housing-ready land and should be the metric used to inform future planning discussion and decisions. Table 6 below summarises forecast population and dwelling demand, alongside years of estimated vacant land supply, by LGA:

Table 6: Summary of population and dwelling growth, versus years supply (Cradle Coast)

LGA	Population Growth (2023–2046)	Avg. Annual Dwelling Demand (AADD)	Years of Supply (Total)	Years of Supply (Vacant)
Burnie	+2,338	51	23+	23+
Central Coast	+864	43	23+	23+
Circular Head	+313	10	23+	23+
Devonport	+2,328	61	19	15
Kentish	+720	19	23+	10
King Island	+153	7	23+	23+
Latrobe	+3,964	70	18	13
Waratah-Wynyard	+619	37	23+	23+
West Coast	+30	6	23+	23+
Cradle Coast Region	+11,329	304	23+	23+

Source: REMPLAN (2024) (note: "23+" years indicates supply exceeds the 23-year forecast period.)

While the overall regional picture about land supply appears positive at a theoretical level, more targeted planning and infrastructure coordination will be required to maintain supply in the region. These areas may need to search for and identify additional land with potential for development, review zoning and unlock infrastructure to service additional developments and dwellings. This will be a consideration of the CCRLUS Settlement Strategy. Given that demand is impacted by trends occurring both within and outside the region and state (like migration, economic factors, and climate change), it will be important to regularly review updated demand and supply forecasts every five years, and at a local level.

4.4 Wellbeing, services and inclusion

The following section includes discussion on various metrics scoring the Cradle Coast region on wellbeing, advantage, education and community infrastructure. These indicators help us to understand the unique variations within the region. Potential next steps for improvement in any of these metrics would in part be supported by an updated RLUS, which would ensure that industries and workers have the land and infrastructure available in the right locations.

Community Wellbeing and Services

The Cradle Coast Region varies considerably in terms Index of Relative Socio-economic Advantage and Disadvantage (IRSAD). The Australian Bureau of Statistics (ABS) measures and reports on relative advantage and disadvantage across geographies. Low scores indicate relatively greater disadvantage in general, while a high score indicates greater advantage in general. For instance, a low score could mean that many households have low incomes, there are many people in unskilled occupations, and only a few households with high corresponding incomes and skilled occupations. As shown in Table 7, Cradle Coast region generally has a high level of disadvantage and a low level of advantage, with King Island LGA population being, on average the most advantaged, and West Coast LGA population, the least. King Island sits within a score similar to the Huon Valley, Sorell or Flinders Island.

Table 7: IRSAD scores for Cradle Coast LGAs, 2021

IRSAD Decile						
Burnie						
Central Coast (Tas.)						
Circular Head						
Devonport						
Kentish						
King Island						
Latrobe (Tas.)						
Waratah-Wynyard						
West Coast						

Most disadvantaged — Least disadvantaged

Source: ABS Census (2021)

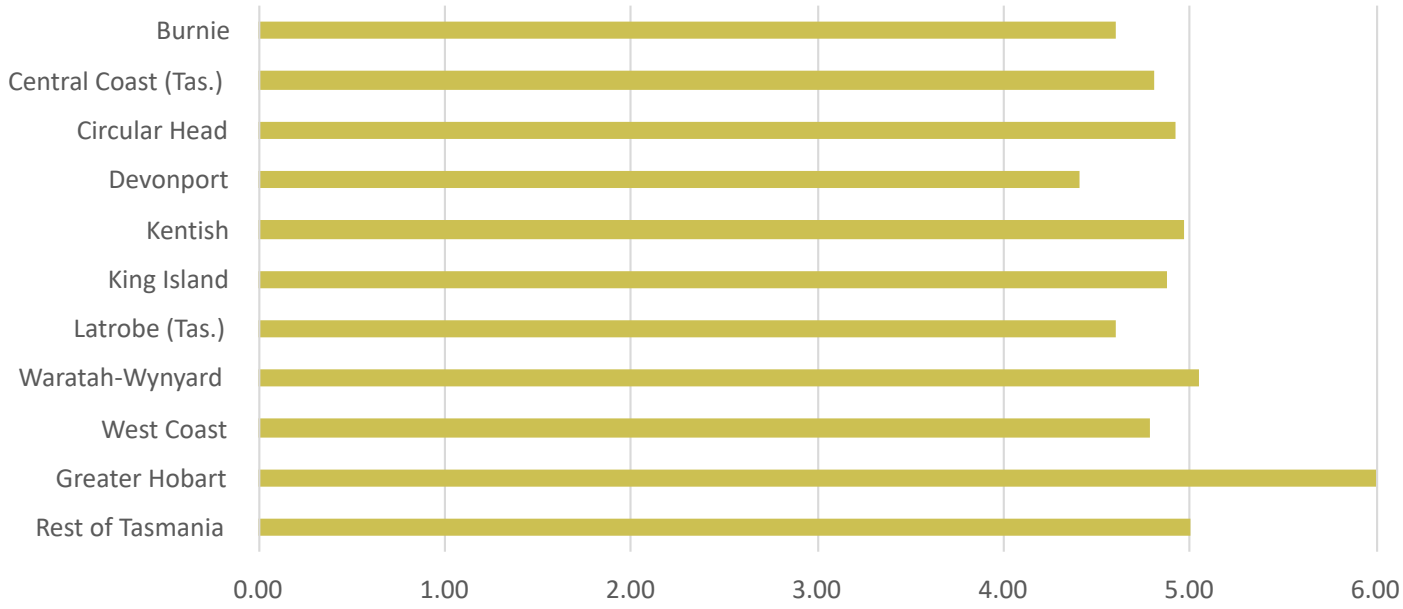
Cities and Regions Wellbeing Index

SGS's *Cities and Regions Wellbeing Index* (CRWI) is a framework designed to measure varied community outcomes by examining socio-economic wellbeing on a local government area level. It presents Gross Domestic Product (GDP) broken down into economic activity in the local regions (Gross Regional Product - GRP), alongside 6 other wellbeing indicators: income and wealth, employment knowledge and skills, housing, health, equality and community, and the environment. This aims to create a more nuanced understanding of how aspects of a place shape people's lives.

Like the ABS Socio-Economic Indexes for Areas (SEIFA) scores, it CRWI scores are normalised on a 10-point scale to compare between regions. While individual indicators have specific scores, each LGA is also provided an overall, weighted average by way of a 'headline score'.

The regions in Tasmania with the highest headline wellbeing scores include Hobart, Kingborough, Meander Valley, Clarence and Sorell, however many of the lowest overall wellbeing scores include areas within the Cradle Coast, like Devonport, Central Coast, and Latrobe. Results for the Cradle Coast compared to Greater Hobart and Rest of Tasmania are shown in Figure 13 overleaf.

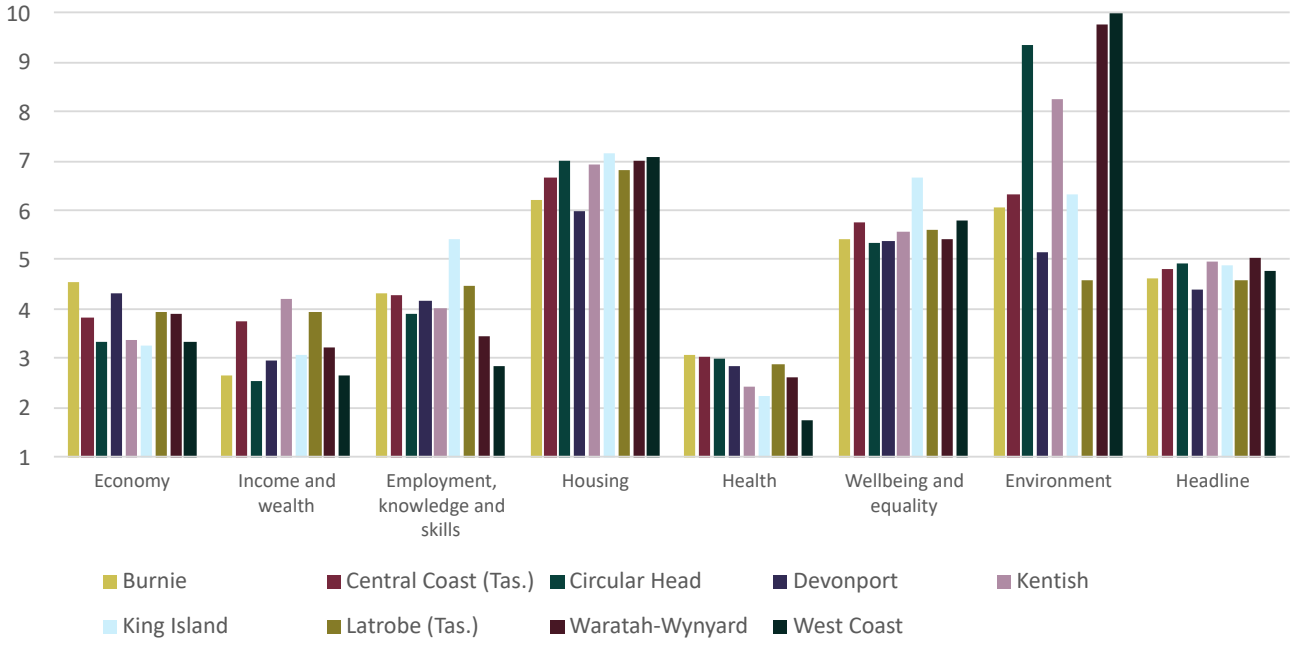
Figure 12: Headline CRWI scores, 2023



Source: SGS Economics and Planning (2024)

Scores for the constituent elements of the headline CRWI scores are compared across each of the Cradle Coast LGAs in Figure 13.

Figure 13: Individual CRWI scores, 2023



Source: SGS Economics and Planning (2024)

Education

Educational attainment across the region has improved in recent years but remains below state averages. Twenty eight per cent of residents in the Cradle Coast have completed year 12 or equivalent (compared to 38 per cent for Tasmania), and 17 per cent of the population has gone on to complete advanced studies. This percentage completing advanced studies has increased slightly as a proportion of the population since 2016. While this improvement is laudable (and may just be associated with migration), further efforts are needed to lift educational attainment across the region, and match workforce skills with emerging industries. This would in part be supported by an updated RLUS, which would ensure that industries and workers have the land and infrastructure available in the right locations.

Table 8: Proportion of Cradle Coast residents completing advanced studies, 2016-2021

Cradle Coast	Postgraduate Degree Level	Graduate Diploma and Graduate Certificate Level	Bachelor Degree Level	Advanced Diploma and Diploma Level	Certificate III & IV Level	Secondary Education - Years 10 and above
2016	1.1%	0.9%	5.9%	5.7%	16.5%	29.1%
2021	2.0%	1.2%	7.5%	6.2%	18.3%	28.9%
Change	0.9%	0.3%	1.6%	0.4%	1.7%	-0.3%

Source: ABS Census 2016 (2021)

Community infrastructure

Community infrastructure in the Cradle Coast region is distributed across a diverse network of towns and settlements. The distribution of these facilities reflects historical patterns of growth and development, transport networks, service catchments and population centres. The urban centres provide higher-order regional services, while smaller towns and remote communities often rely on localised or visiting services, informal infrastructure, travelling to access services or community-led initiatives. The following summary collates a picture of services across the region, based on previous strategies and the work undertaken during stakeholder engagement.

Devonport and Burnie are the region's primary service hubs. Each city contains a wide range of community infrastructure, including healthcare centres, specialist health services, Aboriginal health services and other support services, public and private schools, vocational education and training campuses, and a variety of libraries, aquatic centres, performing arts venues and civic buildings. These cities provide essential regional services not only for their own populations but also for surrounding rural hinterlands and coastal settlements, acting as nodes in the broader service network.

Latrobe, Ulverstone and Penguin function as key secondary service centres, but with some primary services. These towns support district health centres and aged care facilities, public libraries and community halls, early childhood services, and a range of primary education and recreational infrastructure. Latrobe is home to the Mersey Community Hospital, which provides health services beyond the local catchment, and Ulverston provides Aboriginal support services.

In Waratah-Wynyard and Central Coast, community infrastructure serves a mix of coastal and inland communities. Health services are typically delivered through small hospitals or multipurpose centres, with recreational infrastructure including showgrounds, public parks, and community halls distributed across townships. Neighbourhood houses, libraries and emergency services bases provide critical functions, and in Wynyard in particular, these assets also serve

smaller neighbouring towns along the north-west coast.

Smithton, the principal town in Circular Head, contains a consolidated set of community services including a district hospital, GP clinics, Aboriginal support services, education facilities from kindergarten to Year 12, arts and cultural venues, and indoor and outdoor sports infrastructure. However, the provision of specialist health and maternity services is limited, with residents often required to travel to Burnie or Devonport for care. This issue was raised repeatedly through engagement as a key liveability and equity concern.

On the West Coast, infrastructure is dispersed across a remote and declining population base, with Queenstown and Zeehan serving as the main service centres. These towns provide primary and district schools, health centres and aged care services, as well as community halls, public libraries and local recreation facilities such as pools and sports ovals. Engagement highlighted limited access to allied health, youth support and specialist services, and noted the challenges of maintaining ageing infrastructure with a shrinking population.

King Island's main settlement, Currie, functions as the island's principal service hub. It provides a health clinic and aged care, primary and secondary schooling, and shared community infrastructure including a hall, recreation grounds and a library.

Due to its isolation, service delivery on the island is heavily dependent on off-island transport and telecommunications connectivity, with access to many specialist services requiring travel to Tasmania and Melbourne.

Overall, where dwelling growth is expected to be highest, local social infrastructure will need to grow in step with housing to support liveability and equity. Consistent with the TPPs, growth should be directed to locations with existing or planned capacity in social infrastructure where possible, while also ensuring an appropriate balance between infill development and new growth areas. Targeted investment in aged care, accessible recreation, youth spaces and education infrastructure will be important to support sustainable settlement patterns over time. Protection and enhancement of key social infrastructure in growing cities and towns like Devonport, Latrobe and Burnie, while also exploring flexible service models for smaller and remote communities should be prioritised.

Public facilities for recreation and sport were identified as the most important investment priority for maintaining and building community across the region, followed closely by local events and community spaces. It was also a strong view that there should be locational prioritisation of new

4.5 Opportunities and challenges for land use planning

Table 9: Opportunities and Challenges for People, Communities and Growth

Opportunities	Challenges
• Strategic planning can support age-friendly communities by encourageing accessible housing, walkable environments, and proximity to health and aged care services. • Changing household structures present an opportunity to deliver more diverse and appropriately sized housing, especially in established centres with existing infrastructure. • Established public services in major centres such as at Burnie, Latrobe and Devonport can support a growing population. • The strategy will need to recognise the unique role of each LGA in the region, whether that means supporting urban growth, managing transition, or protecting rural character. • Co-ordinated planning across sectors (housing, education, health, transport) can improve equity, liveability, and resilience, particularly in areas experiencing disadvantage.	• An ageing population will place unique pressures on services, transport, and housing supply, particularly in regional and remote areas. • Demand for affordable housing continues to outpace supply in many areas, particularly for lower income and single-person households. • Varied population growth across the region risks inefficient infrastructure investment and service delivery unless planning is carefully coordinated. • Disparities in income, education, and access to services affect outcomes for many communities and require long-term, structural planning responses. • Cities and towns experiencing growth or change may lack sufficient infrastructure to support it, while areas with surplus capacity may struggle to attract new residents or investment.

Source: SGS Economics & Planning (2025)

05 Theme 3: Economic Activity and Infrastructure

5.1 Key themes

- Infrastructure gaps, transport, digital connectivity, and industrial land shortages create barriers to economic expansion.
- Global risks and regional adaptation – Export dependency and freight costs, competition from other regions, and an ageing population highlight the need for economic diversification and climate resilience.
- Agriculture, aquaculture, and value-adding industries – The region's clean, green brand presents opportunities for premium food production, nature-based tourism and export growth.

Figure 14: Snapshot page: Theme 3

49,500

Total jobs

Source: REMPLAN Economy (2021)

60.7%

% labour force participation (vs. 58.2% in Tasmania)

Source: REMPLAN Economy, id. (2021)

3%

% unemployment (vs. 5.9% in Tasmania)

Source: REMPLAN Economy, .id (2021)

Health Care and Social Assistance

Main employment industry in region (~ 16%)

Source: ABS Census 2021

$19.4 bn

Total economic output in the region (~ 24% from mining)

Source: REMPLAN Economy (2021)

51%

Of all jobs are in Devonport and Burnie

Source: ABS Census 2021

Source: SGS Economics & Planning analysis of data (2025)

The regional economy

The Cradle Coast region supports a diverse and resource-rich economy. The region's economic base includes strong foundations in agriculture, aquaculture, forestry, mining, manufacturing, and energy production. These industries are increasingly complemented by emerging opportunities in tourism, renewable energy, and the creative sectors.

The region's economic identity is shaped by its natural attributes, location, and infrastructure assets. Major ports at Burnie and Devonport, 2 regional airports, and proximity to the Bass Highway provide critical freight and trade links. These transport corridors support not only commodity exports but also tourism, which is becoming more significant to the local economy through eco-tourism, adventure experiences, and regional food and beverage offerings. The region is also connected to the rail network, which is freight only. High volumes of iron ore products are exported through the privately-owned Port Latta

Agriculture and aquaculture remain essential economic drivers in the Cradle Coast. As noted previously, the region has fertile soils, clean water, and established infrastructure supporting high-value food production. There is growing interest and opportunity in agritourism and boutique agricultural ventures, which can add diversity and innovation to traditional farming systems. Stakeholders noted the importance of preserving access to land and infrastructure to support local processing and varied farm scales.

Manufacturing and resource extraction play a significant role in regional employment. These industries contribute to gross exports and total employment, however, can be subject to macroeconomic fluctuations in the global market. The region is poised to benefit from major projects such as the Marinus Link and related renewable energy initiatives, if workforce accommodation, social licence and infrastructure planning can be aligned.

Tourism, driven by the region's natural assets such as Cradle Mountain, the Tarkine, and the coastal trail network, is increasingly recognised as an economic opportunity, given that they are significant drivers of the visitor economy. Visitors continue to be drawn to the area's wild landscapes, cultural history, and unique townships. Increasing demand for visitor infrastructure requires planning that better supports tourism in non-urban areas. This could build upon the Cradle Mountain Master Plan and endorsed strategic direction for the area.

Like many parts of regional Tasmania, the Cradle Coast has challenges in workforce retention and attraction. Youth out-migration, ageing demographics, and housing availability, particularly for key workers and low income families, constrain economic growth. There was broad recognition during engagement that population growth and a skilled workforce are critical enablers of economic resilience. The services sector is expected to grow with the aging population, and workers will be needed to fill those roles.

Economic Overview

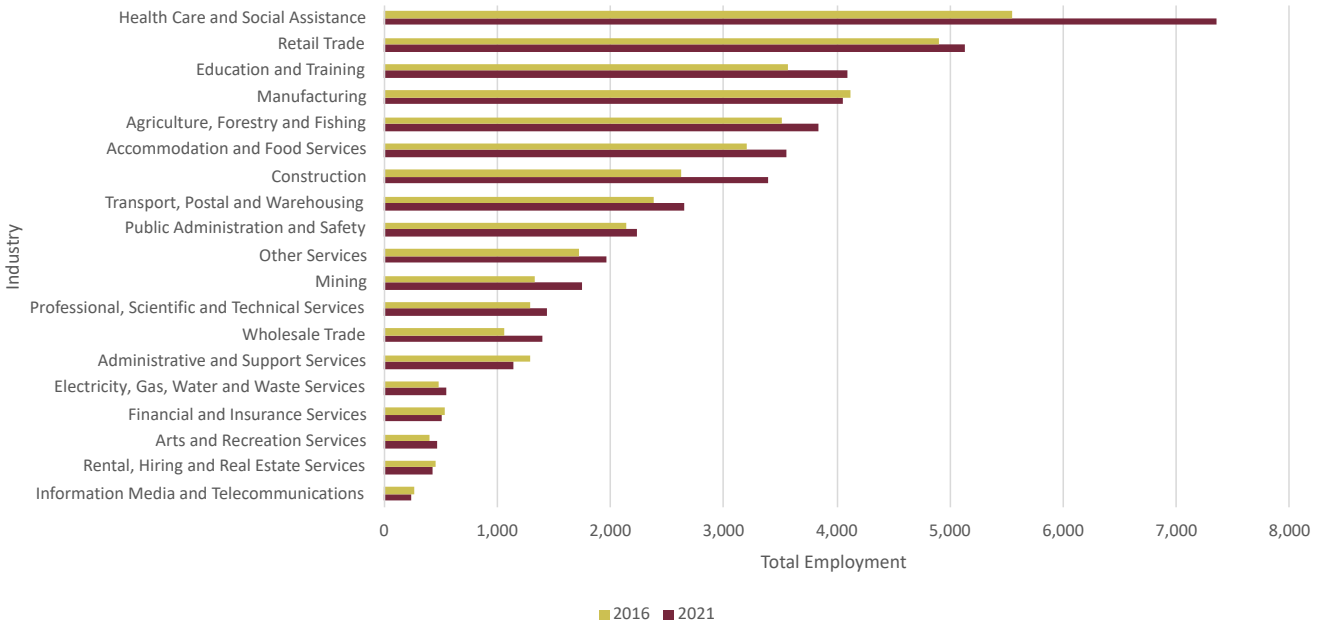
Cradle Coast supports 47,500 jobs, with over half (51 per cent) located in Devonport and Burnie. In these two locations, Health Care and Social Assistance is the top industry (1,806 and 2,627 jobs respectively), representing 16 per cent of total jobs in the region. While the next largest industry in in both locations is Retail Trade, in Burnie Health Care and Social Assistance dominates (half as many people work in Retail Trade at 1,330). In Devonport, Retail Trade employs nearly as many (1,701).

These 2 hubs not only provide the most jobs but, with Devonport in particular, have jobs across a wider range of industries. Devonport has more than 1,000 jobs across Manufacturing, Construction, Retail Trade, Education and Training, and Health Care and Social Assistance, and nearly 1,000 jobs in Accommodation and Food Services and Transport, Postal and Warehousing. Mining jobs are concentrated in Waratah-Wynyard and West Coast, while Agriculture, Forestry and Fishing are the major employment categories in Circular Head, Central Coast, King Island and Latrobe.

Total jobs by industry for both 2016 and 2021 are shown in Figure 16. Employment in most industries has grown since 2016, with Health Care and Social Assistance expanding the most, adding 1,808 jobs, growing at a rate of around 2.8% per year and further establishing it as the largest employer in the region.

Only a handful of industries saw a decline. There was a slight decline in Manufacturing which remains a major industry in the Cradle Coast. Some already minor employment industries have also seen a decline, including Financial Information, Media and Telecommunications, Rental, Hiring and Real Estate Services, and Financial and Insurance Services. Administrative Support Services saw the most substantial decline in total jobs (151 jobs).

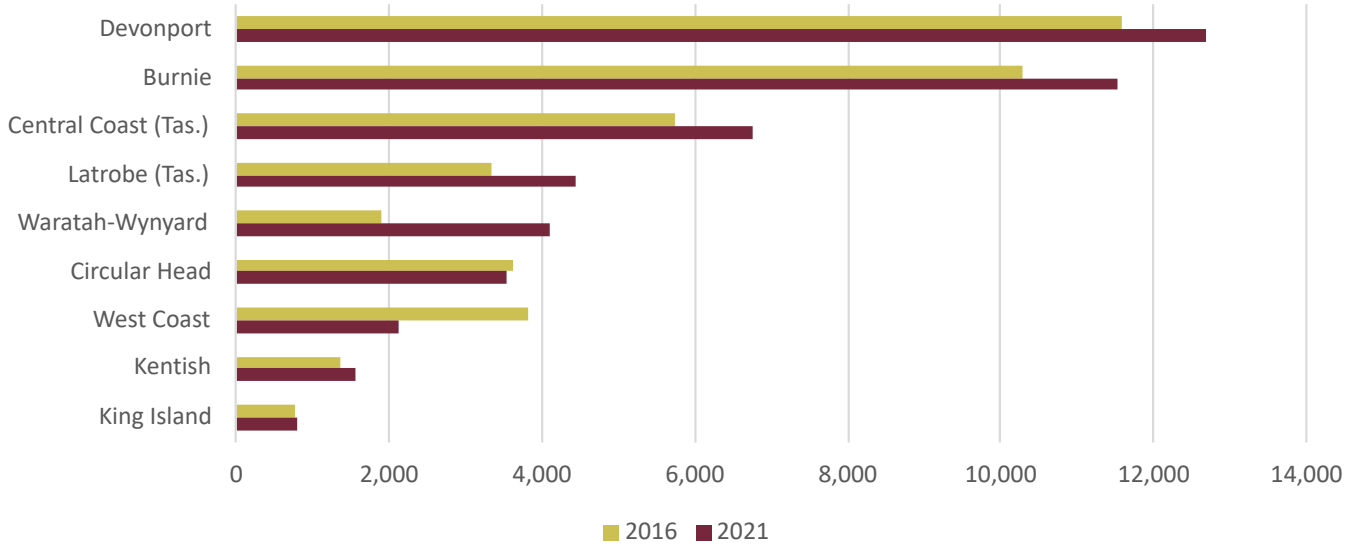
Figure 15: Cradle Coast change in Australian and New Zealand Standard Industrial Classification (ANZSIC) Industries by total jobs, 2016-2021



Source: ABS Census data (2016, 2021)

Jobs across the region have also changed over time. Figure 17 shows the change in total jobs by LGA from 2016 to 2021. Most LGAs have seen growth in jobs, with Waratah-Wynyard seeing the largest proportional increase (114%). The exceptions are Circular Head with a slight decline in jobs (-88 jobs), and a significant decline in West Coast jobs (-1,668 jobs, or -44%). The number of jobs on King Island remained largely unchanged.

Figure 16: Change in jobs by LGA, 2016-21



Source: ABS Census data (2016, 2021)

Commercial areas

Commercial centres in the Cradle Coast region vary in scale and function, from regional cities like Devonport and Burnie to smaller rural towns that service local populations. These smaller centres mostly accommodate limited retail, hospitality, and administrative functions.

Devonport and Burnie are the region's primary commercial hubs. Both centres support significant concentration of office, retail and service uses, including government services, banking, professional offices, health care, and education. These centres also feature a growing mix of hospitality, tourism, and cultural assets, particularly along their waterfronts. Both cities have actively pursued revitalising their CBDs and reactivating key civic precincts.

Secondary commercial centres are located in Ulverstone, Penguin, Wynyard, and Latrobe. These towns accommodate a range of commercial uses like supermarkets, main street retail, cafés, libraries, local government offices, and healthcare service providers. Many function as district-level centres for immediately surrounding rural and coastal communities.

Smaller towns across the hinterland, West Coast and King Island generally host limited commercial functions focused on local need like general stores, cafés, pharmacies, and visitor information centres. These commercial areas often form part of broader town centre precincts that also house public space, recreation, and cultural assets.

Engagement with the community highlighted the importance of commercial centres not only for their economic role but also as places of connection, identity and access to essential services. There is a desire to maintain vibrant main streets and support local business activity, and ensure that growth in online retail and edge-of-town development does not undermine town centre viability.

Industrial Land

The Cradle Coast region has a well-established network of industrial land, closely linked to its ports, freight corridors, and natural resource base. Industrial areas are concentrated around Devonport and Burnie, with additional precincts located in Circular Head, Central Coast, Latrobe, and the West Coast. These include precincts of both regional and local significance, with the former focussed on exports out of the state.

Burnie supports a significant cluster of industrial and logistics uses, particularly in the South Burnie/ Wivenhoe areas. Proximity to the Port of Burnie and major road and rail infrastructure makes this precinct a key hub for heavy industrial activity, manufacturing, and freight. Redevelopment of port infrastructure and the potential future impacts of the Marinus Link project are likely to influence future land use patterns in this area.

Devonport's industrial activity is concentrated within the East Devonport port precinct, Quoiba and Spreyton, and associated commercial and industrial-zoned land. These areas support food processing, logistics, light industry, and agri-businesses. Devonport's ongoing role as a gateway for passenger and freight movement across Bass Strait, together with the QuayLink Project to upgrade the Port of Devonport, is expected to further strengthen demand for port-related employment land, logistics, and warehousing.

Latrobe has seen increased demand for employment land in recent years, due in part to health-related service growth and strong connectivity to nearby Devonport. Circular Head's industrial land, particularly around Smithton, supports food processing, dairy manufacturing, and timber products, with close links to primary production and freight infrastructure. On the West Coast, industrial activity is tied to mining and mineral processing, although some legacy industrial sites remain under-utilised as the economy transitions to include tourism and other activity. Within the Central Coast municipality, industrial land assets are currently limited, with very low vacant supply prompting consideration of expanded precincts such as at East Ulverstone to support local business growth. Collaboration across the Mersey Leven region through the Mersey Leven Industrial Land Study also highlights the importance of planning for future industrial land supply to meet long-term demand and attract investment.

Stakeholder feedback and market analysis suggest there are challenges related to the current supply of zoned industrial land including fragmentation, servicing constraints, and infrastructure readiness. There is a need for improved coordination between land supply, infrastructure provision, and emerging industry needs—particularly in renewable energy, advanced manufacturing, and freight and logistics.

Workforce accommodation is also becoming a key constraint in industrial precincts, especially where major projects or seasonal demands place pressure on local housing markets. This is particularly evident on King Island and the West Coast, and in Circular Head.

Primary production and extractive industries

Agriculture, aquaculture, forestry, and mining have long underpinned the Cradle Coast Region's economy. These primary production and extractive industries continue to provide significant employment opportunities and export value, particularly in rural and coastal municipalities such as Circular Head, Latrobe, Kentish, Waratah-Wynyard, and King Island.

Agriculture is the dominant productive land use in the northern parts of the region, where fertile soils, a temperate climate, and access to rainfall and irrigation infrastructure support the production of dairy, beef, and vegetables. The region accounts for a substantial share of Tasmania's dairy output, with Smithton and surrounds acting as a processing and logistics hub. Increasingly, smaller producers are also participating in niche markets, including organics and value-added agricultural products. Agritourism is growing, especially in areas with scenic amenity and access to visitor infrastructure.

Forestry remains an important economic contributor in the region's western and inland areas, with plantation forests and native harvesting operations supported by transport infrastructure and port access. However, the industry continues to face structural change, including shifts in domestic processing and community expectations around environmental management and landscape protection. This exists in a context where not all forestry operations are regulated under the Tasmanian Planning Scheme.

Aquaculture has expanded along the region's extensive coastline, with key operations in shellfish farming (including oysters and mussels), salmon hatcheries and pens, and emerging seaweed ventures. These activities are particularly prominent in areas such as Robbins Passage, Macquarie Harbour, and King Island. The aquaculture industry faces mixed community views about the industry's social and economic contribution, and its environmental impact. There will be a need to find locations for shore-based activities in aquaculture to support the industry.

Mining continues to contribute to the economy, especially on the West Coast, where historical and ongoing operations in zinc, tin, and copper extraction support local employment. These towns face challenges related to changing community expectations around mining and resource extraction, combined with modernisation of mining processes, but the area remains strategically important due to their natural resource endowments.

Land use planning in the Cradle coast region faces a range of challenges to support productive uses of land, while managing competing pressures from residential development, tourism infrastructure, and renewable energy projects. Similarly, the region can support community consensus building about cultural and environmental protection and impacts, balanced with the economic drivers behind land use. This role is key to regional agreement about diversification and environmental stewardship in primary production and extractive industries undergoing transformation.

Renewable energy projects

The Cradle Coast Region is emerging as a key contributor to Tasmania's renewable energy transition, with major projects already operating or under development across hydro, wind, and solar energies. The region's natural advantages such as strong wind corridors, established hydro assets, ample land availability, and proximity to transmission infrastructure position it strongly to help Tasmania achieve overall decarbonisation. 'Overall decarbonisation' is the term used to acknowledge the need to manage 'dry year risk'. This is when low hydro generation means a reliance on fossil fuel sources (e.g. mid-2024), and as the industrial, agricultural and home heating portion of energy use transitions from current carbon-intensive to renewables.

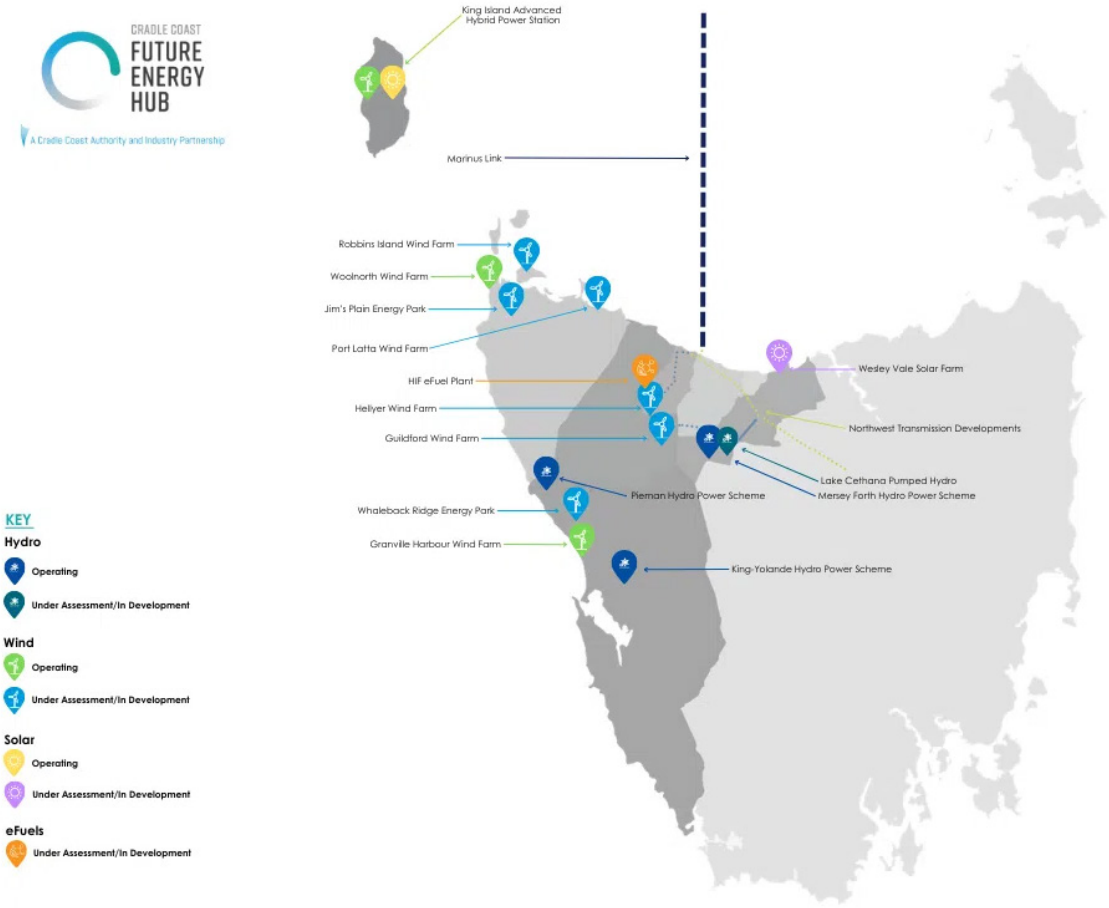
As shown in Figure 18, there is a significant pipeline of renewable energy projects across the region. Wind energy dominates current and planned development, with major wind farms operating or proposed in Robbins Island, Jim's Plain, Woolnorth, Granville Harbour, and Whaleback Ridge. These are located in areas with strong wind resources and established transmission connections, particularly in the Circular Head and West Coast municipalities.

The region also features significant hydro infrastructure, including the Mersey Forth, Pieman, and King-Yolande Hydro Power Schemes. These assets are critical for Tasmania's energy storage and firming capacity and are being enhanced through pumped hydro proposals, including at Lake Cethana. The Mersey Forth and Pieman schemes provide strategic advantages through their existing connections to the state network and potential alignment with the proposed Marinus Link.

The region also provides opportunities for the development of solar energy schemes, especially in areas that have unhindered northerly aspects and are in close proximity to high voltage infrastructure.

The proposed Marinus Link interconnector between Tasmania and mainland Australia represents a transformational opportunity for the North West region. By enabling the export of renewable electricity to the national grid, the project will unlock additional renewable generation capacity across the Cradle Coast and stimulate investment in supporting infrastructure, jobs and energy related industries. The transition also creates opportunities for new circular economy activities, including resource recovery, renewable powered manufacturing and low carbon processing industries. In parallel, the emergence of carbon and biodiversity markets presents potential new economic opportunities for landholders and regional industries, particularly where renewable energy, sustainable land management and nature based outcomes intersect.

Figure 17: Major renewables projects Cradle Coast



Source: Cradle Coast Authority (2025)

Tourism

Tourism is a major industry in Tasmania, attracting over 1.3 million interstate and international visitors in the 12 months to December 2024, staying over 12.5 million nights, and spending over $3.4 billion dollars.

In the same period, the North West and West Coast regions attracted 137,000 visitors, staying over 519,000 nights.

Visitation in the region is highly seasonal, with winter 2024 recording 23% of the visitation of the preceding summer, in comparison to a statewide level of 54% (Tasmanian Visitor Survey).

Table 10: Domestic visitors, year ending Sept 2024

Tourism Region	Visitors %	Visitor Nights %	Spend %	Spend / night
Hobart and surrounds	78%	41%	86%	$614
Northern	53%	20%	66%	$952
North West	39%	17%	55%	$982
Southern	47%	9%	65%	$2,199
East Coast	29%	8%	49%	$1,733
West Coast	15%	5%	29%	$1,756

Source: Tourism Tasmania (2024) https://www.tvsanalyser.com.au/

The region offers a unique blend of natural beauty, cultural heritage, and distinct local experiences. Visitors are drawn to internationally recognised attractions such as Cradle Mountain, the Takayna/Tarkine, and the coastal drives between Wynyard and Stanley. These areas are not only environmental showcases but are important cultural landscapes for the Tasmanian Aboriginal community and local towns.

Nature-based tourism is the dominant market segment in the region, with demand for bushwalking, wildlife viewing, and adventure activities continuing to grow. The Cradle Mountain-Lake St Clair National Park is Tasmania's most visited national park, and a vital node in the state's tourism offering. The Takayna/Tarkine's rainforest, river systems, and dramatic coastlines were identified by stakeholders as ripe for eco-tourism development, although visitor infrastructure was described as 'limited' in many parts of the region.

The region is also home to an expanding food and beverage tourism scene, including distilleries, farm gate experiences, and boutique producers. Many of these ventures are located in agriculturally productive landscapes and are closely tied to rural land use, highlighting the importance of integrated planning for tourism and primary production.

Cruise ship visits to Burnie and Devonport bring seasonal visitation, but stakeholders noted that the cruise ship business model, and dispersal and infrastructure constraints limit broader economic benefits. There is strong interest in supporting slow tourism and visitor experiences that align with the region's environmental values and small-town character.

A number of towns experience visitor accommodation supply constraints over summer months, including Queenstown, Strahan, and Burnie, which is partly driven by competition with workers' accommodation requirements of other industries, including mining, energy, and aquaculture.

Short stay accommodation has expanded rapidly in recent years, particularly in high-amenity locations such as Stanley, near Cradle Mountain, and in coastal towns along the Bass Highway. While this supports tourism growth and local business development, it can reduce the availability of long-term rental housing. This impacts affordability for residents and key workers needed to support the economy. Balancing housing supply with tourism demand will be an important policy consideration moving forward.

Movement and transport

The Cradle Coast's transport system supports communities, economic activity, and access to services. It comprises a network of national and state highways, local roads, rail infrastructure, airports, ports, and regional transit services. The geography of the region and dispersed population presents ongoing challenges for delivering efficient, reliable and equitable transport options.

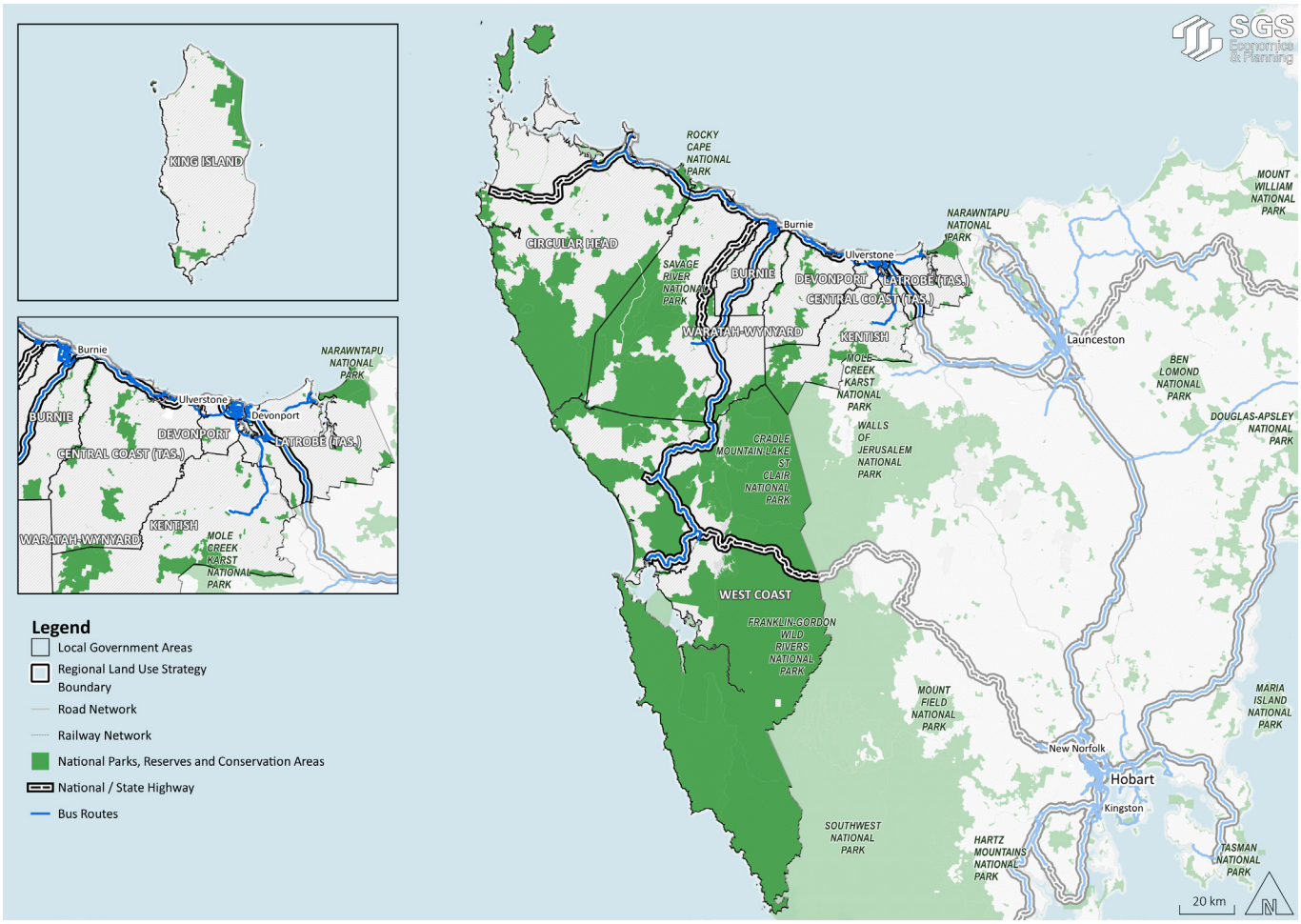
The Bass Highway provides the primary east-west connection across the Region, connecting key population centres, ports and industrial precincts. The Highway forms part of the National Network and the Burnie to Hobart Freight Corridor, Tasmania's premier freight route. The Highway is important in supporting local passenger movements and tourist traffic. Other major State Roads include the Murchison Highway connecting the West Coast to Burnie and the Ridgley, Zeehan and Lyell Highways, which provide inland access between towns and rural areas.

Burnie Port is Tasmania's highest volume port, with both Burnie and Devonport ports critical for the interstate movement of containers. Major commodities include agricultural products, retail goods and bulk freight (cement, mining and forest products).

The Spirit of Tasmania passenger ferries operating out of Devonport are important for the movement of both passengers and freight. The upgrading of the Port of Devonport facilities and infrastructure through Quaylink will further support port activities. Airports at Devonport and Wynyard support regular interstate passenger services and are important for regional connectivity. King Island's port and airport also play an important role in supporting local passenger travel and freight access between the island and mainland Tasmania.

The rail lines running through the Cradle Coast region play a vital role in connecting businesses and industries across Tasmania, as well as facilitating freight movement to and from all the State's major ports. In addition to key connections at Western Junction and Melba, the network provides direct freight access to both the George Town/Bell Bay Rail Freight Terminal and the Brighton Transport Hub. The rail network also forms part of the National Network and key Burnie to Hobart Freight Corridor.

Figure 18: Context map: connectivity



Source: SGS Economics & Planning (2025)
Not all layers are visible at this scale; see LIST for full details.

For most residents, private vehicles remain the primary mode of transport. Urban public transport networks operate in Wynyard, Burnie, Devonport and Latrobe. There is an express service that links the major population centres along the coastal strip between Burnie and Devonport which operates at an hourly frequency. Public transport connections to other regional centres such as Smithon and the West Coast operate at a low frequency. There is a lack of public transport to the rural hinterland beyond the coastal strip. The cost, frequency and limited spatial coverage of public transport services were raised during engagement as barriers to mobility, particularly for young people, older residents and those without access to a car. While many community members voiced support for use of using public transport, the paucity of services outside the regional centres made this option impactical for many.

Intra-regional movement comprises long travel distances, limited transport options, and competing demands on shared infrastructure. Conflicts between heavy freight vehicles, tourism traffic, and local commuters are common along the Bass Highway and coastal routes, particularly during peak visitor seasons. In some areas, road alignments, bridge capacities and natural constraints limit the feasibility of road upgrades, impacting safety and efficiency. A substantial proportion of the West Coast workforce are 'Drive-In, Drive-Out' (DIDO), which further illustrates the importance of the road network in supporting economic and social transaction between LGAs.

Movement within towns and cities is also shaped by urban design and infrastructure investment. Stakeholders raised the need to improve walkability and cycling connections within local centres, particularly in Burnie and Devonport, and to support active transport infrastructure that aligns with health, liveability, and climate resilience goals. This includes building on the significant progress made to connect different parts of the Cradle Coast, like the Shared Coastal Pathway.

Physical infrastructure

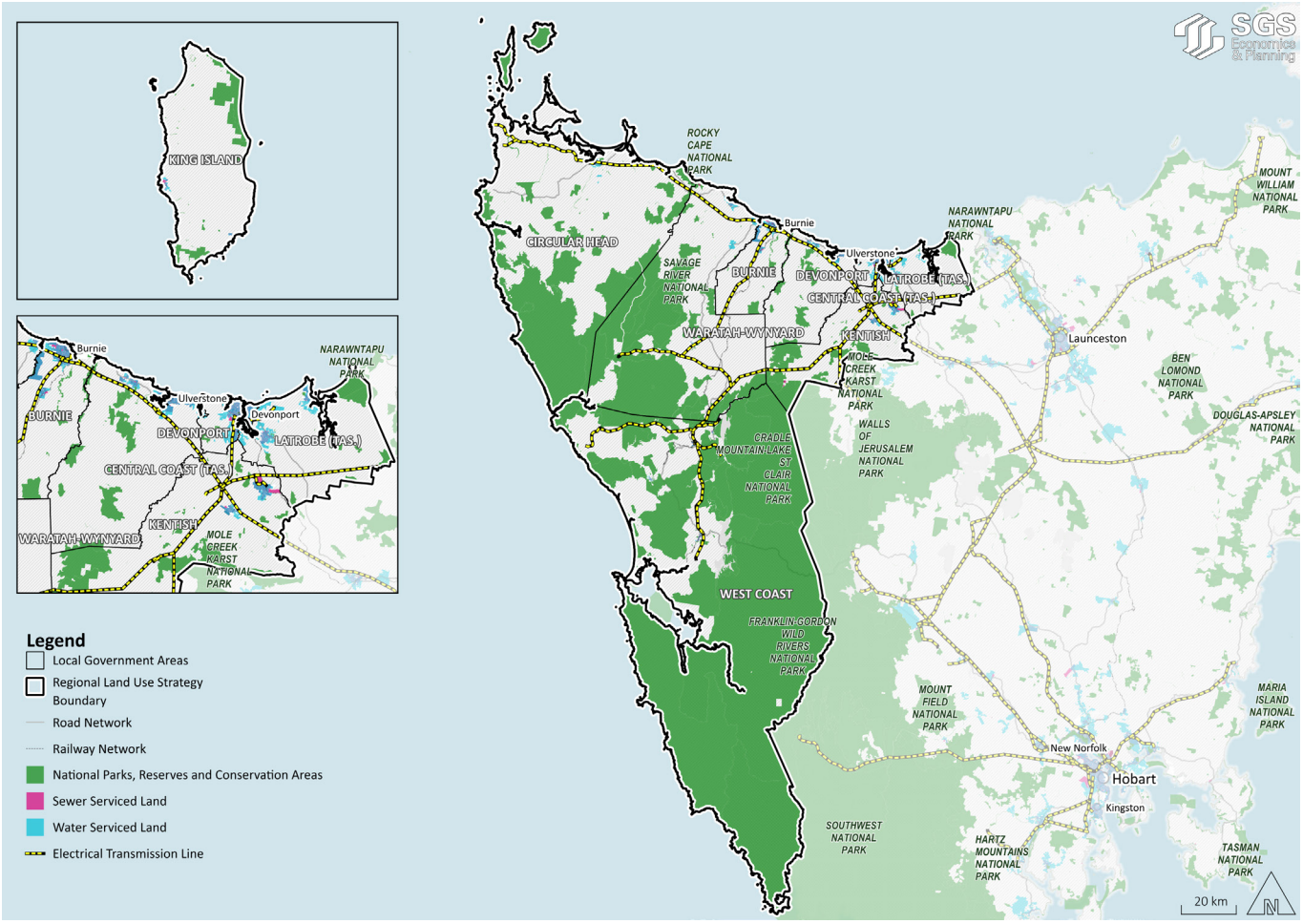
The Cradle Coast Region's capacity to support sustainable growth often relies on the provision of servicing infrastructure including water, sewerage, stormwater, electricity, telecommunications, and waste services. These systems enable development, industrial activity, and quality of life, but the provision,

upgrading and maintenance of such infrastructure require significant resources.

As residential and industrial development intensifies or expands across the region, demand for upgraded and extended utility networks will increase. Regional cities like Devonport and Burnie, along with growth towns such as Latrobe and Kentish, are experiencing rising pressure on infrastructure capacity. Many smaller and coastal settlements, like parts of Circular Head, the West Coast and King Island, continue to operate without full trunk services. They rely instead on localised or ageing infrastructure systems.

Water and sewerage services in the region are provided by TasWater. While the region has a relatively large supply of clean, secure water, there are some limitations in network coverage and treatment capacity, particularly in towns with legacy systems or no reticulated services. Stakeholders raised concerns about the capacity of existing infrastructure to accommodate projected growth, as well as the cost associated with expanding networks to fringe or low-density areas. TasWater is due to release, by the end of 2025, 50-year master plans by region that will assist relevant stakeholders in planning for the future.

Figure 19: Context map: servicing



Source: SGS Economics & Planning (2025)
Not all layers are visible at this scale; see the LIST for full details

Electricity is provided via the TasNetworks transmission and distribution network, which also supports the potential for new energy generation and transmission projects such as the Marinus Link. However, existing capacity, including substations and local distribution lines, may not be sufficient to support the scale of anticipated energy investment without targeted upgrades. Industrial precincts and large energy consumers may also face barriers to expansion due to limited supply. Industrial precincts and large energy consumers may also face barriers to expansion due to limited supply.

Telecommunications infrastructure can vary across the region. While major centres have reliable coverage, many smaller towns and rural properties experience inconsistent mobile reception and limited access to high-speed internet. This has implications for business growth and investment, education, service access, and resilience in emergency situations.

This digital divide remains a concern, especially in remote communities and among vulnerable populations.

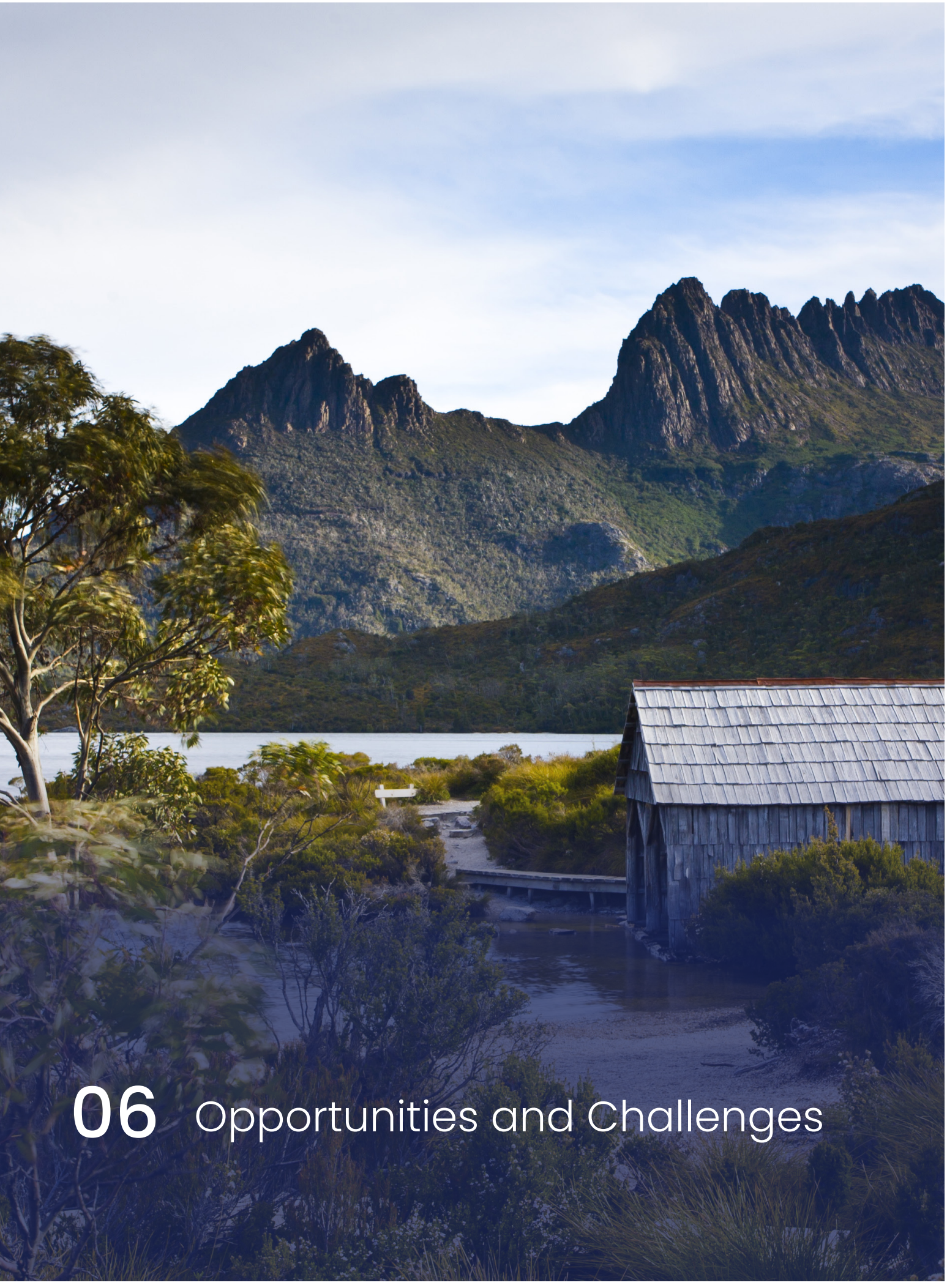
Community engagement highlighted the importance of utilities in determining where and how growth should occur. Participants called for infrastructure investment to be better aligned with land use planning and regional priorities, rather than reactive responses to fragmented development. There is especially strong interest in more equitable infrastructure provision and strategic planning that supports growth in established areas before enabling expansion into non-serviced locations. An additional point the stakeholders raised was lack of flexibility in options for on-site or off-grid development, given many residents have chosen to live in the Cradle Coast region because of the dispersed population and opportunity for isolation.

5.2 Opportunities and challenges for Land Use Planning

Table 11: Opportunities and Challenges for Economic Activity & Infrastructure

Opportunities	Challenges
• Land use planning can enable innovation and value-adding across primary industries by supporting agritourism, sustainable aquaculture, and new energy sectors like hydrogen and renewables. • Coordinating growth with infrastructure delivery is key. This is especially true for integrated transport, utilities, and digital connectivity, and can improve efficiency, reduce costs, and expand access to jobs and services. • Carefully planned development in nature-based and rural areas can help grow the visitor economy, especially where there is alignment with cultural and environmental values. • Infill development and compact growth in accessible locations can improve liveability, support public transport viability, and reduce pressure on peri-urban areas. • A regional approach to managing employment land, industrial growth, and workforce accommodation can help the region respond to investment opportunities and unlock precinct-scale development.	• Increased demand for tourism, housing, and energy infrastructure may place pressure on high-value agricultural land, natural assets, and existing communities. • Expanding into peri-urban or remote areas without coordinated infrastructure planning can lead to high costs, inefficiencies, and long-term liabilities for councils and service providers. • Rising demand for short stay accommodation and workforce housing in high-growth areas may constrain local labour markets and impact housing affordability for residents. • Limited regional public transport and gaps in active transport infrastructure restrict mobility and access—particularly for vulnerable or remote communities. • Delivering infrastructure and managing growth across multiple sectors, providers, and levels of government requires improved collaboration. • Protecting current and planned major transport corridors and assets from ecroachment from inappropriate use and development.

Source: SGS Economics & Planning (2025)



06 Opportunities and Challenges

6.1 Regional SWOT Analysis

This Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis provides a high-level overview of the Cradle Coast Region's key considerations related to land use, economic development, infrastructure, and community wellbeing. It synthesises insights from stakeholder engagement, economic data, and planning analysis to highlight both the region's current assets and the structural challenges that must be addressed to support sustainable growth.

The Cradle Coast Region benefits from a diverse and resource-rich economy, underpinned by strong sectors in agriculture, aquaculture, forestry, tourism, and manufacturing. Its high-quality natural environment, well-connected trade infrastructure, and appealing lifestyle make it an attractive destination for residents, workers, and visitors. However, challenges such as an ageing population, limited housing supply, and infrastructure constraints, particularly in transport, utilities, and digital connectivity, could undermine resilience.

Looking forward, the region is well-positioned to capitalise on new opportunities in value-added agriculture, renewable energy projects (particularly Marinus Link), and nature-based tourism, bolstered by the significant QuayLink project. Strategic land use planning will play a central role in realising these opportunities while managing risks associated with climate change, market volatility, and environmental pressures. Economic opportunities will be supported by ongoing population and industry growth. This analysis forms a foundation for identifying land use priorities that support inclusive, resilient, and adaptive regional land use and development over the coming decades.

Regional SWOT Analysis

Table 12: Regional SWOT analysis

Strengths	Weaknesses
Diverse economy with strong sectors in agriculture, aquaculture, forestry, tourism, and manufacturing, with strong exports.	Ageing population and outmigration of young workers, impacting workforce availability.
High-quality natural resources, including fertile soils, clean water, and coastal fisheries.	Limited public transport and digital connectivity in some areas.
Well-connected transport and trade links, including Burnie and Devonport ports and Devonport Airport.	Housing affordability and supply constraints, particularly in coastal and rural areas.
Attractive coastal and country lifestyle, drawing new residents and remote workers.	Shortage of industrial land for economic expansion in key hubs.
Strong local communities with a culture of resilience and innovation.	Skills shortages in healthcare, education, and advanced manufacturing.
Natural hazard data (statewide flood, coastal inundation, coastal erosion, landslip, and bushfire mapping) is readily accessible and available to underpin evidence-based decision-making associated with strategic land use planning.	Lack of integration of land use planning with infrastructure and services.
An extensive road network and rail.	Demand and economies of scale to support investment, noting small and dispersed population.
Opportunities	**Threats**
Growth in value-added agriculture and agritourism, capitalising on Tasmania's clean, green brand.	Climate change risks, including coastal erosion, riverine flooding, bushfires, and changing rainfall patterns affecting agriculture and growth in existing settlements constrained by environmental hazards.
Expansion of renewable energy projects, including wind and hydroelectric power.	Dependence on export markets with mining industry, making the region vulnerable to global economic fluctuations.
Investment in nature-based tourism, leverageing Cradle Mountain, the Takayna/Tarkine, and King Island's natural and World Heritage areas.	Infrastructure funding gaps, limiting improvements to transport, utilities, and industrial development.-
Digital connectivity improvements to attract remote workers and creative industries.	Environmental degradation from resource industries if not properly managed.
Strategic planning for climate adaptation, ensuring resilience in agriculture and settlements.	Ageing population, with a smaller labour force and greater demand for health and aged-care services.
	Limited coordination of development within and across LGAs.

Source: SGS Economics & Planning (2025)

6.2 Emerging Regional Themes

Based on the review of available data, and community engagement, this discussion paper is putting forward 6 emerging regional themes.

- Recognise and protect our cultural and natural heritage
- Be prepared for a changing climate
- Build a strong economy
- Provide housing for the future
- Ensure community access to health and education
- Connect within and beyond the region

They reflect the Cradle Coast Region's aspirations for inclusive, resilient, and place-based development over the next 25–30 years. These themes will inform the next iteration of the CCRLUS.

Recognise and protect our cultural and natural heritage

The Cradle Coast is home to a deep and enduring Aboriginal history that is connected to the region's strong natural values. Palawa people are the Traditional Custodians of the region's lands and waters and have unbroken connections to Country. A region-first planning approach embeds cultural values in land-use decisions, aims to protect cultural landscapes, and supports genuine partnerships with Aboriginal people and organisations. Planning should also respond to the region's layered historic and natural heritage—from mining towns and port cities to rural landscapes—ensuring that growth strengthens, rather than erodes, regional identity. Heritage places and the natural environment have a central role to play in cultural recognition, tourism development, and community pride.

Be prepared for a changing climate

The region faces a range of climate risks, including coastal erosion, bushfires, riverine flooding, and changing rainfall patterns. These pose threats to homes, infrastructure, agriculture, and biodiversity. The region should integrate climate adaptation at all scales, with varying approaches. This means intensification of development away from environmental hazards such as flooding and bushfires. Changes in rainfall and temperature are already impacting primary production systems and land productivity. Ensuring resilient growth will require coordinated investment in infrastructure, hazard mitigation, and ecosystem protection, as well as promoting compact, connected settlement patterns that reduce exposure and emissions.

Build a strong economy

The Cradle Coast's economy is diverse and export-oriented, with established strengths in agriculture, aquaculture, forestry, tourism, and manufacturing. Strategic planning can support a more innovative and resilient economy by protecting employment land, enabling freight and logistics upgrades, and attracting investment in renewable energy, advanced manufacturing, and nature-based tourism. The emergence of the Marinus Link and associated energy transition presents a once-in-a-generation opportunity to establish new industrial precincts, generate local jobs, and build energy security. Stronger regional centres, thriving small businesses, and local innovation will all be vital to long-term prosperity.

Provide housing for the future

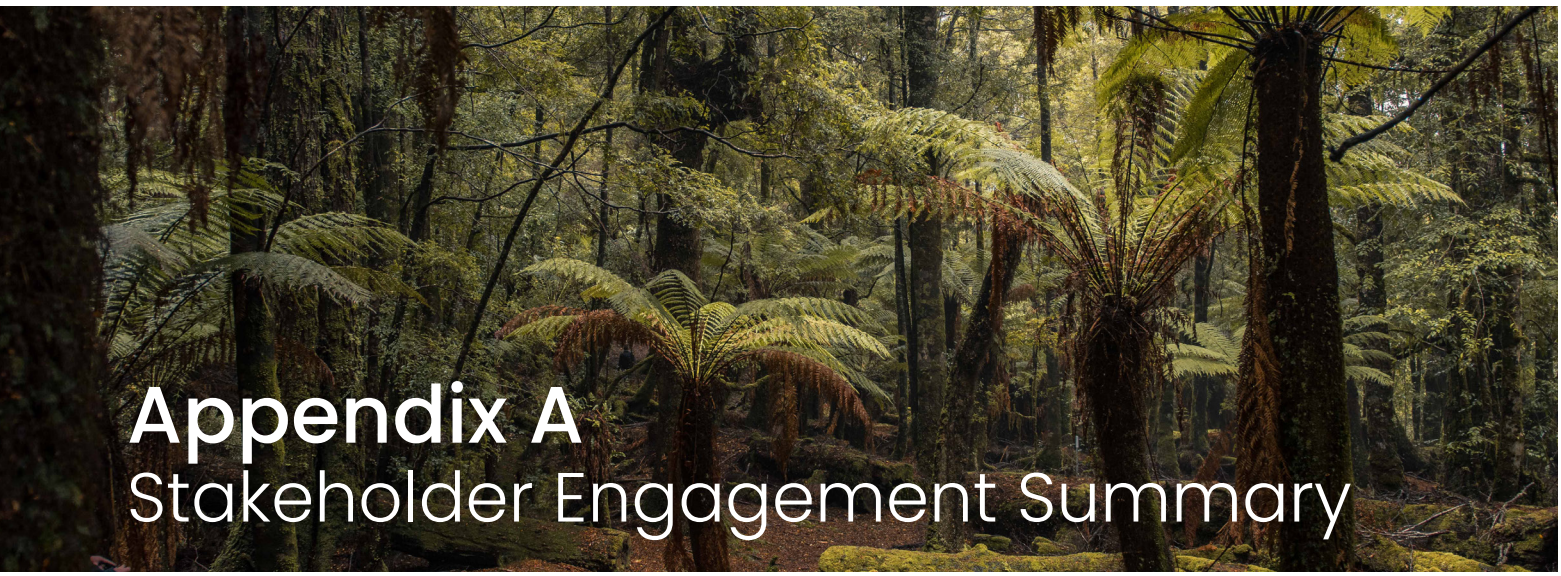
Population growth is projected in key areas such Burnie, Devonport, Latrobe, Ulverstone and Wynyard while household sizes are declining and housing needs are diversifying. While there is zoned land to accommodate future growth, the region is faced with diverse needs, including the need for more intensive development in some locations and a refreshed perspective on legacy zoning. Regardless, it will be important that strategic planning analysis underpins the provision of new homes that are appropriately located, well serviced and responsive to demographic needs, and support a sustainable settlement pattern over the longer term. This includes smaller homes for lone households, accessible dwellings for older residents, and affordable options for essential workers and young families. Consistent with the TPPs, growth should be directed to locations with existing or planned capacity in social infrastructure where possible, while also ensuring an appropriate balance between infill development and new growth areas. This will ensure the protection of other more rural areas. The management of short stay accommodation also requires attention to balance tourism demand with housing access for permanent residents.

Ensure community access to health and education

The region's ageing population and growing service needs require stronger alignment between land use and social infrastructure delivery. Regional planning anticipates demand for aged care, general health services, and mental health and allied health providers, especially in rural and remote communities. Educational pathways must be more accessible and tailored to the region's economic base, supporting transitions from school to training and into local employment. Strengthening the region's post-secondary options, building partnerships with local industries, and improving digital and transport access to services will all help reduce disadvantage and support inclusive growth.

Connect within and beyond the region

Movement and connectivity underpin all aspects of regional life including economic participation, education, tourism, and community wellbeing. Land use planning should ensure the protection of strategic freight and transport corridors, particularly along the Bass Highway and between Devonport and Burnie. Improved intra-regional transport options such as public transport and active transport infrastructure in urban areas can reduce car dependence and expand access to jobs, services, and recreation. Digital connectivity is also essential. Poor internet and mobile service continues to impact rural residents and small businesses including access to telehealth services and online education. Planning must support infrastructure that connects communities both physically and virtually to strengthen access across the region.



Appendix A
Stakeholder Engagement Summary

Engagement for the Cradle Coast Regional Land Use Strategy Discussion Paper was undertaken on behalf of the Cradle Coast Authority to gather a broad cross-section of regional perspectives on land use planning across the Cradle Coast region. The approach combined targeted stakeholder outreach with open opportunities for input, ensuring both technical expertise and community experience informed the work.

1. Early scoping discussions

Initial phone consultations were held with planning representatives from each of the nine Local Government Areas. These conversations helped identify key issues, local priorities, and opportunities to tailor subsequent engagement to each municipality's context.

2. In-person consultation meetings

Site visits were undertaken across all nine LGAs. These included:
- Small group workshops
- One-on-one meetings

Participants represented local government, industry, community organisations, and individuals with an interest in rural land use. These sessions enabled place-based discussions and detailed exploration of local challenges and opportunities.

3. Interagency and sector meetings

Targeted meetings were facilitated with regional organisations and relevant government or infrastructure stakeholders to capture strategic and operational perspectives, particularly around environmental management, service provision, and regional development.

4. Stakeholder communications and online survey

Key stakeholders received information about the project along with an invitation to complete an online survey. The survey gathered both quantitative responses and open feedback, allowing participants to provide detailed views at a time convenient to them.

5. Alternative participation options

For stakeholders who preferred not to complete the survey, one on one phone interviews were offered. This ensured accessibility and enabled deeper conversations where required.

Across the direct consultation sessions, participants were provided with background information on the strategy, including an overview of its purpose and relevant regional data. Structured discussion prompts were then used to explore:

- What makes the region distinctive
- Key assets and values
- Current and emerging land use challenges
- Expectations for the future role of the strategy

Feedback was analysed thematically to identify common priorities, areas of alignment, and differing viewpoints. Care was taken to reflect both technical planning perspectives and lived experience, recognising that stakeholders interact with land use planning in different ways.