



Land Use and Development Strategy

Break O'Day Council Municipal Management Plan

August 2015

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Introduction

Background to the Study

This Land Use and Development Strategy has been prepared as an integral part of the Municipal Management Plan, in order to provide direction for future land use and development in Break O'Day. The Land Use and Development Strategy is one of a number of comprehensive studies which will inform the Municipal Management Plan, thereby ensuring that an appropriate level of infrastructure is provided within the municipality and that the future vision for Break O'Day and its townships is realised.

Part A of the Land Use Strategy, referenced as the 'State of the Area Report' provides a snapshot of the local area, a history of land use and development direction/policy and summarises the key issues and constraints for land use and development. This 'State of the Area Report' has informed the final Strategy document and specifically Part B, referenced as the 'Land Use and Constraints Report' which provides the framework and future strategic policy direction to cater for the land use and growth needs of the Municipality. The Scope of the Strategy as provided by Break O'Day Council is to:

- a) Provide a sound framework for strategically planned and orderly future development;
- b) Understand and identify settlement patterns and existing land uses within Break O'Day in context of the social, cultural, environmental and economic features of the region;
- c) Understand the Municipality's historical development, natural heritage, urban form, diverse social, cultural and scenic character, and economic influences;
- d) Analyse current demographic features and trends relevant to population and land use within Break O'Day;
- e) Following understanding of these trends and opportunities and the existing land use situation, identify opportunities and constraints for future use and development including provision of residential land, community, health, tourist and recreational services over the next 20 years;
- f) Analyse the capacity for growth in relation to opportunities and constraints for each major township within Break O'Day;
- g) Estimate future requirements over the next 20 years for residential, commercial and industrial zoned land in respect to vacant land ability and servicing requirements;
- h) Assess the necessity of Environmental Living, Rural Living and Environmental Management zones within the Break O'Day Municipality;
- i) Identify areas of resource land and environmental value for protection of biodiversity;
- j) Identify areas of hazard risks, particularly in relation to flooding, and necessary mitigation measures;
- k) Interpret the impact of Climate Change upon land use within the Break O'Day LGA;
- l) Assess localised impact of climate change impacts upon current and future land use opportunities;
- m) Respond to any relevant requirements of State Policies and Regional Frameworks; and
- n) Provide policy directions into a Land Use and Development Strategy, and assist in facilitating a vision for future management for new development within Break O'Day over the next 20 years.

Aims and Objectives

The purpose and objective of the Land Use and Development Strategy is to inform and identify land use and development issues and opportunities requiring further action, including recognition of state and local planning policy frameworks and implementation in the Break O'Day Planning Scheme. It is intended that this Land Use

and Development Strategy will be used as the integrated policy document for guiding future land use and development in Break O'Day. Specifically, the Strategy will provide the principles and guiding settlement patterns in order to make changes to the Break O'Day Planning Scheme for sustainable long term economic development. The document will provide for a sense of place for the existing towns and villages within Break O'Day. The objectives of the strategy as provided by Break O'Day Council are to:

- a) Analyse and report on the existing land use conditions in Break O' Day;
- b) Identify opportunities and constraints to new use and development;
- c) Analyse and review the existing conditions and identified issues to determine relevant policy directions to pursue with each issue;
- d) Resolve all of the relevant policy directions into one organised Land Use and Development Strategy;
and
- e) Thoroughly consult with the community through each identified stage of the project.

Study Methodology

The methodology to be employed in preparing the Land Use and Development Strategy has involved detailed consideration of the content, outcomes and recommendations of existing planning provisions and relevant adopted studies and strategies. This has included a desktop review of existing relevant key documents at state, regional, sub-regional and local levels which set strategic directions for growth in the Break O'Day Municipality, with consideration of their specific relevance to this Land Use and Development Strategy. The studies which formed part of the first stage of the Municipal Management Plan project were also reviewed, with any specific recommendations of the studies which are of relevance to land use and development matters incorporated within this study. An analysis of the existing settlements throughout the Municipality has also occurred to determine existing built form and land use characteristics. Further, consultation with key focus groups and the community has occurred during this initial review stage, to identify issues of concern and to ensure that the Land Use and Development Strategy will respond to community needs.

The second stage of the study, which culminated in a State of the Area Report, involved an assessment of the current state of the natural and built environments within the Break O'Day, including the preparation of maps to demonstrate current situations and trends and natural features/constraints. Investigations also focused on the anticipated growth level and demographic trends within the local government area to determine anticipated land supply requirements. This was considered comparatively against land availability rates within various land use zones, to determine any deficit or surplus within land use sectors. A detailed analysis of the content and permitted/discretionary uses of the Interim Break O'Day Land Use Strategy has identified potential matters to be addressed and to assist in realising the intended vision for the Municipality and its townships. The outcomes of this study will be incorporated within the Municipal Management Plan, which will establish Council's priorities for works over a twenty (20) year period.



Part A State of the Area Report

Part A - State of the Area Report

1 Introduction

1.1 Purpose of this Part

The purpose of Part A - State of the Area Report is to provide an assessment of the current state of land use, both natural and built environments in the Break O'Day municipality. This has been used as the basis for preparing a Land Use and Development Strategy and settlement plan to provide for sustainable development and growth for future population within the Municipality. The majority of information contained in this Section has been extracted from the extensive number of strategic planning and policy documents that have been prepared to date and which address the Break O'Day local government area, following consideration of their specific relevance to the current land use investigations.

2 Snapshot of the Municipality

The purpose of this section is to provide a snapshot assessment of the current state of land use within Break O'Day, including both natural and built environments.

2.1 The Municipality

Break O'Day Municipality is located approximately 150 kilometres east of Launceston, on the east coast of Tasmania. It is characterised by the spectacular east coast beaches and national parks, as well as providing small local settlement areas offering a break for Tasmanian residents and tourists alike, with attractions, activities and accommodation options which are unique to Tasmania. Small towns and villages offering game fishing and diving attractions dot the coast line and coastal and inland bushwalks, local produce and wineries are recognised features of the municipality. A few of the main tourist destinations in the municipality include St Helens, The Bay of Fires, Mount Williams NP (north) and Eddystone Point, the St Columba Falls and the Blue Tier. The region has a seasonally high level of rainfall which is prevalent along the east coast.

St Helens is the largest urban area in the Municipality and is famous for its bushwalks and local cheese produce. Other coastal towns include Scamander, Falmouth, Four Mile Creek, Beaumaris, Stieglitz, Seymour, Ansons Bay and Binalong Bay. Inland population centres include St Marys, Fingal, Mathinna, Mangana, Cornwall, Pyengana, Goshen and Weldborough.

The Bay of Fires is a magnificent wilderness area famous in Tasmania for its dramatic landscapes, ecology and wildlife, fascinating beach environment and the rich diversity of the nearby woodlands. It includes award winning accommodation options for visitors to the area and the region offers menus of fresh local fish, meat, cheese, fruits, Tasmanian wine and beer. Part of the Bay is located within the Mount Williams National Park.

Ansons Bay is known for its string of single private beach shacks dotted along the spectacular beach line and is located near Mount Williams National Park and the Bay of Fires. The southern part of the Break O'Day area includes the Douglas-Apsley National Park. Located to the south of the Break O'Day municipality are Coles Bay

and the fishing village of Bicheno, as well as the entrance to Freycinet National Park and Peninsula and Wineglass Bay which is known for its secluded stretches of white beaches and aqua seas.

With an area of 3,809 square kilometres, Break O'Day is one of the largest Local Government areas in Tasmania. The population as at 2011 was approximately 6195, with the population typically doubling during the summer holiday season. The coastal and natural features are a major drawcard for visitors from within and outside the state.

2.2 Historical Development

Settlement has been predominantly located along the eastern coastline of Tasmania, with major transport linking to the area. The majority of the Municipality is located within a 100km radius of Launceston.

The largest town of St Helens is located near the coast and is recognised as the highest order in the regional Settlement Hierarchy based on its existing population levels and community facility provision. St Marys is the next largest town. Scamander and Fingal are identified as villages, with Scamander having a greater level of growth than Fingal. All other recognised settlements in the Break O'Day Municipality are low growth hamlets, being Ansons Bay, Binalong Bay, Pyengana, Beaumaris, Falmouth, Four Mile Creek, Cornwall, Mangana, Mathinna.

Land outside the boundaries of recognised settlements include a variety of land use types including natural environmental reserves and agricultural pursuits. Residential land uses in these areas include hobby farming and coastal living in low density forms, which are a product of historical development in the area. Many small land title allotments also exist in certain locations as a result of previous mining booms, which are either isolated from recognised settlement areas or along the coastline and historically have not been popular in the housing market in more recent times. The main industries operating within the municipality are tourism, mining, forestry, agriculture, fishing and aquaculture.

2.3 Natural Heritage and Scenic Character

The Break O'Day Municipality is an area which contains extensive, relatively undisturbed areas of significant natural beauty, focusing on the coastline which extends north to Ansons Bay and south towards (but north of) Bicheno. This includes the Bay of Fires, including 'Irapuna' and Eddystone, which extends from Eddystone Point to Binalong Bay.

Land at Eddystone Point has recently been recognised as having historical significance to the local aboriginal community. The site named 'Irapuna' is located adjacent to the Mount William National Park. It is known as the Eddystone Point Lighthouse Historic Site to the wider community. The property forms part of the traditional territory of the North Eastern Aboriginal tribes. Prior to the 1830s, the area was a rich hunting ground for fish, kangaroo and seals while the broader area contains middens, artefact sites and burial grounds. In 2006, the Eddystone Point site was leased by the State Government to the Aboriginal Land Council of Tasmania (ALCT) to manage on behalf of the Aboriginal community. Since that time buildings have been upgraded and the site has become a significant centre for the promotion of Aboriginal cultural activities. On 10 May 2012 the Premier and the Minister for Aboriginal Affairs jointly announced the Government's intention to hand back 'Irapuna' to the Aboriginal community. (Source: Department of Premier and Cabinet Press release CA435483).

The Break O'Day Municipality also contains expansive areas of biodiversity significance, including a number of national parks such as Douglas Apsley National Park and Mount Williams National Park. A number of such natural features are identified as heritage places within the Break O'Day Interim Planning Scheme including the Bay of Fires area, Georges Rock Nature Reserve, Blue Tier Rainforest, Jocks Lagoon (Ramsar Wetland) and Chimney Lagoon.

Further, the municipality contains a number of local and/or state listed heritage items within its coastal and inland towns including dwellings, churches, hotels, shops and buildings such as convict cells, probation stations and superintendent's quarters which inform the area's heritage.

2.4 Urban Form

Built form within the towns and village settlements in Break O'Day Municipality is characterised by single and two storey development, including housing, business, retail and industrial development. The low-scale character of the area is reflective of the rural and coastal relaxed lifestyle which exists in the area.

2.5 Social and Cultural Diversity

The population of the Break O'Day region is relatively small at 6,195 persons. Households within the area are dominated by an elderly population which is growing in dominance, together with families, who are moving out of the area, most likely due to limited employment options.

Recent years have seen a period of household decline and an increase in the number of elderly within the region. However, demand from coastal resettlement 'sea change' residents from outside the Municipality and local residents wanting a coastal holiday lifestyle as they move into retirement is becoming an increasing trend. Therefore, demand for coastal development and increased housing diversity and choice is becoming more significant.

Within the municipality the 2011 ABS Census confirms that the majority (81.8%) were Australian born, whilst 6.25% were British and 1.17% from New Zealand. This demonstrates a limited level of cultural diversity within the area.

Break O'Day displays a higher level of disadvantage to Tasmania as a whole, as the LGA is within the second domicile of the Index of Relative Socio-economic Disadvantage (for Tasmania) and is ranked the third most disadvantaged LGA in Tasmania (and the 48th in Australia) (MCa, 2013).

2.6 Economic Influences

The Economic Analysis prepared by MCa in 2013 confirms that *"the industry base of the area has narrowed and it has become largely a service economy servicing the local/regional population and servicing the visitor market (with St Helens being the main service centre). There are limited regional export industries, with major declines in activity and employment in the traditional resource based sectors of agriculture, seafood and forest products. Much of industry located in the industrial areas (mainly in St Helens) is light industry servicing local and regional industries (eg. linked to agriculture, mining, building and construction, fishing/boating) or servicing the regional population. The only major industry development in the region is the Hard Rock Coal development, which will generate around 60-70 direct jobs in the construction phase and up to 200 direct jobs when fully operational."*

2.7 Infrastructure Capacity

Road Rail and Air Infrastructure

The Tasmanian State Road Hierarchy is specified by DIER. The State road hierarchy maps identify the Tasman Highway and the Esk Main Road as being Category 3 – Regional Access Roads within the hierarchy.

Regional Access Roads are intended to facilitate:

- connection of smaller regional resource bases with trunk and regional freight roads;
- local commercial interaction;
- sub-regional and inter-regional freight movement by connecting with trunk and regional freight roads;
- sub-regional passenger vehicle movement and connection to trunk and regional freight roads; and
- sub-regional tourist movement and connection to trunk and regional freight roads.

Other Roads are intended to provide:

- log transport – but they are not the most important log transport roads, and experience fluctuation in use due to industry decline. There has also been lack of maintenance and therefore decline in road quality due to this industrial decline; and
- farm property access – for purposes including delivery of fuel and supplies, stock transport, crop delivery and milk pick-up.

There are some limitations on the use of some of these roads due to flooding. The above road hierarchy presents a functional hierarchy focussed on freight transport needs. More traditional road hierarchies include arterial, sub-arterial, collector streets and local streets which provide access for land uses within a specific area or to provide direct property access.

Air transport is available through a number of small aircraft operators which offer internal flights (scheduled and charter) in St Helens.

There is a limited freight rail service which runs to Fingal with connections to Hobart, Launceston and Devonport. The East Coast has local port facilities at St Helens and Bicheno. Tassielink Coaches provides limited bus services between Hobart and Bicheno and St Helens. Calows Coaches also operate services from St Helens to Bicheno, Hobart and Launceston.

There are currently no significant trails and tracks in the region. However, cycle touring using major roads is popular and a number of tracks and trails are planned for use by cyclists, walkers and horse riders.

The fishing industry is impacted by sand build up north from MacLean Bay into the entrance of the channel which leads to St Helens. It has been identified that ongoing dredging is needed for clear boat access for fishing and tourism.

Sewer and Water infrastructure

The main settlements of St Helens, St Marys, Fingal and Scamander currently have connection to water supply and reticulated sewer, adequately supporting existing development in these locations, with potential in some areas for expansion possible using existing infrastructure capacity. The St Helens sewerage treatment plant also has capacity to connect the small satellite suburb of Akaroa, as well as Binalong Bay to the north-east, although the distance of approximately 12 kilometres is a cost issue. Binalong Bay also currently has a limited water supply.

3 Demographic Trends

The purpose of this section is to analyse current demographic features and trends relevant to population and land use, as contained within the Economic Development Strategy prepared by MCA in 2013 as a component of the MMP project. Further detail on demographic data relating to specific issues such as housing and employment are provided in Chapter 7 Discussion of Issues.

3.1 A Demographic Snapshot

Break O'Day's total population in 2011 was recorded to be approximately 6,000 persons. This population extends throughout the coastal areas and hinterland, with a greater concentration of population in the coastal areas of the LGA. Coastal populations have been growing, while some inland areas have been losing population. In 2011 over three quarters of the population were located in coastal towns, with St Helens being the major centre with 35% of the LGA's population.

In relation to age structure, the population of Break O'Day Municipality is ageing, with nearly 40 per cent of the estimated resident population in 2010 being aged 55 years and over. The number of wage and salary earners has been static in the period 2006-2009.

The Economic Development Strategy, which was prepared by MCA in 2013 as a component of the MMP project, also provides the following summary of ABS Census 2011 data, highlighting a number of key features of the Break O'Day LGA:

- Size - the population is relatively small, at around 6000 persons in 2011.
- Growth - the period 2001-2006 was one of growth but the population was largely static between 2006 and 2011, as shown in Table 8 below..
- Location - the population is focused in coastal locations (home to 76% of residents). St Helens/Stieglitz is the major regional centre (with 45% of the population); other main centres are St Marys (13%) and Scamander (12%).
- Holiday homes - represent around 38% of dwellings (1607). The downturn in the economy over the last 3 years has seen a number of holiday houses being put on the market.
- The population is ageing, with an increase in persons aged 55 and over and some younger persons (aged 25-44 years and mainly families) have been leaving the area. This trend has accelerated in the 5 years to 2011. Departures are primarily related to education requirements and limited full time jobs in the region.
- In the last 10 years persons aged 55 and over increased from 31% of the population to 41% in 2011. Reflecting this ageing, the median age increased from 43 years in 2001 to 49 years in 2011. The average household size has declined from 2.3 persons to 2.1 persons.
- Labour force participation rates are generally lower than other areas, reflecting this older age structure of the population (including some early retirements).
-

These characteristics have been exacerbated by; a slow economy over the last 5 years; limited growth in full time jobs (and no overall growth in male full time jobs); and a loss of jobs in several of the key resource industries (that have historically been a key part of the local economy). Trends over the last 2 years are linked to the impacts of a

slow economy and weakening visitor market on businesses in the area. The limited population growth between 2001-2006 and the aging of the population is evident in Table 1 below.

Table 1: Population by Age Group- Break O' Day LGA 2001-2011

(Source ABS Census 2011 time series data, from MCA, 2013)

Population	2001	2006	2011	2001-06	2006-11	2001-11
Break O' Day LGA	Persons	Persons	Persons	Change	Change	Change
				Persons	Persons	Persons
Age Group						
0-14 years	1127	1147	1019	30	-128	-98
15-24 years	420	432	457	12	25	37
25-44 years	1391	1323	1094	-68	-229	-297
45-64 years	1695	2044	2147	349	103	452
65 and over	931	1073	1277	142	204	346
Total	5554	6019	5994	465	-25	440

3.2 Future Projection

Future projection scenarios are useful in predicting demand for residential accommodation, services and facilities within the region. The region's population is forecasted to increase its population between 2011 and 2031, however MCA (2013) predict that these projections will not be realized with the recent slowdown in population growth (particularly the medium term numbers). The Demographic Change Advisory Council has prepared projections for all Tasmanian LGAs 2008-2031 using latest ABS data. (Sources: *Regional Population Growth, Australia, 2011 (cat. no. 3218.0)* and *National Regional Profile, Break O' Day (M), 2006-2010*) and predicts that Break O' Day will increase its population by 20% between 2011 and 2031, as shown in Table 2.

Table 2: Population Projections- Selected LGA's 2016-2031

(Source: Demographic Change Advisory Council Projections 2010)

LGA	2016	2021	2026	2031	Change 2016-2031	% Change 2016-2031
Break O' Day	6909	7262	7601	7908	999	14.5
Dorset	7174	7139	7082	7001	-173	-2.4
Launceston	68,745	70,918	73,044	75,009	6264	9.1
Glamorgan/SB	4946	5165	5332	5428	482	9.7

The Economic Development Strategy that has been prepared as a Stage 1 deliverable of the MMP Project, concludes that the above projections will not be realised with the recent slowdown in population growth. Based on the lower actual population figure of 6000 in 2011 and assuming the current projected growth rate of 20% is applied then the resident population would be approximately 7200 in 2031 (compared with the projection of 7908). Previous estimate resident growth has indicated an approximate average annual growth rate of 11.4% over the last 10 years.

These projections for Break O' Day for 2030 take account of recent slow-downs in population growth, demonstrated in recent census results. Long term projections are for continued growth in Break O' Day's population as people are attracted to the coastal lifestyle. However, given the static population numbers in the

last 5 years, the long term targets which were historically predicted are unlikely to be achieved and need to be revised. Such revised projections also align with the long term population projections prepared by Urbis in the Structure Plan for St Helens (refer Table 9), which estimate that the total population of the Break O'Day municipality will be 7,309 persons by 2030.

Table 3: Population Projections – selected LGA's 2016- 2031
(Source: St Helens Structure Plan – Background report Urbis 2013).

Population Projections	Break O Day	St Helens	St Mary's
2011 Census	6194	2816	800
2021	6,822	3,102	881
2030	7,309	3,323	944

3.3 Housing

The population is focused in coastal locations, with 76% of residents located in coastal areas). St Helens/Stieglitz is the major regional centre, with 45% of the population and the other main centres are St Mary's (13%) and Scamander (12%), as shown in Table 4 below. The average household size has declined from 2.4 persons to 2.1 persons between the years of 2001-2011.

Table 4: Resident Population by Town (Coastal and Inland) within Break O'Day 2011
(Source of Column 1: ABS Census 2011, Resident Population Data, from MCA, 2913)

Town	
Population 2011	Persons
Coastal	
St Helens	2173
Stieglitz	643
Binalong Bay	210
Ansons Bay/Pyengana	371
Beumaris	282
Scamander	719
Falmouth/Four Mile Creek	195
Seymour	141
Total	4734
Inland	
St Marys	800
Fingal	366
Mathinna	287
Total	1453
Total Coast & Inland	6187

The total number of dwellings within each town is shown in Table 5 below. This table confirms holiday homes represent around 38% of dwellings (1607) within the Break O' Day region.

Table 5: Dwellings in Break O'Day LGA 2011*(Source: ABS Census 2011 Resident Population Data, MCa, 2013)*

Location	Occupied Dwellings	Unoccupied Dwellings	Total Dwellings
Break O'Day LGA	2586	1607	4193
Share	61.7	38.3	100.0
Coastal			
St Helens	920	360	1,280
Stieglitz	265	296	561
Binalong Bay	77	185	262
Ansons Bay	146	222	368
Beaumaris	115	74	189
Scamander	297	155	452
Falmouth/Four Mile Creek	80	101	181
Seymour	58	27	85
Total	1958	1420	3378
Share	58.0	42.0	100.0
Inland			
St Marys	346	88	434
Fingal	162	23	185
Mathinna	111	64	175
Total	619	175	794
Share	78.0	22.0	100.0
Total Coast & Inland	2577	1595	4172
Share	61.8	38.2	100.0

3.4 Employment

Within Break O'Day there were 2260 people who reported being in the labour force in the week before Census night (Census, 2011, cited in MCa). Of these 43.3% were employed full-time, 37.5% were employed part-time and 10.3% were unemployed. These figures indicate quite a high percentage of part-time workers, which could be reflective of the older population and also the trends towards working from home.

The median weekly income for people aged 15 years and over was \$366, which is relatively low compared to Tasmania and Australia wide averages. Methods of travel to work for employed people were by car as the driver 57.4%, by car as passenger 5.9% and walked only 5.8%. On the day of the census, 0.3% of employed people travelled to work on public transport and 63.7% by car, either as driver or passenger.

4 Discussion of Community Consultation

This Section provides an overview of community consultation undertaken to date on the Municipality Plan as it relates to the Land Use and Development Strategy. It also provides some insight into Council's response to that consultation and the views on growth in the Break O'Day Municipality.

4.1 Consultation for the Municipality Management Plan

The consultation process for the Break O Day Land Use Strategy has involved:

- Consideration of feedback from “drop-in” sessions held in November 2012 and February 2013;
- A review of the written responses to the MMP community survey. There were four (4) specific questions within this survey with targeted questions relating to land use strategy, focusing on housing provision.
- Consideration individual written responses to within the MMP consultation process specific to matters relating to Land Use.
- A review of Break O'Day Strategic Plan Review responses (2010), which provide a range and number of responses related to this issue.
- Consideration of individual responses to the draft Strategy which was advertised by Council on its website, Council Newsletter, via email using its email contact list and by letters to interested parties.

4.2 Consultation Issues

A wide range of issues and suggestions were raised in the consultation feedback and document review which resulted in distinct “themes” or categories, being development, long term planning, restrictions and regulations, zoning, expenditure, access and availability of services, aerodrome feasibility, subdivision, sustainable development and connectivity. These themes present both opportunities and constraints in relation to land use planning and are presented in the following summary table.

In brief, some submissions focused on the need for more development (housing/commercial/tourist) and places for people to live. There was also an identified desire for development which is ecologically sustainable; improved connectivity within the Municipality; diversity of housing whilst retaining larger blocks in the hinterland for farming; a limited scale of development which respects the area's natural and scenic attributes; the need for economic growth and improved services; the need to provide clear distinctive zoning for commercial/industrial/residential land uses; and expansion of St Helens airport. Another issue which emerged was the need for strategic and sustainable planning that assists in utilising and enhancing existing areas before creating additional development.

Table 6: Summary of Consultation Issues Pertaining to Land Use and Development

Theme	Summary of Suggestions, Potential Strategy Issues and/or Opportunities
Development	<p>Potential Strategy Issues:</p> <ul style="list-style-type: none"> ▪ Lack of spending of infrastructure in Fingal and outlying areas. ▪ St Helens Point has development issues. ▪ No massive developments and less destructive land development. ▪ Stricter guideline for development to make sure the aesthetic beauty of the area is not diminished. ▪ Keep Binalong Bay and Bay of Fires as they are – no more development, piped water or extensive sewerage systems.

Theme	Summary of Suggestions, Potential Strategy Issues and/or Opportunities
	<ul style="list-style-type: none"> ▪ Limit property development to take into account existing infrastructure. Ratepayers should not have to subsidize the profit of developers. ▪ Two major undeveloped sites in St Helens township – Council to facilitate their development with at least one for community purposes, otherwise they are a blight on the landscape. ▪ No incentives for major developers to invest. <p>Opportunities:</p> <ul style="list-style-type: none"> ▪ Only allow building in main shopping area that enhances a coastal image. ▪ Development to be in stages to ensure that provision of infrastructure can keep in place. ▪ Maintain low building heights. Sympathetic improvement to beachside developments. ▪ Manage development to maintain (or improve) existing environmental qualities. ▪ The acceptance of new development. ▪ Release more land including crown and private development. ▪ Individual township strengths are identified and developed. Sustainable activities and industries supported. ▪ Sound economic and ecological development to ensure a safe and prosperous community. ▪ Non built up coastline so that the east coast of Tasmania does not begin to resemble the increasingly unpopular east coast of the mainland. ▪ Further development along current lines. ▪ Low density towns without sprawling suburbs. ▪ More use of existing land around the bay so people could move into St Helens near the bay. ▪ Decentralized unserviced rural residential- embracing diversity in development. ▪ More development - housing ▪ More development - commercial and tourism e.g. golf courses- have areas available). ▪ More development and flexibility of planning scheme. ▪ More development – tourism, resort housing, commercial. ▪ Build on community infrastructure. ▪ Future developments – more thought should be given to planning for access e.g. street from main road should be wider before building occurs.
Long Term Planning	<ul style="list-style-type: none"> ▪ The perception of land use planning as being a threat to development. ▪ Land use planning needs to be broader than development – needs to be sustainable. ▪ Land management is not seen as a complete skills set and expertise. ▪ Lack of understanding of land management. ▪ Lack of council support for land use planning and implementation. ▪ Land management practices by council have not improved over time. ▪ Need for land management principles linked to planning- strategic planning and planning scheme. ▪ The region needs more infrastructures. ▪ There is no clear plan for each village addressing the present and future needs. ▪ Lack of parking in town. ▪ Long term planning (especially in coastal zone) to prevent urban sprawl and ribbon development. ▪ Council to encourage people in the area to build and be helpful. ▪ The draft Land Use and Development Strategy has a pro development bias. ▪ The draft Land Use and Development Strategy should take into account a number of studies which have been completed by the community. ▪ Insufficient consultation has occurred. The report undermine the TPC process immediately after the Interim Schemes are finally approved.

Theme	Summary of Suggestions, Potential Strategy Issues and/or Opportunities
Regulations and Restrictions	<ul style="list-style-type: none"> ▪ Stricter regulation of clearing land and development of environmentally sensitive areas. ▪ After 40 years as a rate payer it is uneconomical to own land that you can't sell or build on because of regulations.
Zoning	<ul style="list-style-type: none"> ▪ Land zoning to be changed – natural resources – under 100 acres and not suitable for agriculture to be made available for subdivision for residential. Such subdivisions could be 5 acres or by Council discretion. ▪ Alternatively, there is opposition towards smaller rural acreages and reducing lot sizes in the Environment Living Zone ▪ Planning should be focused on limiting development outside settlement areas to protect and maintain the areas great natural beauty. ▪ Some areas zoned Rural Resource zoned land should either be rezoned to Environment Living or be covered by the Priority Habitat layer when they are not at present. All land clearing should require a Flora and Fauna survey. ▪ Clear zoning for light industry/ commercial and retail. ▪ Reconsider zoning options to allow for smaller blocks outside agricultural areas. ▪ Aquaculture is outside of the LUPA Act . This needs to change and the expansion of Oyster Farms in Georges Bay is opposed. ▪ Does not support the proposed Major Tourism zones. <p>Commercial Use</p> <ul style="list-style-type: none"> ▪ Consider making it easier for people to start up home businesses. ▪ Sale of some crown land is an appropriate site for smaller industrial and commercial development. ie Scamander. ▪ Stimulate demand for property by eliminating rates in vacant land (replace with a "must build" clause). ▪ Do not allow any more commercial development of the coast north of George's Bay. ▪ Another land release needed on St Helens foreshore for business development. <p>Residential</p> <ul style="list-style-type: none"> ▪ Allow residential development on smaller blocks and encourage back yard gardening. ▪ The need for a more balanced approach to residential use of land and environmental considerations ▪ Affordable housing to attract young people. ▪ Need rural residential clusters away from town and some low density at the edge of town. ▪ Too many housing development homes in town areas lowering housing prices. ▪ 45 % of residents surveyed believed that Break O' Day provided adequate housing choice. ▪ Request for consideration of inclusion for residential development in Beaumaris. ▪ There is no need for "additional land which will be needed for housing". There is a large surplus of subdivided and urban zoned land in Scamander and St Helens will meet long term needs. ▪ A number of residents in Falmouth object to the inclusion of land to the south of the village as a long-term urban growth boundary area, however the landowner supports its inclusion. <p>Coastal Locations</p> <ul style="list-style-type: none"> ▪ No further development along the coast strip except away from foreshore. ▪ Cap on coastal housing-no further areas along coastal strip to undergo development. ▪ All existing coastal developed area to be expanded to cater for future growth. ▪ Protection of coastlines. Any development must set at a designated distance from fragile coastline. ▪ Does not support changes to the St Helens Foreshore.

Theme	Summary of Suggestions, Potential Strategy Issues and/or Opportunities
	<p>Recreation and Open Space Areas</p> <ul style="list-style-type: none"> ▪ Increase the size of the playground area at the foreshore and provide a shade area. ▪ Diversification outside of towns e.g. olive gardens and vineyards. ▪ Council should not be spending millions of dollars on a Sports Stadium Complex and a Mountain Bike Track when the average age in the municipality is 49 and increasing.
Long Term Vision	<ul style="list-style-type: none"> ▪ The promotion of the Break O'Day region as a retirement location. ▪ Vision is for a more decentralized, unserved rural residential lifestyle living and intensive agriculture developments e.g. viticulture. ▪ St Mary's – Keep streetscape integrity - keep old architecture and colour scheme. ▪ St Helens – retain an image and reputation as quiet and underdeveloped, spectacular coastal village with high quality businesses (shop fronts and accommodation).
Expenditure	<ul style="list-style-type: none"> ▪ Strategic planning to make sure that money is spent correctly on smaller townships to accommodate the communities' needs beyond just the next 5 years. ▪ The need for equality across the municipality - money needs to be distributed equally across townships.
Access and Availability of services	<p>Potential Strategy Issues</p> <ul style="list-style-type: none"> ▪ Distance to specialist medical and emergency services. ▪ Limited infrastructure and transport. ▪ Limited accessibility to healthcare facilities. ▪ Limited educational facilities. ▪ Lack of disabled and aged care facilities. ▪ Region will be connected by air transport to all regional centres'. The stimulus that this linkage would provide is estimated at enhancing social and economic effects by 20%. The environment would also benefit. <p>Opportunities</p> <ul style="list-style-type: none"> ▪ Open access roads (Improved roads and parking). ▪ Improved Transportation networks e.g. bus routes. ▪ Commercial airport. ▪ A town Square or park. ▪ We need a pedestrian crossing for the elderly. ▪ Town centre for St Helens. ▪ Two roundabouts in Main Street at newsagency and BP intersection.
Aerodrome Feasibility	<ul style="list-style-type: none"> ▪ Traffic concerns on Aerodrome Road. ▪ Need to encourage more interstate people flying in. ▪ Increased demand for more upgrades for planes and airstrip (Encourage medical transfers to continually be available). ▪ Need to upgrade Airstrip (weather strip compatibility for larger aircrafts in the case of a medical evacuation). ▪ Safety concerns in the case of medical emergencies - Paramedics are currently travelling by road. (The BOD region doesn't have access to blood). ▪ Airstrip used for fishing, flying doctor. If resort is in the region this will help to attract tourists.
Subdivision	<ul style="list-style-type: none"> ▪ No new subdivisions. ▪ No new subdivisions unless common area park is provided. ▪ The need for a settlement strategy for coastal towns.

Theme	Summary of Suggestions, Potential Strategy Issues and/or Opportunities
	<ul style="list-style-type: none"> ▪ Excessive amount of vacant lots that aren't being utilised (Land that is environmentally sensitive). ▪ To remain a holiday friendly town (no new subdivisions).
Sustainability	<ul style="list-style-type: none"> ▪ Sustainable building codes. ▪ A balanced approach to residential use of land and environmental considerations. ▪ Protecting environmental values for a larger landscape scale. ▪ Connectivity between different environments. ▪ Adaptation of Council policy to allow for more eco sustainable housing. ▪ Need to support ecologically sustainable development. ▪ Retention of our beautiful natural looking bush land environment. Need for controlled development. ▪ Home owners being encouraged to think about wind/sun energy. ▪ New buildings to be environmentally friendly. ▪ Sustainable foreshore development.
Connectivity	<ul style="list-style-type: none"> ▪ Protecting environmental values at the larger landscape scale. ▪ Connectivity between different environments ▪ Connectivity- landscape scale planning. ▪ More encouragement from Council in respect to development (bring their knowledge around planning). ▪ Community cohesion between towns.

5 Discussion of State, Regional and Local Issues

The purpose of this Section is to provide an outline of an assessment undertaken of the current issues affecting Break O'Day Municipality.

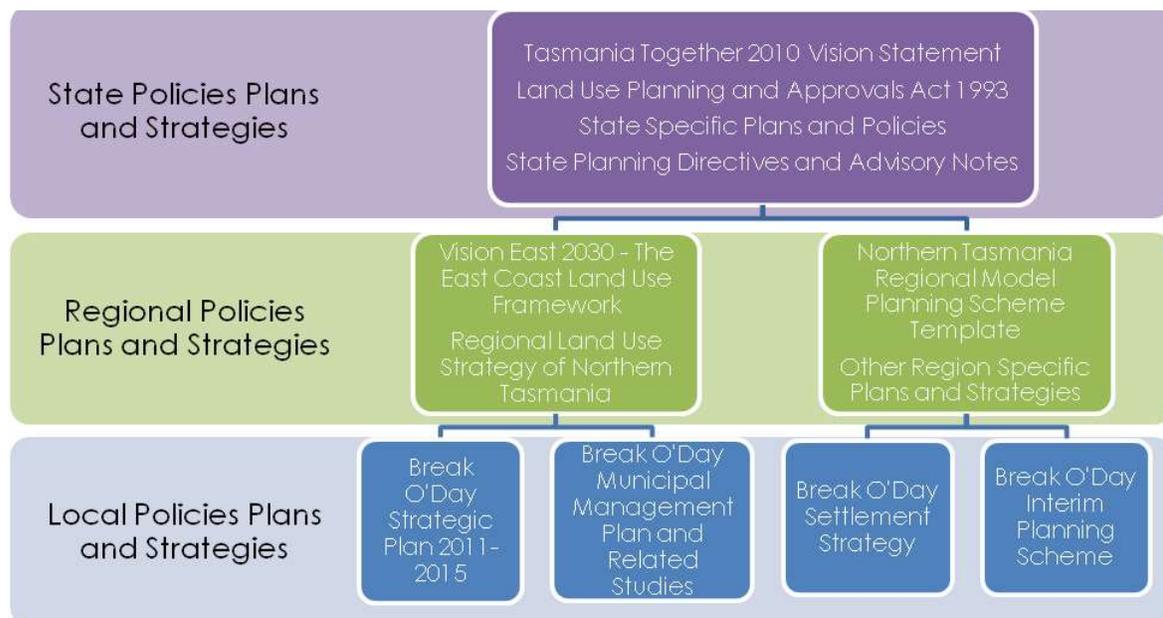
5.1 Overview of Relevant Documents

The purpose of this section is to provide an overview and review of the content, outcomes and recommendations of existing local, regional and state-wide studies, strategies, documents and maps (including review of existing planning provisions) previously prepared, which are of relevance to the Land Use and Development Strategy. This task was an extensive project which recognises the vast significant work which Council and the regional Councils and agencies within the Northern Region of Tasmania have undertaken in order to encourage sustainable growth and development in the region. A detailed summary of the documents is contained in Appendix 1, with a summary is contained in Tables 1-3.

5.2 Document Hierarchy

Figure 1 provides an illustration of the hierarchy of the major documents related to Land Use and Development from State, Regional to Local level. A more detailed summary of the issues identified in each document and their impacts on the Land Use and Development Strategy is then provided in this section.

Figure 1: Flow chart indicating major relevant State, Regional and Local Plans and Strategies.



5.3 State Issues

Table 7 provides a summary of specific issues from relevant State Policies and Plans, and also State Planning Directives and Advisory Notes and details how they relate to the Land Use Strategy.

Table 7: Summary of State Issues Affecting Break O'Day

State Plan or Policy	Related Issue	Impact on Land Use Strategy
Land Use Planning and Approvals Act 1993	Overarching planning legislation	Recommendations of the Land Use and Development Strategy which relate to proposed amendments to the Break O'Day Interim Planning Scheme must not be inconsistent with the objectives and requirements of the Act.
State Coastal Policy 1996	Applies to land within 1km of the high water mark (i.e. the 'Coastal Zone'). Three main principles guide Tasmania's State Coastal Policy, being: <ul style="list-style-type: none"> ▪ Natural and cultural values of the coast shall be protected; ▪ The coast shall be used and developed in a sustainable manner; and ▪ Integrated management and protection of the coastal zone is a shared responsibility. 	The Policy provides a series of outcomes that embody the principles under the following four sections: <ol style="list-style-type: none"> 1. Protection of Natural and Cultural Values of the Coastal Zone; 2. Sustainable Development of Coastal Areas and Resources; 3. Shared Responsibility for Integrated Management of Coastal Areas and Resources; and 4. Implementation, Evaluation and Review. The Land Use Strategy must be consistent with the objectives of this Policy.
State Policy on Water Quality Management 1997	Regulates water quality management of all surface waters, including coastal waters, and ground waters (excluding privately owned waters that are not accessible to the public and are not connected to waters that are accessible to the public and waters in any tank, pipe or cistern). The Policy aims to achieve water quality objectives that further the objectives of Tasmania's Resource Management and Planning System, manage sources of water pollution, ensure efficient monitoring programs are conducted and facilitate integrated catchment management.	Outcomes to achieve water quality objectives under the following divisions: <ul style="list-style-type: none"> ▪ Division 1 – Measures to Achieve Policy Objectives; ▪ Division 2 – Management of Point Sources of Pollution; ▪ Division 3 – Management of Diffuse Sources of Pollution. The Land Use Strategy must be consistent with the objectives of this Policy.
State Policy on the Protection of Agricultural Land	The objectives of the Policy are: <i>To enable the sustainable development of agriculture by minimising:</i> <i>(a) conflict with or interference from other land uses; and</i> <i>(b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.</i>	The Policy includes a set of eleven (11) guiding principles by which interim planning schemes may be assessed. The following principles would be applicable to the BOD Municipality and relevant in the preparation of this Land Use and Development Strategy: <i>Principle 1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.</i> <i>Principle 5. Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.</i> <i>Principle 7. The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for</i>

State Plan or Policy	Related Issue	Impact on Land Use Strategy
		<p>agricultural use.</p> <p><i>Principle 8. Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.</i></p> <p><i>Principle 9. Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11 (relating to Plantation Forestry).</i></p> <p><i>Principle 11. Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.</i></p> <p>It should be noted that the BOD Municipality does not contain any 'prime agricultural land' as defined in the Land Capability Handbook Guidelines produced by the Department of Primary Industries, Water and Environment (1999) as being of land capability Class 1, 2 or 3. Therefore the guiding principles of this document specifically referencing 'prime agricultural land' would not need to be applied and have not been detailed above. This has specific and strategic importance for any future development scenarios which may be proposed as part of this Strategy.</p>
National Environmental Protection Measures	<p>Outlines nationally common objectives to protect or manage aspects of the environment relating to any one or more of the following:</p> <ul style="list-style-type: none"> ▪ ambient air quality; ▪ ambient marine, estuarine and fresh water quality; ▪ the protection of amenity in relation to noise (including motor vehicle noise and emissions); ▪ general guidelines for the assessment of site contamination; ▪ environmental impacts associated with hazardous wastes; and ▪ the re-use and recycling of used materials. 	<p>The Land Use Strategy must be consistent with the objectives of this Policy.</p>
State Planning Directives and Advisory Notes	Related Issue	Impact on Land Use Strategy
Planning Directive 1 – The Format and Structure of Planning Schemes (December 2003; Am. 18 June 2014)	<p>Basis of the format and structure of the Break O'Day Interim Planning Scheme and related maps.</p>	<p>Recommendations of the Land Use and Development Strategy which relate to proposed amendments to the Break O'Day Interim Planning Scheme must not be inconsistent with this Directive.</p>

State Plan or Policy	Related Issue	Impact on Land Use Strategy
Planning Directive 4.1 – Standards for Residential Development in the General Residential Zone (latest version 18 June 2014)	Planning Directive 4.1 introduced provisions relating to multiple dwellings and also specifically identifies frontage road setbacks for specific areas within a General Residential zone under the Break O'Day Interim Planning Scheme 2013. This has minimal implications for a broad land use strategy.	Controls and standards for residential development can only be included in the Break O'Day Interim Planning Scheme where in accordance with the State Directive and approved by the Planning Authority.
Planning Advisory Note 13 – The Planning Scheme Template for Tasmania Drafting Instructions (Tasmanian Planning Commission, June 2011)	Provides guidance for Council's preparing new Planning Schemes, which have been used by Break O'Day Council in formulating the new Interim PS.	Recommendations of the Land Use and Development Strategy which relate to proposed amendments to the Break O'Day Interim Planning Scheme must not be inconsistent with this Directive.

5.4 Regional Issues

Table 8 provides a summary of specific issues of relevant Regional Policies and Plans and details how they relate to the Land Use Strategy.

Table 8: Summary of Regional Issues affecting Break O'Day

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
Vision East 2030 (partnership) – The East Coast Land Use Framework (December 2009)	<p>The document provides guidance for the implementation of new planning schemes to provide consistency across the East Coast region. The aim of Vision East 2030 seeks to <u>enhance the community and economic potential</u> of the East Coast, to <u>manage its natural assets</u>, set up a <u>settlement hierarchy</u> and investigate <u>transport links between these settlements</u>.</p> <p>Acknowledges that urban settlements have generally developed in coastal locations and it is expected that <u>household size will decline</u> and the population will continue to be dominated by the <u>older age groups</u>. This will demand a range of housing types. Many of the issues for the future within the document relate to <u>coastal areas</u>.</p> <p>The Framework does not specify heritage sites and places, however notes the various protection legislation and mechanisms, and identifies that <u>heritage sites can be at risk from inappropriate development</u>.</p> <p>The <u>long term viability of many of the region's industries (including mining and forestry)</u> is recognized as an issue for the future.</p> <p>With respect to transport linkages the Framework indicates that other <u>transport options (including sustainable options) within the region are limited</u>. <u>Road and road condition is noted as the primary issue</u> for the region. The Framework document indicates that Infrastructure is limited to main settlements.</p>	<p>The Land Use Framework for the Break O'Day Municipality, as stated in the Vision document, is to <i>"promote St Helens as one of the sub-regional service centres and improve tourist accessibility whilst maintaining a sense of seclusion to protect the iconic coastal landscapes"</i>. The Framework classifies St Marys as an existing and proposed 'Township' with a medium growth scenario. Scamander is recognised as a 'Village'. 'Planning Actions' to ensure that each settlement fulfils the role and function identified in the Settlement Hierarchy are provided and includes identification of a settlement boundary, preparation of a structure plan and a commercial centre strategy, as well as provision of detailed requirements for built form.</p> <p>The recommendations of this Strategy draw on the recommendations and conclusions of this document.</p>

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>The document also refers to an <u>alternative road hierarchy</u> to that currently used (specifically primary arterial roads), however no improvements to these road linkages are proposed. Key policies within the Framework are to "ensure the roads are managed in accordance with their classification in the road hierarchy and the state's Road and Rail Asset Schedule" and to "<u>ensure roads service the higher order centres (district towns, towns and tourist precincts) in the Settlement Hierarchy as a priority</u>".</p>	
<p>Regional Land Use Strategy of Northern Tasmania (Northern Tasmania Development and JMG Engineers and Planners, 2011)</p>	<p>The <u>desired regional policy outcomes</u> are integrated and holistic and appear in the document under the following headings:</p> <ul style="list-style-type: none"> ▪ Regional Settlement Network; ▪ Regional Activity Centre Network; ▪ Regional Infrastructure Network; ▪ Regional Economic Development; ▪ Social Infrastructure and Community; ▪ Regional Environment. <p>Break O'Day is expected to experience a <u>1.6% annual growth rate</u> to 2032.</p> <p>The Regional Land Use Framework provides the strategic context at a regional level for planning schemes within the region and contains <u>strategies for the future use and development of land</u> within the region.</p> <p>The <u>Settlement Hierarchy</u> is provided where St Helens (including Stieglitz and St Helens Point - Akaroa) is classed as a District Centre, St Marys is classed as a Rural Town, with Fingal and Scamander classed as Rural Villages. Part 4.5 'Regional Activity Centres Network' identifies a town and village hierarchy for Break O'Day Municipality.</p>	<p>The recommendations and conclusions of the Land Use and Development Strategy need to be consistent with the Regional Land Use Strategy.</p> <p>Implications related to: Settlement hierarchy and town/village boundary recognition and definitions. Proposed growth rates will impact on the amount of land supply required to meet the anticipated population growth.</p> <p>Note: a report was produced by the Working Group of the Northern Region Planning Initiative Management Committee which reconsiders some of the Strategy recommendations (see below).</p>
<p>Report to consider revisions to the Regional Land Use Strategy of Northern Tasmania – Rural Living, Urban Mixed Use and Major Tourism zones (Working Group of the Northern Region Planning Initiative Management Committee, March 2013)</p>	<p>The document addresses:</p> <ul style="list-style-type: none"> ▪ <u>Rural and Environmental Living zones</u> as part of the residential suite of zones; ▪ <u>Urban Mixed Use Zone</u> as a transition area for commercial uses to urban activity centres and as a reflection of historical township land use patterns; ▪ <u>Major Tourism</u> as a new zone to reflect the potential significance of particular tourism activities; and ▪ The Furneaux group of islands (unrelated to Break O'Day Municipality). 	<p>Implications for any proposed changes or recommendations relating to the BOD Interim Planning Scheme.</p>
<p>Northern Tasmania Regional Model Planning Scheme Template</p>	<p>Provides strategic context at a regional level for planning schemes within the region and contains strategies for the future use and development of land within the region.</p> <p>The BOD Interim Planning Scheme is based on the Regional Model Planning Scheme, derived from the Regional Land Use Framework. This provides the mechanisms</p>	<p>Recommendations of the Land Use and Development Strategy which relate to proposed amendments to the Break O'Day Interim Planning Scheme must not be inconsistent with the Template. Any variations proposed to the Scheme which are not in accordance with the Template are unlikely to be supported by the Planning Authority.</p>

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>by which land use strategies for sustainable economic, environmental and social outcomes are delivered at a Regional level, through the <u>appropriate allocation of zones and the inclusion of regionally consistent development controls for use and development.</u></p>	
<p>East Coast Marine Infrastructure Strategy 2013 (GHD for Dept Economic Development, Marine and Safety Tasmania and Local Councils, 2013)</p>	<p>Priority program for upgrades and new infrastructure to 2022, including: <u>St Helens Wharf</u> replacement with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats. Optimize parking arrangements through dedicated trailer parking.</p> <p><u>Burns Bay Boat Ramp</u> - Improve parking arrangements and provide waiting facility in consultation with Parks and Wildlife Service, Councils, Fishing Clubs and MAST.</p> <p><u>Binalong Bay Boat Ramp/Jetty</u> - improve parking and access arrangements in consultation with Parks and Wildlife Services</p> <p><u>Stieglitz Boat Ramp</u> - Investigate options to improve accessibility at low tide and improve all weather access with shelter from N and NE winds. Consideration to be given to a further lane on the ramp.</p> <p><u>Scamander/Bicheno</u> - Additional public ramp- investigate Iron house Brewery as option subject to adequate access</p> <p><u>Bicheno Boat Ramp / Jetty and Landing</u> - Extend walkway to increase berthing capacity. Master plan for the redevelopment of a marine/tourism precinct around The Gulch.</p>	<p>The recommendations and conclusions of the Land Use and Development Strategy need to be consistent with the East Coast Marine Infrastructure Strategy. Accordingly, the recommendations for St Helens Wharf have been incorporated within the economic and employment recommendations for St Helens.</p> <p>Additional recommendations regarding boat ramps have been included within the Coastal Plan (TCG Planning, 2013) and will also be included within the overall Municipal Management Plan.</p>
<p>Northern Tasmania Industrial Land Study</p>	<p><u>Assessment of suitable industrial land</u></p> <p>It was identified that the slope of the land impacts development potential. For example, a slope of 10% or more makes the land unsuitable for most industrial uses or development. Sensitive land categories have been identified that conflict with industrial uses. These sensitive land classes are as follows:</p> <ul style="list-style-type: none"> ▪ Residential (including future residential); ▪ Community Facilities, including some parks and foreshores; ▪ Environmental Protection, including natural areas with conservation values and water catchments; ▪ Tourism, land areas with primary uses, including vineyards open to visitation and tastings. <p><u>Break O'Day</u></p> <p>Stage 1 of the Study recognises the two existing industrial precincts (identified by their land zoning under the Planning Scheme), totalling 63 allotments with a total land area of 24 hectares. There are 14 allotments identified as being vacant, representing a total area of 6.8 hectares, with 4 hectares (1 lot) of vacant land being in Fingal and the remaining 2.8 hectares (13</p>	<p>This Study has developed a strategy for industrial land use for Northern Tasmania by identifying and assessing options for future locally and regionally significant sites to meet demand for the next 15 and 30 years.</p> <p>The Study notes that the St Helens and Fingal industrial precincts are locally significant, however does not identify the need for any additional industrial precincts in Break O'Day. Accordingly, the Land Use and Development Strategy makes recommendations for minor future expansion of the industrial areas in St Helens and Fingal but does not incorporate additional industrial lands in other towns.</p>

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>lots) in St Helens. The study identifies that there was no slope data available for the land at St Helens and recognises that there is a sufficient buffer from the nearby environmental management zone in this area. The Study is silent on the proximity of the industrial area to the General Residential Zone and the need for a buffer and states there is 'unlikely to be a risk to land use conflict'. The Study states that the industrial area at Fingal is surrounded by rural land and is located away from any obvious sensitive uses.</p> <p><u>The findings of Stage 1 of the Study are:</u> <i>"The vacant industrial land parcels in Break O'Day are in principle suitable for industrial use. However, these sites are a distance from the main economic centres and transport corridors. The industrial sectors that exist within St Helens and Fingal are primarily used to support local service industries."</i></p> <p>The final Stage 2 Study, which was released in August 2014 confirms:</p> <ul style="list-style-type: none"> ▪ Break O'Day does not contain any regionally significant industrial precincts; ▪ St Helens and Fingal contain locally significant industrial precincts; ▪ No additional industrial land is recommended for rezoning within Break O'Day. 	
<p>Agricultural Profile Break O'Day Municipality (AK Consultants, December 2010)</p>	<p><u>Conclusions:</u> The analysis of the available datasets undertaken as part of this project lead to the following conclusions:</p> <ul style="list-style-type: none"> ▪ Grazing with cattle is expected to continue to be the major land use, because the combination of Land Capability, remoteness and lack of water resources limit diversification. ▪ Broad acre cropping is limited to cereals and poppies. ▪ Horticultural crops are constrained by the remoteness of the area, poor Land Capability and lack of water for irrigation. While there are areas suitable for specialised crops development will depend on the motivations of the people in the business. ▪ The favourable climate (higher temperatures and lower frost risk, than other Municipalities) makes the Municipality attractive for vines, however areas exposed to the coast will require protection from wind. There are also areas suitable for stone fruit and olives although relatively high summer rainfall will reduce the scope 	<p>It is noted that there is no 'Prime Agricultural Land' identified in the BODC area due to land capability and suitability, however, recognition needs to be given to protecting existing agricultural resources and land uses within the area.</p> <p>Any changes proposed under the Land Use Strategy to existing rural zone boundaries will need to consider the implications on agricultural land uses.</p>

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>for cherries.</p> <ul style="list-style-type: none"> ▪ The remoteness discourages development of nurseries, cut flowers and turf. 	
Sustainable Tourism Plan	<p>This project covers the Break O'Day, Dorset and Glamorgan Spring Bay Council areas and aims to deliver sustainable tourism outcomes through improved heritage protection and economic development strategies, policies and plans.</p> <p>The project complements the Land Use and Development Strategy and improves planning for matters of national environmental significance and the outstanding universal value of World Heritage properties.</p> <p>The Planning for Sustainable Tourism project comprises three key parts:</p> <ol style="list-style-type: none"> 1. <i>Assess what opportunities there are for sustainable tourism on Tasmania's east coast, and look at what barriers there might be to this development occurring.</i> 2. <i>Detail the cultural heritage and environmental characteristics of the areas and processes that might be hindering development. It will also make recommendations for what types of development might be appropriate in different areas and what parameters and steps any proposals would need to take.</i> 3. <i>The Sustainable Tourism Plan will bring together all these considerations and provide a 'roadmap' for what types of development might be appropriate where. Importantly, it will also identify what changes to planning schemes or governance might be needed to facilitate the preferred outcomes, in a way that doesn't cause unnecessary delays or duplicate processes across different departments.</i> <p>Tourism development provides significant employment in the area, and is one of the key industries for the region, now and in the future.</p>	<p>The following documents as part of the Sustainable Tourism Plan have recently been finalised:</p> <ul style="list-style-type: none"> • <i>East Coast Tasmania Trail Feasibility Assessment prepared by Hansen Partnership and Tim Nott (January 2015)</i> • <i>Report 1 - Sustainable Tourism Options Report prepared by Geografia, Hansen Partnership, Context and Coliban Ecology (June 2014)</i> • <i>Component 2 - Preliminary Biodiversity and Heritage Evaluation prepared by Context and Coliban Ecology (February 2015)</i> • <i>Component 3 – Sustainable Tourism Plan prepared by Hansen Partnership Pty Ltd (January 2015)</i> <p>These reports make various recommendations for Break O'Day Council's consideration in planning for future tourist developments and specifically the planning and construction of the proposed East Coast Tasmania Walking Trail.</p> <p>The final endorsed outcomes and recommendations of these reports will be considered in any proposal for development of sites identified by this Land Use and Development Strategy.</p>
Other	<p>NTD Strategic Plan 2007 North Eastern Sustainable Coastal Camping Strategy 2000, promoting sustainable recreation. NRM North Weed Management Strategy 2004 – preserving agricultural and environmental sustainability. NRM North Strategy 2005- promoting the use of natural resources NTD Economic Development Plan 2002- increasing the regional economic profile by facilitating the development of new and existing businesses.</p>	

Regional Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p><u>Northern Tasmanian Integral Management Plan 2003</u> (draft) providing a long term vision for the regions transport systems.</p> <p><u>NTD Invest Annual Action Plan 2007</u>- maintaining a consistent economic and regulatory environment for regional investment.</p> <p><u>NTD Tourism Development Plan 2007</u>- enhancing the range of quality visitor experiences, events and activities in the region.</p> <p><u>Launceston Airport Master Plan 2009</u>- Site specific development plan.</p> <p><u>NTD Regional aquatic Strategy 2002</u>- accessing aquatic facility provision and operation</p> <p><u>Northern Tasmania Regional Recreation Strategy 2002</u> adopting a regionally coordinated approach to lifelong recreational participation.</p> <p><u>Northern Tasmania Regional Recreation Trails Strategy 2004</u>- developing an integrated multiple use regional trails network.</p>	

5.5 Local Issues

A summary of the Local Issues affecting Break O'Day as identified by the plans, policies and studies, including those prepared as part of the Municipal Management Plan, are provided in **Table 9**.

Table 9: Summary of Local Issues affecting Break O'Day

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
Break O'Day Strategic Plan 2011-2015	<p>The document links closely with the Tasmania Together 2020 Vision statement, ensuring consistency with all levels of government to benefit the Break O'Day community.</p> <p>The Plan identifies 5 key result areas with 5 key goals to ensure Council fulfils its Mission Statement, to be addressed by Council to 2015. The Key Result Areas, their Key Goal and the relevant Tasmania Together 2020 objectives are:</p> <ol style="list-style-type: none"> Community Building Build capacity to improve community spirit and enhance a sense of wellbeing. Vibrant, inclusive and growing communities where people feel valued and connected. Environment and Planning Ensure sustainable management of natural and built resources is respectful to our unique location. Built and natural heritage that is valued and protected Leadership and Governance Provide strong and informed leadership and effective management of community resources, empowering and involving the community at all 	<p>Break O'Day Council's Vision for the Municipality is:</p> <p><i>"To ensure an active, forward-looking and well-managed community creating a unique and desirable place to live, work and visit."</i></p> <p>Break O'Day Council has recently undertaken a review of its Planning Scheme in order to bring their Scheme in line with the state-wide template as required. Many of the proposed changes to the Scheme were not implemented as part of the new Interim Scheme, and such changes have now been considered in association with this Land Use and Development Strategy.</p> <p>This Land Use and Development Strategy provides a new Settlement or Housing Strategy and recommends potential changes to the new Interim Planning Scheme based on an analysis of land settlement history, patterns, demographics, trends and forecasts.</p> <p>The Strategy does not include the preparation of actual amendments to the Scheme, as further detailed environmental or other investigations may be required which are not part of the Scope of this Strategy.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>levels. Open and accountable government that listens and plans for a shared future</p> <p>4. Economic Development Achieve sustainable economic development Thriving and innovative industries driven by a high level of business confidence</p> <p>5. Asset Management Ensure the efficient and effective provision of appropriate community assets A reasonable lifestyle and standard of living for all Tasmanians</p> <p>Of particular relevance to the Land Use Strategy is the GOAL for ENVIRONMENT AND PLANNING – “Ensure sustainable management of natural and built resources is respectful to our unique location” which has the following two (2) relevant Strategies with their <u>Activities and Measures of Success</u>:</p> <p>Strategy 1. Provide a sound framework for strategically planned and orderly future development by updating and improving Land Use Strategy and Planning Scheme. <u>Activities:</u></p> <ol style="list-style-type: none"> 1. Continue to participate in the regional planning initiatives. 2. Review land use zoning for the municipality in regard to identified needs and likely future demographics, economic, environmental and social trends. 3. Prepare a revised Land Use Strategy (Settlement) based on review. 4. Prepare amendments to planning scheme and seek relevant government approval. <p><u>Measures of Success:</u></p> <ul style="list-style-type: none"> • Review has been completed and strategy and planning scheme updated. • The review has considered all relevant past plan/strategies. • Ongoing reviews have been undertaken to test appropriateness of the Planning Scheme. <p>Strategy 6. Minimise the impacts of climate change Develop climate change strategy (Link to MMP) that would include:- <u>Activities:</u></p> <ol style="list-style-type: none"> 1. Identification and plan for threats/impact from climate change. 2. Review of land use zones to ensure they take account of identified threats and impacts from climate change. <p><u>Measures of Success:</u></p> <ul style="list-style-type: none"> • Climate change adaption strategy and policy is complete. 	<p>The document is consistent with the recommendations of the Strategic Plan.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
<p>Break O'Day Tourism Development Strategy 2012-2017 (Adam Saddler Consulting, June 2012)</p>	<p>The Strategy document and action plan forms the basis of Council's strategic direction for both management and development over the next 10 years. The purpose of the Strategy is to identify clear and achievable strategies to establish Break O'Day Council area as a <u>key tourist destination and business investment centre</u>. The document focuses on the economic benefits of tourism and its inter-relationships with the community's sense of place and environmental values. The Strategy provides for:</p> <ul style="list-style-type: none"> ▪ Forward planning - investments, change facilitation, brandings; ▪ Visitor Services – Visitor Information Centre, information points, other information mechanisms including publications, website, etc; and ▪ Council infrastructure – new, upgrading, maintenance. 	<p>Ensure the Planning Scheme recognises and encourages BOD as a key tourist destination and business investment centre and provides for proposed upgrades and maintenance and establishment of Council infrastructure.</p>
<p>Break O'Day Natural Resource Management Strategy (Tasmanian Government, NRM North and BODC Partnership, 2012)</p>	<p>This Strategy has recently been endorsed by the NRM Special Committee and the Break O'Day Council. The strategy is an important document for guiding positive natural resource outcomes in Break O'Day. The Strategy sits within the NRM North Strategy. The Strategy documents:</p> <ul style="list-style-type: none"> • values and physical aspects of the region, including climate, resources, geology, water catchments, and atmospheric conditions; • land tenure; • demographic profile; • objectives, goals and actions for managing (a) biodiversity, (b) the coastal and marine environment, (c) soil, and (d) water. 	<p>Ensure the Planning Scheme recognises and protects valuable environmental resources and conditions in BOD.</p> <p>Implement the actions for managing biodiversity, the coastal and marine environment, soil and water where applicable, in line with the objectives and goals of the Natural Resource Management Strategy.</p>
<p>Discussion Paper – Clarification of the Tools and Methodologies and Their Limitations for Understanding the Use of Agricultural Land in the Northern Region (AK Consulting for Northern Tasmanian Development, September 2012)</p>	<p>The purpose of the paper is to clarify;</p> <ul style="list-style-type: none"> ▪ the characteristics of agriculture in the Northern Region. ▪ the land and water resources required to support agriculture. ▪ the tools and their limitations for understanding and defining productive agricultural land. ▪ the combination of background information, analysis and methods available which provide guidance on determining the most appropriate zone for individual titles. <p>The paper summarises definitions and analysis undertaken to date;</p> <ul style="list-style-type: none"> ▪ Potentially Available Agricultural Land (PAAL). ▪ Agricultural Profiles. ▪ Constraints Analysis. <p>The paper provides case studies to demonstrate examples of "viable" farms, hobby farms and lifestyle blocks and the</p>	<p>Land identified as being Potentially Available Agricultural Land in accordance with this Paper may need further analysis where the land is identified as having some form of development potential in this Land Use Strategy.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>appropriate planning responses demonstrating:</p> <ul style="list-style-type: none"> ▪ the protection of land that can be practically used for agriculture from conversion to non-agricultural uses, ▪ opportunities for rural living by identifying areas that already demonstrate rural living characteristics and have limited capacity to contribute to productive agriculture. <p><u>Potentially Available Agricultural Land</u> (PAAL) (for development) is the very conservative 'first cut' of the land that may be suitable for agriculture. PAAL is a term defined by AK Consultants in the work undertaken for Northern Tasmanian Development in September 2010, and is identified using the following criteria:</p> <ul style="list-style-type: none"> ▪ Private Land within the Rural Zone. ▪ Land Capability Class 6 or better. ▪ TasVeg (2.0) code indicating agricultural use or previously cleared land. ▪ Not under formal reserve. ▪ Area of such land within a parcel greater than 1 ha. 	
<p>Agricultural Profile Break O'Day Municipality (AK Consultants, December 2010)</p>	<p>The purpose of the Agricultural Profile was to identify land potentially available for agricultural use, in line with recognising land of local and regional significance to meet the requirements of Principle 7 of the State Policy on the Protection of Agricultural Land 2009. The Profile provides the following for Break O'Day:</p> <ul style="list-style-type: none"> ▪ <u>Land in private ownership:</u> Private parcels of land in the Rural Zone account for 27% of the area of the municipality. ▪ <u>Size distribution of the parcels and holdings:</u> 87% of parcels and 83% of the holdings are less than 40 hectares in area. 59% of the land area of parcels and 79% of the land area of holdings are greater than 100 hectares. ▪ <u>Potentially available agricultural land:</u> 13% of the municipality (47,051 hectares.) Most of the land with potential agricultural use is in Land Capability Class 5 (48%) and there is no Class 3 or better land. From a regional perspective there is relatively limited irrigated agriculture and this situation is unlikely to change. ▪ <u>Major (based on geographical extent) land-uses on private land:</u> Pasture and hay crops for animal production, which provide the majority of the total value of production (90%). Plantation forestry. 	<p>The Agricultural Profile indicates that the Break O'Day region does not provide significant opportunity for the establishment of major agricultural productivities due to the land capability and suitability. It is likely that development in this sector would be market driven.</p> <p>The Land Use Strategy will need to ensure that where large private holdings or sites (given there are not a significant number in this area), the viability of the site needs to be determined prior to consideration of rezoning of land for development or rural living purposes.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>Grazing of sheep and cattle. Dairying is based on the Pyengana area where the soils, rainfall and water resources favour pasture production. Cereal cropping – a relatively large area of cereals and two establishments with poppies and some small areas of fruits nuts and vines, however, other than cereals, cropping activities are very limited.</p> <ul style="list-style-type: none"> ▪ <u>Total number of agricultural establishments (ABS 2006) is 77</u> Total EVAO is \$14.6m indicating an average EVAO of \$189,781, a level of production likely to be viable. ▪ <u>Significant number of "part-time" or "hobby farms"</u> Operators depending on off-farm income. Based on the number of holdings (476) there are many "farms" producing very little primary production income. ▪ <u>Plantation Industry:</u> Using employment figures, there are 132 people employed in Agriculture alone not including services to the industry or plantation forestry. This accounts for 8% of the total employment in the Municipality. In addition there are 39 people employed in forestry and logging, some of whom would be employed in plantation forestry on Private Land. If the total forestry and logging employment figure of 39 is considered this adds an additional 0.1% employed in agriculture in the Municipality. This suggests agriculture is a relatively minor contributor to the economy of the Break O' Day Municipality and plantation forestry is a small component of this. <p><u>Conclusions:</u></p> <ul style="list-style-type: none"> ▪ Grazing with cattle is expected to continue to be the major land use, because the combination of Land Capability, remoteness and lack of water resources limit diversification. ▪ Broadacre cropping is limited to cereals and poppies. ▪ Horticultural crops are constrained by the remoteness of the area, poor Land Capability and lack of water for irrigation. While there are areas suitable for specialised crops development will depend on the motivations of the people in the business. ▪ The favourable climate (higher temperatures and lower frost risk, than other Municipalities) makes the Municipality attractive for vines, however areas exposed to the coast 	

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>will require protection from wind. There are also areas suitable for stone fruit and olives although relatively high summer rainfall will reduce the scope for cherries.</p> <ul style="list-style-type: none"> ▪ The remoteness discourages development of nurseries, cut flowers and turf. 	
<p>Break O' Day Interim Planning Scheme 2013</p>	<p>Based on a standard state-wide template under which local council areas could include certain local provisions, within restricted limitations and guidelines and subject to approval by the Interim Planning Scheme Advisory Committee for the Tasmanian Planning Commission (TPC).</p> <p>Has adopted a total of sixteen (16) of the twenty three (23) land use zones provided by the Template as follows:</p> <ul style="list-style-type: none"> ▪ General Residential Zone ▪ Low Density Residential ▪ Rural Living Zone ▪ Environmental Living Zone ▪ Village Zone ▪ Community Purpose Zone ▪ Recreation Zone ▪ Open Space Zone ▪ Local Business Zone ▪ General Business Zone ▪ General Industrial Zone ▪ Rural Resource Zone ▪ Utilities Zone ▪ Environmental Management Zone ▪ Port and Marine Zone ▪ Particular Purpose Zone – Ansons Bay Small Lot Residential Zone <p>Under each zone are different land uses need a permit or do not need a permit, whether the use can be considered as discretionary development, or whether the use is prohibited. The major land use categories used in the land use tables are Primary Industry, Accommodation, Commercial, Community, Industrial, Infrastructure, Recreational and Other.</p> <p>The Interim Scheme prepared is a document based on a translation from the existing Planning Scheme.</p>	<p>Ensure the Planning Scheme contains land use zones which are consistent with the Settlement/Town Hierarchy.</p> <p>The Scheme provides for the inclusion of a number of opportunities which can be used to address land use and development issues:</p> <ul style="list-style-type: none"> ▪ Local Area Objectives under each land use zone. ▪ Desired Future Character Statements (review draft PS Statements previously prepared for St Helens, Scamander, St Marys and Fingal) for consideration to include in the PS. ▪ Specific Area Plans – incorporate St Helens, St Marys, Binalong Bay masterplans. ▪ Heritage Precincts – currently none included – identify any opportunities. <p>Potential for rezoning opportunities which had previously been considered by Council but which could not be included in the first translation of the new Planning Scheme:</p> <ul style="list-style-type: none"> ▪ Rural Living Zone at multiple locations; ▪ Village Zone at Weldborough; ▪ Rural Resource Zone and Rural Living Zone at Mathinna; ▪ Environmental Living Zone, Environmental Management Zone and Rural Resource Zone at Lottah; ▪ General Industrial Zone at Fingal; ▪ Environmental Living Zone at Stieglitz; ▪ General Residential Zone at Scamander; ▪ Rural Resource Zone at Cornwall; ▪ Low Density Zone at Falmouth; and ▪ Major Tourism Zone at Iron House Point. <p>Where considered relevant and where they meet the area's clear future policy directions, these are further discussed in detail and considered as part of this Land Use and Development Strategy. This may include the potential for expansion of certain zonings or identification of additional land uses in particular zones under the Scheme.</p>
<p>Economic Development Strategy (MCa, Sept 2013)</p>	<p>Summary</p> <ul style="list-style-type: none"> ▪ Town Hierarchy recognition. ▪ Shortage of industrial land supply. ▪ Upgrading of roads and infrastructure. 	<p>Town Hierarchy</p> <ul style="list-style-type: none"> ▪ Town and Settlement Hierarchy needs to be clearly defined. ▪ Ensure the Hierarchy and land zoning in

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<ul style="list-style-type: none"> ▪ Focus on agribusiness, seafood and manufacturing industries and options to boost declining local employment opportunities. ▪ Tourism opportunities need to be provided and encouraged. ▪ Slowdown in population growth and reduced housing development and expansion. ▪ Recognition by government funded agencies needed. ▪ Health and aged care services and accommodation for the aging population. <p><u>Town Hierarchy</u></p> <ul style="list-style-type: none"> ▪ Continue to develop St Helens' strategic role as a District Town and as regional service centre. ▪ Precincts - improve town centres and traffic movements (eg. St Helens and St Marys). ▪ Industrial land – development of industrial land at St Helens and Scamander. (Note: From an infrastructure perspective, the St Helens and Surrounds Structure Plan identifies that the industrial estate at St Helens has limited scope for expansion due to closeness to residential areas. While there are some vacancies and no immediate demand for additional space, longer term provision needs to be made for additional space with appropriate buffers from residential precincts). <p><u>Transport</u></p> <ul style="list-style-type: none"> ▪ St Helens Aerodrome site – maintenance and general management requirements for future long term uses; ▪ Upgrade of roads linking the north east region. <p><u>Agribusiness sector</u></p> <ul style="list-style-type: none"> ▪ Potential for horticulture production – vines, viticulture, nurseries, cut flowers, poppies, fruit. ▪ Farm gate sales and links as part of a regional food and wine trail and make them a focus for tourism promotion. ▪ Regional approach to development of agribusiness activity. <p><u>Seafood sector</u></p> <ul style="list-style-type: none"> ▪ Need to maintain and expand the sector, specifically maintain and encourage St Helens as a commercial port for fishing activity. ▪ Encourage the region as a recreational fishing hub and major centre for fishing. 	<p>the Planning Scheme maintains regional role of St Helens (retail, business services, government funded services - health, education).</p> <ul style="list-style-type: none"> ▪ Consistency with related St Helens and St Marys Traffic and Urban Design Strategies. ▪ Provide for long term availability of industrial land, particularly for St Helens, with appropriate buffers from residential development to maximise local employment and services opportunities. ▪ Ensure development within proximity to the St Helens Aerodrome takes account of the obstacle height limits map provided in association with the Interim Scheme. Ensure setbacks are provided for any future residential zoning <p><u>Transport</u></p> <ul style="list-style-type: none"> ▪ Ensure proposed development takes into consideration access to services and facilities, noting the need for road upgrades. <p><u>Agribusiness/Seafood/Manufacturing Sectors</u></p> <ul style="list-style-type: none"> ▪ Ensure the Planning Scheme encourages horticultural production, wineries, farm gate sales and tourism/agribusiness opportunities, with commercial and fishing activities encouraged in St Helens. ▪ Ensure the Planning Scheme encourages and recognises mining activities in appropriate areas for local employment. <p><u>Construction</u></p> <ul style="list-style-type: none"> ▪ Encourage growth to support local employment base. <p><u>Tourism</u></p> <ul style="list-style-type: none"> ▪ Ensure the Planning Scheme encourages tourism opportunities, with specific sites identified for major tourism potential. ▪ Review of the zones around the waterfront areas (specifically St Helens) to activate tourism, recreation, outdoor eating activities (cafes on the water), bike track/boardwalk access and access to marina and port activities, and also provide accommodation options. ▪ Recommend land use and development opportunities to encourage tourism options and investment in tourism infrastructure at major destinations such as Stieglitz, Binalong Bay, St Helens and Scamander.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p><u>Mining</u></p> <ul style="list-style-type: none"> ▪ Maximise local employment opportunities. <p><u>Manufacturing</u></p> <ul style="list-style-type: none"> ▪ Food and beverages sector needs to further developed. ▪ A major long term issue is ensuring there is adequate industrial land available. <p><u>Construction</u></p> <ul style="list-style-type: none"> ▪ Population growth and housing requirements recognised as having a direct influence on businesses and jobs. ▪ Growth in the region needs to be encouraged. <p><u>Tourism</u></p> <ul style="list-style-type: none"> ▪ Tourism is a significant economic activity and investment in tourism infrastructure needs to improve at major destinations such as Steiglitz, Binalong Bay, St Helens and Scamander. ▪ Waterfront (St Helens) - development of facilities covering the wharf area, marina, and the precinct. Activate the area while ensuring it is maintained as a commercial port. ▪ Extend bike paths and develop mountain bike trails and walking tracks to link areas and to utilise national park areas. ▪ DEDTA has partnered with Marine and Safety Tasmanian (MaST), Tasman, Sorell, Glamorgan Spring Bay and Break O'Day Councils to develop an East Coast Marine Infrastructure Strategy. ▪ Better linking of the coastal experience and activities – food trails, cycling, walking trail, regional diving trail, golf trails, fishing experiences, etc. ▪ Addressing gaps in tourism infrastructure and services including accommodation options, cafes and restaurants, port area, other facilities and attractions. ▪ Specific to St Helens – waterfront area/boardwalk, access to marina and port area, café options on the water, bike track access. <p><u>Retail</u></p> <ul style="list-style-type: none"> ▪ Encourage continued growth in coastal areas and St Helens. ▪ Retailers will benefit from tourism initiatives and marketing which leads to an increase in visitors (both overnight and day visitors). ▪ Better planning of town centres can have a positive impact on retail and activity and retail mix. ▪ An attractive retail precinct attracts 	<p><u>Retail and Business</u></p> <ul style="list-style-type: none"> ▪ Provide for growth in coastal areas and St Helens. ▪ Focus on detailed studies prepared for St Helens, St Marys and Binalong Bay. Recommend opportunities to encourage a positive retail activity, mix of uses and professional business services with town centre improvements. <p><u>Services</u></p> <ul style="list-style-type: none"> ▪ Ensure the Planning Scheme addresses the need for residential aged housing options, health services and aged and home based care services). ▪ Options for government funding to be encouraged.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>residents, holiday and regional visitors.</p> <ul style="list-style-type: none"> ▪ Town centre improvements important for the retail sector in St Helens and St Marys. <p><u>Business services</u></p> <ul style="list-style-type: none"> ▪ As the major population centre, St Helens will continue to be a major hub for business services firms that target the broader region. ▪ Potential to attract professionals to the area and market Break O'Day as a lifestyle change location for businesses and professionals. <p><u>Government funded services</u></p> <ul style="list-style-type: none"> ▪ Regional service role needs to be maintained. ▪ Ageing population has particular requirements for services including health services and aged care services (including residential aged care options and home based care). 	
<p>Airstrip Feasibility Investigations (MCa and Aurecon, October 2013)</p>	<p>The existing St Helens Aerodrome site has potential to expand to the west and south in the future, subject to environmental studies.</p> <p>Summary of recommendations:</p> <ul style="list-style-type: none"> ▪ There is no current potential to develop regular direct passenger services via St Helens Aerodrome. ▪ The size of the fishing market may not be of the scale to maintain regular charter flights. However there may be the potential to develop special packages for the premium market (covering charter flights, transfers, fishing charter and accommodation) during the peak season. ▪ There may be some limited demand for golf packages, but these would likely to be irregular special packages, rather than part of a regular service. The aerodrome has the potential for this type of special use and needs to be maintained and developed to support these aviation uses. ▪ In the longer term there may be future potential for seafood industry freight and this should be taken into account in any infrastructure development of the aerodrome. ▪ St Helens Airport would have limited market appeal as an Airpark location. Any residential development would be chasing a very narrow potential market. <p>An assessment of each of the development options which were prepared by Aurecon in the facility upgrade assessment for the aerodrome are provided. From the analysis of the technical analysis and development options and the market review the following assessment is made:</p>	<p>Ensure the Planning Scheme adequately recognises and supports the continuation of the St Helens Aerodrome and ensures future development considers:</p> <ul style="list-style-type: none"> ▪ Obstacle height limitations; ▪ Need for buffer setbacks from a noise perspective. ▪ Does not prevent potential future expansion of the airport and related facilities, particularly to the west and south. ▪ Recommend that should any land outside of the proposed Utilities Zone be required for future expansion that a Planning Scheme Amendment be undertaken to rezone additional land to Utilities Zone as required, which is consistent with the recommendations of the Airstrip Study. ▪ Note the Study recommends endorsement of Option 3, based on providing increased capacity for larger aircraft use, to support the potential for increased usage in future. This option includes widening and lengthening of the existing runway.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<ul style="list-style-type: none"> ▪ Option 5 which involves a full redevelopment of the runway (indicative cost \$19 million) would likely result in major excess capacity (would be able to take a Saab 340 aircraft - 38 seats) that would not be taken up based on a market assessment. ▪ Of the other options for development, Option 3 (indicative cost \$3.6 million) provides for use by larger aircraft and the potential for an RPT service (using a Metro III Aircraft -19 seats). ▪ Options 2 and 4 (both with pavement Option B) do not increase the capacity for larger aircraft. ▪ <u>Based on providing increased capacity for larger aircraft use, Option 3 would support the potential for increased usage in future.</u> <p><u>Option 3:</u> Stage 2 – 23m Runway – Pavement Option A < 1200 m runway> Estimated cost \$3.6M Capital works:</p> <ul style="list-style-type: none"> ▪ Widen runway and lengthen. ▪ Upgrade pavement - strengthen and bituminous spray/seal. ▪ New lighting. ▪ Increased airside capacity. 	
<p>Responding to Climate Change Report (EMC, 2013)</p>	<p>The key changes to climate within Break O'Day are:</p> <ul style="list-style-type: none"> ▪ Annual average temperatures are projected to rise by between 1 to 1.5°C by 2070. ▪ The number of days per year above 25°C will double by 2100 and the temperature of very hot days will increase by 3-4°C. ▪ Summer and spring rainfall will decrease by up to 10% by 2070. Rainfall intensity and associated flooding may increase, and there may be longer periods between rain events. ▪ An increase in fire-weather risk is likely with warmer and drier conditions. ▪ East coast water temperatures are projected to increase by up to 2 to 3°C by 2070 relative to 1990 levels. ▪ By 2100, the sea level may have risen by as much as 76 cm relative to 2010 levels putting over 1000 homes at risk in Break O'Day. ▪ The number of days of frosts is expected to reduce substantially. <p>The key risks identified include:</p> <ul style="list-style-type: none"> ▪ Temporary or permanent loss of access to towns and surrounding areas. ▪ Changes to primary production both in terms of agriculture, fisheries and aquaculture. ▪ Flooding of the pumps and ponds of the sewage treatment works in St 	<ul style="list-style-type: none"> ▪ Identification and plan for threats/ impact from climate change. ▪ Review of land use zones and current and future land use opportunities to ensure they take account of identified threats and impacts from climate change. <p><u>Flooding - Access</u></p> <ul style="list-style-type: none"> ▪ Note new flood mapping has been prepared by BODC for St Helens which was included in the new Interim Planning Scheme. ▪ Identify alternate route to airstrip. ▪ If necessary protect the land required for an alternate route to the airstrip through planning restrictions. ▪ Identify alternate route or methods of raising and hardening Binalong Bay causeway. ▪ Budget for future roads works for causeway hardening and alternate route development. <p><u>Flooding – Property damage</u></p> <ul style="list-style-type: none"> ▪ Change planning restrictions to reduce the number of new properties being exposed to future risks such as temporary flooding, permanent inundation and erosion risks. ▪ Develop longer term resettlement plan for properties at risk of permanent inundation. <p><u>Fire Risks</u></p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>Helens.</p> <ul style="list-style-type: none"> ▪ Sea level rise affecting the Bay of Fires and related tourism. ▪ Inundation of homes and loss of property value. 	<ul style="list-style-type: none"> ▪ Work with the Tasmanian Department of Primary Industries, Parks, Water and Environment to identify any threatened, vulnerable and endangered species. Develop a set of local actions to reduce the risks to these species.
<p>Urban Design Framework and Traffic Management Strategy and for St Helens (TCG Planning and Bitzios, 2013) - currently draft</p>	<p>Summary of Potential Strategies, Opportunities and Considerations: Potential Pedestrian, cycling and public transport strategies, opportunities and considerations include:</p> <ul style="list-style-type: none"> ▪ restrict footpath displays to provide sufficient footpath widths; ▪ provide more formal pedestrian crossing facilities across Cecilia Street to assist pedestrians and calm traffic; ▪ provide additional lighting in higher pedestrian activity areas including intersections and pedestrian crossings; ▪ improve shared pathways along the Tasman Highway and in higher cycle activity areas within the town centre such as near the school, skate park and foreshore; ▪ investigate opportunities to incorporate on-road cycle lanes on Cecilia Street; ▪ upgrade and complete the shared pathway between St Helens and St Helens Point Road as a short term priority; and ▪ Investigate opportunities to provide local bus services connecting local centres such as St Helens, Binalong Bay, Stieglitz / Akaroa and Scamander during the peak seasonal periods. <p>Vision for and Role of St Helens The Draft Vision for St Helens (and surrounds) as identified in the Draft St Helens and Surrounds Structure Plan, Urbis, October 2012) is:</p> <ul style="list-style-type: none"> ▪ "An inclusive community that is sought out by young and old to visit, move to, live in and retire in. ▪ A place where the environment is protected. ▪ A place which provides educational and employment opportunities. ▪ A place with strong linkages to its exceptional coastal setting. ▪ A place known around the world for the Bay of Fires experience. ▪ A thriving, vibrant place with high quality establishments, facilities and infrastructure." <p>The Draft St Helens and Surrounds Structure Plan also identifies the following role for the township of St Helens:</p>	<p>The Vision and Role of St Helens as provided by this Strategy must be used to inform the recommendations of this Land Use and Development Strategy.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<ul style="list-style-type: none"> ▪ District Town function – key service centre, civic functions, key community services and commercial businesses; ▪ high growth scenario; ▪ primary urban area in Municipality; ▪ provide a wider range of living (including aged housing) and tourist accommodation options; ▪ two-three storey to capitalise on coastal views. 	
<p>Urban Design Framework and Traffic Management Strategy for St Marys (TCG Planning and Bitzios, 2013) - currently draft</p>	<p>Guiding Transport Principles Overview</p> <p>St Marys Town Centre has the potential to attract tourists as a 'drop in' destination on visiting other key attractions in the region. The key issue that remains for St Marys is its lack of an identity of a town centre core. Re-configuring the 'main-street' between Cameron Street and Story Street including attracting re-development or refurbishment of the adjacent land uses will be a key challenge. The provision of financial support to encourage change will also remain problematic.</p> <p>Based on these key immediate challenges, regional strategies and existing issues, the guiding traffic and transport principles for St Marys are suggested as follows:</p> <ol style="list-style-type: none"> 1. Improve the pedestrian experience; 2. Ensure road safety is maintained; 3. Integrate traffic mixes; 4. Better manage existing parking; 5. Improve connectivity; and 6. Provide a Town Centre identity. <p>VISION - St Marys will:</p> <ul style="list-style-type: none"> ▪ retain its historic, creative and unique character within its existing area; ▪ continue to value and preserve its picturesque, "clean and green" township and surrounds; ▪ be a vibrant centre supported by welcomed visitors, local residents and economies; ▪ have a legible and attractive town centre that encourages locals and visitors to stop to visit. <p>GUIDING PRINCIPLES - This Strategy will recommend outcomes that:</p> <ol style="list-style-type: none"> 1. Improve the pedestrian experience: to encourage locals and tourists alike to stop and stay and improve amenity and access for the less mobile. 2. Maintain the road safety: that exists in the town by improving parking configurations and pedestrian facilities. 3. Integrate traffic mixes: by considering all of the traffic types using the road network, especially cycling. 4. Better manage existing parking: especially as the demand for parking along the Main Street intensifies. 5. Improve connectivity: for vehicle traffic, pedestrians and cycling to improve 	<p>The Vision and Role of St Marys as provided by this Strategy must be used to inform the recommendations of this Land Use and Development Strategy.</p> <p>Guiding Traffic and Transport Principles for St Marys:</p> <ol style="list-style-type: none"> 1. Improve the pedestrian experience; 2. Ensure road safety is maintained; 3. Integrate traffic mixes; 4. Better manage existing parking; 5. Improve connectivity; and 6. Provide a Town Centre identity.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>accessibility and directness of travel.</p> <p>6. Create a 'central' area to the township by providing a "heart of town" and associated road treatments.</p> <p>7. Improve the visual quality of the public and private domain: via streetscape upgrades and buildings and signage within the town centre.</p>	
<p>Coastal Plan, incorporating: Coast Park Concept Plan & Vegetation Management Plan (TCG Planning and ESD, 2014)</p>	<p><u>Coastal Management Measures - General Strategic Issues and Recommended Action (ongoing priority)</u></p> <p><i>Importance of Coastal Zone</i> The ongoing protection, conservation, enhancement and management of the coastline is required to ensure that this important asset is enjoyed by existing and future generations.</p> <p><i>Assessment of the Coastal Zone</i> "Values assessment" should be implemented into environmental resource management strategies and should assess the ecological, aesthetic and timber resource value</p> <p><i>Land Tenure and Management</i> Integrated management of coastal vegetation and infrastructure, and planning and development needs to be undertaken with full cooperation of all stakeholders, principally Parks & Wildlife, but also such organisations as DIER and Ben Lomond Water. Ongoing lobbying by Council for consistent State and Federal funding for the provision of facilitated management and associated supported legislation should also occur.</p> <p><i>Legislative consistency</i> Encourage Federal and State Governments to review legislation to ensure consistency and ensure that the provisions of Planning Schemes for Local Councils are consistent with the reviewed State and Federal Acts and policies.</p> <p><i>Development Applications</i> Make the submission of a flora/fauna assessment (that takes local and regional considerations into account) mandatory for development applications on land.</p> <p><i>Break O'Day Policy Amendments</i> Amendments to existing Break O'Day Policy/Planning Scheme provisions should be considered including increasing the minimum lot size; ensure that vegetation is retained to ensure that suitable habitat is available for numerous species that require different habitat niches; and fire management policy.</p> <p><i>Vegetation Management Considerations</i> Vegetation Management (policy preparation and development assessment) needs to address:</p> <ul style="list-style-type: none"> ▪ Vulnerability of foreshore fringing vegetation and habitat 	<p>The LU&DS needs to incorporate the recommendations of the Coastal Plan in determining future land use and development options, particularly by:</p> <ul style="list-style-type: none"> ▪ Incorporating a 'values assessment' for all rezoning applications. ▪ Providing an integrated and holistic approach to management of coastal vegetation and infrastructure in consultation with relevant stakeholders (DIER, Parks and Wildlife, Ben Lomond Water). ▪ Encouraging Federal and State Governments to review legislation to ensure consistency and ensure the Planning Scheme is consistent. ▪ Requiring the submission of a flora/fauna assessment (that takes local and regional considerations into account) mandatory for development applications on affected land. ▪ Amendments to existing Break O'Day Planning Scheme provisions should be considered including increasing the minimum lot size; ensuring that vegetation is retained to maintain suitable habitat for numerous species that require different habitat niches; and implementation of a fire management policy. ▪ <u>Potential Areas for Future Development</u> that have degraded ecological value, and are potentially suited to development along the coast (subject to detailed analysis/assessment on all issues of consideration, including environmental, social, economic impacts) include: <ul style="list-style-type: none"> ➢ West of Policemans Point, Ansons Bay ➢ The Gardens ➢ West of St Helens: ➢ Southern Scamander ➢ Most of the coastal land south of Falmouth east of Douglas Aspley National Park. • Incorporate recommended actions for each survey area into town and village settlement plans where relevant.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<ul style="list-style-type: none"> ▪ Importance and vulnerability of coastal lagoons, river and stream estuaries ▪ Remnant natural vegetation ▪ Revegetation priorities (adjacent to narrow coastal fringe vegetation including lagoons wetlands and creeklines; and to improve coast-hinterland connectivity particularly through farmland). <p><i>Campsite Management</i> The recommendations of The North-east Tasmania Sustainable Coastal Camping Strategy (2000) and Bay of Fires Conservation Area and Humbug Point Nature Recreation Area Site Plan (Inspired Place, 2011) should be implemented,</p> <p><i>Coastal/Foreshore Parklands</i> Implement the following three priority projects that are recommended for improvements to existing foreshore parklands to improve amenity for visitors and residents:</p> <ul style="list-style-type: none"> ▪ Development of the St Helens Waterfront Parklands, including activation, new playground equipment, improved access and parking, and marina/port improvements. ▪ Construction of a boardwalk/shared walking/bicycle track linking the St Helens Marina and Foreshore Park with Lions Park, with an extension to Akaroa (on the eastern side of Georges Bay). ▪ Improvements to the Binalong Bay Foreshore lands as proposed by the key projects proposed by the Masterplan. <p><i>Potential Areas for Future Development</i> All stakeholders (including Council and State Government Agencies) to consider the following areas of land that have degraded ecological value, and are potentially suited to development along the coast (subject to detailed analysis/assessment on all issues of consideration, including environmental, social, economic impacts) include:</p> <ul style="list-style-type: none"> ▪ West of Policemans Point, Ansons Bay ▪ The Gardens ▪ West of St Helens: ▪ Southern Scamander ▪ Most of the coastal land south of Falmouth east of Douglas Aspley National Park. <p>Specific Actions for Coastal Survey Areas: <u>Ansons Bay</u> Deep Creek: Ongoing management of Shack sites Ansons Bay: Management of shacks & shoreline Policeman's Point: Manage impacts of sea level rise South Ansons Bay: Investigate potential for tourism development subject to impact assessment. Improve buffer to shoreline</p>	

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p><u>The Gardens & Binalong Bay</u> The Gardens: Investigate potential for further development, subject to impact assessment Coastline management from residential impacts Binalong Bay Township Foreshore: Foreshore vegetation management. Bay of Fires experience: Implement Recommendations of Binalong Bay Foreshore Masterplan</p> <p><u>St Helens</u> St Helens Region: Manage impacts on wetlands Throughout St Helens locality: protect Eucalyptus globulus species St Helens: Redevelopment Foreshore Park St Helens to Lions Park: Develop Foreshore Multi-User Track Lions Park to Stieglitz: Develop Foreshore Multi-User Track East of Parnella: Protection threatened flora species Between Stieglitz and Diana's Basin: Increase width of coastal reserve East of Stieglitz: Investigate infill development potential Georges Bay Shoreline: Manage impacts of isolated foreshore residential areas</p> <p><u>Scamander Survey</u> North of Diana's Basin: High Conservation, any development to be Sensitive Falmouth: Investigate development potential, subject to impact assessment</p> <p><u>Ironhouse Point</u> Chain of Ponds to Piccaninny Point: Retain as farmland & restrict vegetation clearing</p> <p><u>Douglas River</u> Seymour: Maintain low density/low impact Douglas River: Investigate potential for increased development, subject to impact assessment Seymour Beach: Widen/improve coastal reserve/vegetation Deniston Beach: Limit access to these existing points.</p>	
<p>Recreation and Open Space Strategy (TCG Planning, 2014)</p>	<p>Summary of Outcomes:</p> <ul style="list-style-type: none"> ▪ Within the Municipality there are a number of allotments which have been zoned Open Space under the Break O' Day Interim Planning Scheme 2013, however such spaces have limited availability for open space purposes due to a lack of visibility, slope or location. Disposal of the number of such allotments is recommended. ▪ Break O' Day Interim Planning Scheme 2013 (Part E10.0 Recreation and Open Space Code) currently contains an Acceptable Solution the payment of a monetary contribution towards the provision of open space in new subdivisions. However, dedication of land is only referenced in the 	<p>Short Term Actions (1-3yrs) (Extract from Table 15.1):</p> <ul style="list-style-type: none"> ▪ Review the Break O' Day Interim Planning Scheme 2013 (Part E10.0 Recreation and Open Space Code) to allow for the imposition of a condition on approvals for new subdivisions by requiring: ▪ The dedication to Council of 5% of the total area of land to be subdivided for open space purposes; or ▪ Where this is not feasible due to the scale of the subdivision a cash contribution of 5% of the land value to be payable toward the provision of open space by Council. ▪ Review the Break O' Day Interim

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>Performance Criteria and hence is not actively encouraged (particularly in larger subdivisions), which in a number of instances would be a preferable financial option for Council and may provide an improved outcome for the community. Amendment to the scheme to incorporate updated Acceptable Solutions and Performance Criteria, which specify the quantity of land to be dedicated and/or the value of the contribution is recommended to ensure that Council is provided with sufficient financial resources to meet the recreational demands of the community. Whilst it is acknowledged that the 'Tasmanian Open Space Policy and Planning Framework' (Sport and Recreation Tasmania, 2010) does not support this quantitative assessment as the best method of providing open space for communities, it is considered that this is an appropriate benchmark for future subdivision where the characteristics of available land and the demographics of a community are not yet well understood. The application of a quantitative contribution/dedication requirement should continue to be coupled with Acceptable Solutions and/or Performance Criteria within the Planning Scheme which specify appropriate design and siting requirements for new areas of open space.</p> <ul style="list-style-type: none"> ▪ Specifically, Council should ensure that future land which is dedicated or purchased for open space purposes has adequate road frontage (ie. is not an internal lot), has minimal slope, is appropriately sited and does not have significant limitations (eg. drainage or vegetation). ▪ Whilst the ability to provide linkages between existing open space, foreshore areas and community spaces is limited by distance, land acquisition constraints and financial impediments it is recommended that greater consideration be given to linkages in the siting of open space within future subdivisions or when additional land is purchased by Council for this purpose. Specifically, Council should pursue future opportunities to provide linkage between opens space areas, adjacent residential areas and/or other community facilities in its future selection of open space land. <p>The plans details short, medium and long term actions for implementation.</p>	<p>Planning Scheme 2013 to include additional Acceptable Solutions/Performance Criteria which require that land which is dedicated or purchased for open space purposes has adequate road frontage (ie. is not an internal lot), has minimal slope, is appropriately sited and does not have significant site constraints.</p> <ul style="list-style-type: none"> ▪ Review the Break O'Day Interim Planning Scheme 2013 to include additional Acceptable Solutions/Performance Criteria to ensure that local parks dedicated within new estates are not severely limited by constraints such as detention basins. Further, encourage siting of open space areas adjacent to existing corridors of vegetation and/or provide selected tree cover within spaces for shade. ▪ Dispose of various local parks and vacant sites within Council ownership as identified by the Recreation and Open Space Strategy –St Helens, Steiglitz, Fingal, Cornwall. ▪ Steiglitz - Funds from the sale of land in Steiglitz should be utilised to provide one appropriately located local park in Steiglitz in a position accessible from residences in the southern section of Steiglitz and to upgrade facilities at the foreshore. <p>Medium Term Actions (3yrs-10yrs) (Extract from Table 15.2):</p> <ul style="list-style-type: none"> ▪ As future growth occurs within Break O'Day ensure that a local park is provided within 500m walking distance of all dwellings in urban areas. ▪ Review the need for additional local parks to the east and west of the town should additional growth occur in St Marys. ▪ Review the need for additional local parks to the east and west of the town should additional growth occur in Fingal.
<p>Arts and Cultural Strategy (TCG Planning, 2014)</p>	<p>Action Plan Implement and require a "creative township" approach to planning and policy direction and, including city planning, recreation and urban/built form</p>	<p>It is recommended that the following Actions be undertaken in response to the recommendations of the Arts and Cultural Strategy:</p> <ul style="list-style-type: none"> ▪ Incorporate planning and policy

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	outcomes that reflects the identity of the area.	<p>directions and identities for towns and villages stemming from the Arts and Cultural Strategy into Vision Statements and Desired Future Character Statements within the Planning Scheme.</p> <ul style="list-style-type: none"> ▪ Incorporate city planning, recreation and urban/built form outcomes reflecting the identity of areas within the Planning Scheme.
<p>Community Infrastructure and Design Guidelines (AEJ, 2014)</p>	<p>Community Catchment Area identification: <u>Past:</u> In the past communities within the Break O Day municipality were recognised as individual towns. Each town expressed a theme from either its industrial, natural or community history. A local artist then graphically displayed these themes on the entrance signs to each town. <u>Present:</u> The issue with current representation of the catchment areas is that not everyone in the community identifies with the depictions. The images only express one aspect of the population and for communities that are diverse in its history, its environment and its industry this paints a narrow picture. As it stands there is a necessity to widen the scope of the catchment areas and broaden the identification of the community for improved resonance with the population. <u>Future:</u> The proposal is to allocate two themes across the Break O Day municipality; the "coast" and the "country." The two arterial roads, the Esk Highway (the country road) and the Tasman Highway (the coastal road), express the physical division. The 16 suburbs that make up the Break O Day municipality are accessed from one of these roads. Having two themes instead of 14 allows for wider acceptance in the community and for the possibility for clearer visions for marketing tourism, investment and settlement.</p> <p>Proposed "Coast and Country" Catchments Towns of the <u>country catchment</u> include St Mary's, Fingal, Pyengana, Mathinna, Mangana, Cornwell and Weldborough. The history of the country involved industry in grazing, mining; tin and coal, forestry and the post line from the north to the east coast. Natural features that surround the area include the temperate forest of Ben Lomond National Park and St Patrick's Head. Varying weather patterns make the area a great are for continued grazing land with fine summers and winter highland snow. Current tourism attracts bush walkers, mountain climbers and driving holidaymakers.</p> <p>Towns within the proposed <u>coastal catchment</u> include St Helen's, Beaumaris, Binalong Bay, Scamander, Falmouth, Seymour and Anson's Bay. The history of the coast involved industry in forestry and commercial fishing. Natural features that surround the area include populated bays,</p>	<p>The recommended 'Coast and Country' Themes need to be incorporated into the Desired Future Character Statements for towns and villages included in the LUS, as provided and endorsed as part of the LUS.</p>

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	<p>inlets and lagoon surrounded by marine sanctuaries, national parks. These areas nurture endemic and endangered flora and fauna. Major tourism in these areas includes game fishing, bushwalking and bird watching. There is a large 'shack' culture in this area that sees a large influx in the population over the holiday periods.</p> <p>Advantages of the broad character themes of "coast" and "country" that may inform the design of future infrastructure items include:</p> <ul style="list-style-type: none"> ▪ allowing for streamlined design decisions regarding future infrastructure items; ▪ providing stronger connections among the townships; and ▪ longevity of themes as they are objective observations that allow for flexibility in interpreting the character themes. 	
<p>Civic Centre Feasibility Study (AEJ, 2013)</p>	<p>This report advises that the Civic Centre remain at its current location.</p> <p>The results of the site analysis, staff survey, space data Sheets, on-site inspection and staff consultation indicate the current layout will provide the Council with 20 more years of use.</p> <p>Improvements to the function and amenity, for the benefit of the staff, have been explored in the concept design within a 75 square metre extension and internal refurbishments. These alterations would see the Civic Centre extend its lifespan past the 20-year horizon.</p> <p>Remaining on site and retrofitting the current building will cost approximately half that of a new development. The community benefits as Council lowers costs by retrofitting Council facilities and reducing energy consumption instead of proposing a new development. The concept plans outline the potential for a staged redevelopment that would allow the Council to complete the alterations and additions as the funds become available further easing financial pressures of a new development.</p>	<p>There are no implications for the Land Use and Development Strategy stemming from this Study, assuming Council endorses the recommendation which provides for expansion and retrofitting of the existing Civic Centre which is located at George's Bay Esplanade, St Helen's.</p>
<p>Municipal Management Plan Community Consultation (held from November 2012 to February 2013)</p>	<p>Distinct 'themes' or categories raised in consultation feedback and document review as follows:</p> <ul style="list-style-type: none"> ▪ Development ▪ Long term planning and vision ▪ Restrictions and regulations ▪ Zoning ▪ Expenditure ▪ Access and availability of services ▪ Aerodrome feasibility ▪ Subdivision ▪ Sustainable development and connectivity <p>These themes presented both opportunities and constraints in relation to land use</p>	<p>General issues affecting the Strategy:</p> <p><u>Development</u></p> <ul style="list-style-type: none"> ▪ Increase infrastructure spending and development only where adequate. ▪ Development responsive and considerate of the environment. ▪ Stricter guidelines in environmentally sensitive areas (Binalong Bay and Bay of Fires). ▪ Council need to facilitate development. ▪ Provide incentives for developers. <p><u>Long term planning and Vision</u></p> <ul style="list-style-type: none"> ▪ Sustainable planning.

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
	planning.	<ul style="list-style-type: none"> ▪ Need support from council for land use planning and implementation. ▪ Land management principles linked to land use planning. ▪ More thought given to access. ▪ Long term planning especially in coastal zone to prevent urban sprawl and ribbon development. ▪ Promote as a retirement location. ▪ Vision for a more decentralized, unserviced rural residential lifestyle living and intensive agricultural developments such as viticulture. ▪ St Marys – keep streetscape integrity, old architecture, colour scheme. ▪ St Helens – retain an image and reputation as quiet and underdeveloped, spectacular coastal village with high quality businesses and accommodation options. <p><u>Restrictions and regulations</u></p> <ul style="list-style-type: none"> ▪ Too strict, except needed in environmentally sensitive areas. <p><u>Zoning</u></p> <ul style="list-style-type: none"> ▪ Natural resource lands underutilised and not suitable for agriculture should be developed. ▪ Clear zoning for light industry, commercial, retail. ▪ Commercial – home businesses, developer incentives for vacant land; Scamander – crown land suitable for small scale industrial/commercial development; St Helens – business development needed on the foreshore; Georges Bay – no more commercial development of the coast north of Georges Bay. ▪ Residential – smaller blocks needed; balance of environmental considerations; provide for affordable housing, rural residential clusters and low density on town edges. ▪ Coastal – development of existing coastal areas or away from coastal edge. Environmental considerations. ▪ Recreation and open space – increase playground areas and diversify outside towns eg: agricultural opportunities such as olives and vineyards. <p><u>Expenditure</u></p> <ul style="list-style-type: none"> ▪ Equal expenditure for smaller settlements. <p><u>Access and availability of services</u></p> <ul style="list-style-type: none"> ▪ Limited infrastructure, transport, healthcare, specialist medical and emergency services, educational facilities, disabled and aged care facilities. ▪ Air transport to all regional centres – commercial airport. ▪ Improve access roads and parking. ▪ St Helens – town square or park; pedestrian crossings; town centre;

Local Plan or Policy	Related Issue	Impact on Land Use Strategy
		<p>roundabouts at Main Street at newsagent/service station intersection.</p> <p><u>Aerodrome feasibility</u></p> <ul style="list-style-type: none"> ▪ Upgrades and encourage use of airport for interstate travel, medical, fishing, tourists. ▪ Address issues of traffic, safety associated. <p><u>Subdivision</u></p> <ul style="list-style-type: none"> ▪ Need for settlement strategy for coastal towns. ▪ Under-utilised vacant land, including environmentally sensitive. ▪ No new subdivisions unless parks are provided. <p><u>Sustainable development and connectivity</u></p> <ul style="list-style-type: none"> ▪ Sustainable and environmentally responsive building codes and policies. ▪ Need for controlled development, particularly on the foreshore. ▪ Balanced and controlled approach to development and environment. ▪ Community cohesion and spirit.
<p>Break O'Day Transport Masterplan 2013-2018 (Bitzios Consulting, 2014)</p>	<p>To promote the economic development of the region the transport networks must support and maintain its industries. Infrastructure projects (such as the sealing and extension of airport services or upgrading of township passes) provide for short term employment opportunities in the Break O'Day region, but more importantly will deliver improved transport networks to and throughout the region. In turn the industries that rely on efficient transport can help the economic development of Break O'Day.</p> <p>Infrastructure improvements have been identified within the Break O'Day region which will improve transport efficiency, reliability and/or capacity, and which could have significant benefits to the economic development of the region and its associated industries. These Key Priorities are also representative of the broader objectives of the Transport Master Plan.</p> <p>Key Projects are:</p> <ol style="list-style-type: none"> 1. St Mary's Pass, Weldborough Pass and Elephant Pass; 2. The sealing and extension of the Airport, including new link; 3. Binalong Bay Access Road; 4. All weather Esk main Road; 5. Developing the 'S' Road; 6. The Barway; and 7. Fully funded bridge and road program; 8. Supporting the growth of town centres; 9. Improving connectivity between centres; and 10. Review and implement sustainable road and bridge maintenance procedures and best practices. 	<p>Upgrading of key infrastructure has been identified as a priority within the Land use and Development Strategy to support the ongoing viability of the region and to maintain an acceptable standard of access for residents and tourists.</p>

Part B

Land Use Opportunities and Constraints

6 Introduction

6.1 Purpose of this Part

The purpose of Part B – Land Use Opportunities and Constraints is to identify relevant major state, regional and local issues, discuss general opportunities and constraints for development within the Break O'Day municipality and make recommendations for each settlement area. This Part will specifically:

- Discuss employment opportunities and economic growth potential in the business, commercial and industrial sectors;
- Review existing land use zonings under the Break O'Day Interim Planning Scheme, including the Environmental Living, Rural Living and Environmental Management Zones and Residential zones;
- Identify potential growth and development opportunities to support the identified population growth as discussed in Part A of this Strategy for the next 20 years;
- Provide for potential tourism opportunities based on supporting studies prepared as part of the Municipal Management Plan;
- Provide for community and recreational/open space opportunities in line with supporting studies prepared as part of the Municipal Management Plan;
- Support the north-east regional settlement hierarchy and assist in facilitating an identity, future vision and boundary for all settlement areas within Break O'Day;
- Make recommendations for amendments to the Break O'Day Interim Planning Scheme, if required.

This Land Use and Development Strategy will recommend opportunities for Break O'Day Council to encourage growth and development within the region.

7 Discussion of Opportunities and Constraints

7.1 Discussion of Issues

Part A of this Land Use Strategy contains a summary of the demographics of the Break O'Day municipality, identifies the state of the area and describes local, regional and state issues which will guide future growth and development.

In Part B, the principles for growth are summarised based on an analysis of constraints and zone mapping, background studies and consultation. Further, potential sites or areas for land use growth have been identified in or adjacent to existing towns and villages, particularly the major key centres of St Helens, St Marys, Scamander and Fingal, with long or very long term opportunities for growth outside these areas also identified.

It should be noted that this Land Use and Development Strategy does not rezone the land, but makes recommendations for Break O'Day Council to consider which will require amendment to the Break O'Day Interim Planning Scheme 2013 (including community consultation and ultimate approval by the Tasmanian Planning Commission). Any land rezoning proposals would therefore be subject to detailed environmental investigations and subject to the identified further detailed controls and provisions required to be prepared by this Strategy for some areas (ie: coastal areas). Specific reference is made to the General Planning Scheme Objectives and in particular, to the Specific Planning Scheme Objective contained within the Purpose and Objectives of the Break O'Day Interim Planning Scheme 2013, being:

Objective g):

'Lifestyle' residential development is only to be allowed as part of comprehensive planning proposals that address issues of services, access, impact on the environment and management of natural resources and meeting community needs.'

7.2 Mapped Constraints

A number of previously produced documents contain maps which have been considered in the preparation of this Land Use and Development Strategy. TCG was also provided with access to various mapping layers and data by Break O'Day Council. The "LIST" or Land Information System Tasmania and Google Maps have also been utilised in the analysis of the current situation and to assist in preparing maps for inclusion in the final Strategy document. However, in order to prepare this strategy a level of mapping was needed in order to undertake an analysis of the current situation specifically in terms of natural environmental features and constraints.

The following map series were produced as background data in order to analyse data for the preparation of the Land Use Strategy:

Broadscale overall Municipality cadastre maps, aerial maps and land zoning maps (based on the Planning Scheme 2013): All maps were produced using BODC existing grid patterns as used in the preparation of the Planning Scheme in order to be consistent and for ease of use.

Environmental features/natural overlay maps: Creeks and Rivers; Scenic Corridor; Priority Habitat; Reserves; National Parks and Conservation Areas; Threatened Vegetation including Endangered, Vulnerable, Rare, Rare &

Endangered, Rare & Vulnerable and Threatened; 2100 Sea Surfaces including 2100 Stormwater tide to estimated 1 in 100 yr "upper limit", 2100 Stormwater tide to estimated 1 in 100 yr "lower limit", "Normal Sea Surface" to high water (high tide).

Constraints maps: Creeks and Rivers; Limited Drainage Capacity; Sewered Districts; Stormwater Districts; Coastal Inundation (2011-Upper); Coastal Inundation (2100-Upper) Flood Risk, Acid Sulphate Soil potential; Landslip Hazard; Heritage Sites.

Vacant land and dwelling approval maps: Including dwelling (and tourist) development approvals for 2012 and also showing vacant land parcels. Parcels of "Vacant land" were identified from data provided by BODC, which was derived using Council's rating system for allotments identified as being vacant and also including all properties with an improved value up to \$20K. A number of properties were removed as it was shown that they contained land uses which, while not dwellings or major developments, meant it is unlikely the land could be used for future development or growth purposes.

Rural living analysis maps: 1km and 5km buffer area circles surrounding each recognised settlement identified as part of the preparation of the Interim Planning Scheme, as well as identification and analysis of allotments under 40 hectares within those buffer circles which do or do not have a road frontage.

Rural and agricultural land use analysis maps: Land Capability Classes (specifically Classes 4-7 as there are no Class 1-3 land in the Municipality) and the Rural Living, Environmental Living, Rural Resource and Environmental Management zones from the BOD Planning Scheme.

Open Space and Recreation analysis maps: Open Space, Recreation and Environmental Management Zones under the BOD Planning Scheme.

The constraints identified in such mapping were utilised in the determination of expansion areas in the Land Use and Development Strategy. It should be noted that data was not available in relation to a number of site constraints including bushfire and also in respect of scenic management areas and visual landscape corridors. Any land rezoning proposals would therefore be subject to detailed environmental investigations and subject to the identified further detailed controls and provisions required to be prepared by this Strategy for some areas (ie: coastal areas).

7.3 Planning Scheme Land Use and Constraints Codes

The Planning Scheme introduced in 2013 for Break O'Day Municipality includes a series of development codes used to assess development proposals, to determine areas subject to risk and to identify suitable landuses or risk mitigation strategies. Some of these codes provide a good basis for assessing individual proposals where mapping has not yet been undertaken. The codes adopted by the Break O'Day Planning Scheme 2013 are:

E1.0	Bushfire Hazard
E2.0	Potentially Contaminated Land
E3.0	Landslip
E4.0	Road and Railway
E5.0	Flood Prone Areas
E6.0	Car Parking and Sustainable Transport
E7.0	Scenic Management
E8.0	Biodiversity

E9.0	Water Quality
E10.0	Open Space and Recreation
E11.0	Environmental Impacts and Attenuation
E12.0	Airports Impact Management
E13.0	Heritage
E14.0	Coastal
E15.0	Signs
E16.0	Onsite Wastewater Management

The Planning Scheme does not specifically include a separate zone for National Parks (under the state-wide template). National Parks and Reserves within public ownership need to be clearly defined and zoned appropriately under the Planning Scheme. Environmental Management Zone appears to be the most appropriate zoning for this in accordance with the state-wide Planning scheme Template.

7.4 Climate Change

The 'Responding to Climate Change Report' which was prepared by Energy Made Clean in 2013 as part of the Municipal Management Plan identified that climate change impacts should be considered within the land use and infrastructure decision making process and that strategies should be implemented to reduce and manage those risks that are identified as high or extreme. This report confirmed that risks will change over time with regard to the likelihood and consequence of specific events and hence will need to be re-evaluated regularly.

The key changes to climate within Break O'Day are summarised within Table 9 of this Land Use and Development Strategy and include changes in weather patterns and sea level rise. Hence, the report identifies that the key risks within the Break O'Day area are:

- Temporary or permanent loss of access to towns and surrounding areas;
- Changes to primary production both in terms of agriculture, fisheries and aquaculture;
- Flooding of the pumps and ponds of the sewage treatment works in St Helens;
- Sea level rise affecting the Bay of Fires and related tourism;
- Inundation of homes and loss of property value.

Specific strategies relating to the identified risks are further discussed in section 14 of this Land Use and Development Strategy.

7.5 Principles for Growth

The analysis of the land use patterns and constraints within the Break O'Day municipality, the outcomes of background documents, together with consultation has identified a number of key principles for growth being:

- The economy of Break O' Day needs to be firmly supported by tourism growth and there is a need to ensure that key tourist sites are identified within the Break O'Day Interim Planning Scheme. Further, the Planning Scheme should allow for flexibility of tourism development growth, including visitor accommodation in identified zones.

- The scheme provisions should also continue to enable the key industries of mining and aquaculture to continue without significant constraint.
- Agricultural lands should be protected from fragmentation to ensure their continued use for the sustainable development of agriculture, consistent with the objectives of the state Policy on the Protection of Agricultural Lands, 2009.
- Additional growth areas in the industrial and mixed use sectors should facilitate growth of a range of diversified employment opportunities including agricultural produce industries and boutique industrial uses, showcasing the produce of the region.
- Greater diversity should be provided in the range of housing which is encouraged, including housing for the aging population; rural residential housing an appropriate distance to services; and housing in coastal locations to encourage population growth.
- The amount of additional land which will be needed for housing will be governed by the predicted population growth in the area, with consideration of current available zoned vacant land.
- The commercial hierarchy established in the Regional Land Use Strategy shall be reinforced through appropriate zoning and the identification of appropriately scaled potential expansion areas within commercial centres.
- Growth opportunities identified in this strategy need to be firmly supported by adequate infrastructure availability, particularly sewerage and road, air and marine access.
- Diversity of health facilities is needed to support the needs of all sectors of the growing community including the aging population and young families due to travel distances to major centres.
- Continued protection of natural assets is required to protect the region's most valuable attribute. Development should focus on already cleared areas of land.
- The heritage value and character of towns should be promoted to facilitate growth in the tourism sector and to facilitate preservation of heritage assets.

Specific principles for each of the zones within the Break O'Day municipality are provided in the following section of this strategy.

8 Rural Resource and Environmental Lands

8.1 Agricultural Land uses

The main land uses within the rural areas of the Break O'Day Municipality are tourism, mining, forestry, agriculture, fishing and aquaculture. According to the 'Agricultural Profile Break O'Day Municipality' (AK Consultants December 2010), an analysis of the available datasets undertaken as part of this project led to the following conclusions:

- Grazing with cattle is expected to continue to be the major land use, because the combination of land capability, remoteness and lack of water resources limit diversification.
- Broad acre cropping is limited to cereals and poppies.
- Horticultural crops are constrained by the remoteness of the area, poor land capability and lack of water for irrigation. While there are areas suitable for specialised crops development will depend on the motivation of the people in the business.
- The favourable climate (higher temperatures and lower frost risk than other Municipalities) makes the Municipality attractive for vines, however areas exposed to the coast will require protection from wind. There are also areas suitable for stone fruit and olives although relatively high summer rainfall will reduce the scope for cherries.
- The remoteness discourages development of nurseries, cut flowers and turf.

8.2 Existing Planning Scheme Provisions – Rural/Environmental Lands

A detailed discussion of the current Break O'Day Interim Planning Scheme is provided in Appendix 1 'Overview of Existing Documents', in this Strategy. Table 10 provides the area of land within each relevant land use zone relating to rural and agricultural land use under the Scheme, calculated using the latest zoning data provided by Break O'Day Council.

**Table 10 - Calculation of Total Zone Area under BOD Planning Scheme 2013
Environmental Management and Rural Resource Zones**

Zone	Total Zone Area (hectares)
Environmental Management	80,861
Rural Resource	265,781

Break O'Day Council has provided an analysis of how the zones listed under the state wide Planning Scheme Template were used in its rural areas, considering the requirements of the Regional Land Use Strategy. Specifically, the document titled 'Zone Translation exercise prepared by Council staff for Tasmanian Planning Commission response to letter of 12 September 2012' (20 November 2012) and a report considered by Break O'Day Council in February 2013 titled 'Endorsement of the Draft Interim Planning Scheme 2012' provided that generally the following broad principles should be applied:

Rural Resource Zone was applied to genuine agricultural land use areas or land used as an ongoing agricultural concern, particularly allotments greater than 40 hectares in size, but also including a large number of dispersed smaller allotments often being separate titles under common ownership and subdivided historically, due to their isolation or location surrounding rural resource lands. It is noted that a number of these allotments have been

identified for potential rural and environmental living as part of this LU&DS where linked with existing settlement areas.

Environmental Management Zone was applied to environmental reserve areas, being Reserves and National Parks within public ownership.

Rural Living Zone was identified by providing a buffer within 5km of a recognised residential settlement or within 1km from smaller settlements on land which is unlikely to be productive agricultural land and where it is an existing allotments less than 40 hectares in size. Titles with hobby farming uses and/or open characteristics were included in the Rural Living Zone. Further detailed methodology identified in the Regional Land Use Strategy was also be applied relating to ownership, site constraints such as road access, dwelling suitability, constraints, and analysis of adjoining land uses and settlement opportunities. The Rural Living zone opportunities are further discussed in section 9.3 of this report.

Environmental Living Zone was applied to land using the same methodology as the Rural Living Zone but in addition applies to land or titles with a distinct higher level of natural values present. The Environmental Living zone opportunities are also further discussed in section 9.3 of this report.

The Planning Scheme Template includes the following related definitions:

agricultural land means all land that is in agricultural use, or has the potential for agricultural use, that has not been zoned or developed for another use or would not be unduly restricted for agricultural use by its size, shape and proximity to adjoining non-agricultural uses.

agricultural use means use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animals, excluding pets. It includes the handling, packing or storing of plant and animal produce for dispatch to processors. It includes controlled environment agriculture, intensive tree farming and plantation forestry.

prime agricultural land means agricultural land classified as Class 1, 2 or 3 land using the Class Definitions and methodology from the Land Capability Handbook, Second Edition, C J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

8.3 Rural and Environmental Land Use Analysis

Rural Land Zoning

Capability classes of agricultural land within the Break O'Day municipality and Tasmania are specified by the Land Capability Handbook - Guidelines for the Classification of Agricultural Land in Tasmania (Second Edition Edited by C J GROSE Department of Primary Industries, Water and Environment Prospect Offices 1999). This handbook specifies the following capability classes for agricultural land:

- Classes 1-3 are considered Prime Agricultural Land.
- Classes 1-4 only are considered capable of supporting cropping activities on a sustainable basis;
- Classes 5 and 6 are suitable for grazing activities only although pasture improvement may be possible on Class 5 land (Class 6 land remaining as native pasture);
- Class 7 land is unsuitable for any form of sustainable agricultural activity.

The Break O'Day municipality does not contain any Class 1- 3 Prime Agricultural land, with rural lands defined by the Handbook as being within Classes 4-7.

In preparing the Break O'Day Interim Planning Scheme a particular intent of the Rural Resource Zone was to identify only that land that was genuinely used for agriculture. It is noted that the Break O'Day Interim Planning Scheme states that *'the principal use of the Rural Resources Zone reflecting the highly dispersed and variable nature of the region's productive rural resources'*. Other land that was not being used or appeared to be lost to agriculture has been zoned Rural Living, Environmental Living or Environmental Management. By doing this, the provisions of the zone are more specific to rural enterprise and allow a greater level of protection to the agricultural land than in the past. Most of the land identified for the Rural Living Zone and Environmental Living Zone is in close proximity to a settlement and, as such, furthers Vision East 2030.

Further analysis and discussion on rural living and environmental living opportunities is provided in Section 9.3 (Housing Opportunities) of this Strategy. The balance of non urban land, which has been identified for agricultural purposes, was therefore zoned within the Break O'Day Interim Planning Scheme as Rural Resource lands. However, as part of this strategy consideration has been given to the appropriateness of this zone or whether a Significant Agriculture zone, as defined within the State template, would be more appropriate. The zone purpose statements for the Significant Agriculture zone as contained in Planning Directive 1- The Format and Structure of Planning Schemes (*Tasmanian Planning Commission*) is:

- *To provide for the use or development of land for higher productivity value agriculture dependent on soil as a growth medium.*
- *To protect the most productive agricultural lands and to ensure non-agricultural use or development does not adversely affect the use or development of land for agriculture.*

The intention of the Significant Agriculture zone is to implement the principles of the State Policy on the Protection of Agricultural Land 2009. The objectives and principles of this policy seek to promote the sustainable development of agriculture by minimising interference from other land uses. Further, the policy seeks to ensure that the use of the land for non-agricultural purposes would not preclude its future conversion back to agriculture. This State Policy contains a consistent definition for Prime Agricultural land, to that contained within the State Planning template (ie. Class 1, 2 or 3 lands).

The intention of the Significant Agriculture zone within the State Template was to capture those agricultural lands which had significance at a state/regional level, being those lands with a land capability class of 1, 2 or 3. The rezoning of any agricultural lands within the Break O'Day region from a Rural Resource zone to a Significant Agriculture zone is not recommended by this Strategy as the municipality does not contain lands classed 1, 2 or 3 under the Land Capability Handbook. Inclusion of other land capability class in the Significant Agriculture zone would conflict with the intended outcomes of the State Template and State Policy. Further, the retention of the Rural Resource zone would allow for the establishment of plantation forestry as a permitted use, thereby promoting continued employment opportunities in the region.

Native Vegetation

Whilst acknowledging the importance of agriculture and forestry within the region there is also a need to balance this against the need to preserve vegetation of significance from both an environmental and visual perspective. The Economic Development Strategy (MCA, 2013) identified the need to retain native vegetation

throughout the Municipality in a manner that contributes to the maintenance of broad habitat corridors and which promotes the retention of the visual attributes of the LGA. Hence, clearly there will be a need to balance this outcome with the competing need to promote employment generating uses such as agriculture and forestry.

The analysis undertaken as part of this Land Use and Development Strategy has not identified any land which is currently zoned Environmental Management which should be rezoned to Rural Resource or vice versa, based on a review of existing constraints maps. However, to ensure that appropriate consideration is given to the retention of critical habitats and priority vegetation it is recommended that Council continue to implement the provisions of the Biodiversity Code (E8.0) which applies to land identified as priority habitat on the planning scheme maps and which limits the clearing of vegetation in such areas. Council should require the submission of a site specific flora fauna investigation, where site conditions and the scale of development warrant such and should utilise the outcomes of such studies to update its Threatened Vegetation mapping. Updating of the Environmental Protection zone mapping within the Break O'Day Interim Planning Scheme should then occur, if required, to ensure that this zone continues to protect significant biodiversity corridors.

Scenic and visual assessment

The Break O'Day Interim Planning Scheme maps include the following:

- **Scenic Corridor** - means the area of land within 100 metres measured from each frontage to the scenic management tourist road corridor indicated on the planning scheme maps (recognised under the Scheme as 'Scenic Management – tourist road corridors').
- **Local Scenic Management Areas** - means those areas listed in Table 7.1 – local scenic management areas and indicated on the planning scheme maps.

The Scenic Corridor identified on the Break O'Day Interim Planning Scheme maps generally follows many of the main roads, being:

- **Tasman Highway** which runs east-west from St Helens through to Weldborough, then runs north-south along the east coast between St Helens to the southern boundary of Break O'Day.
- **Esk Main Road** running east-west from near Falmouth to further the western boundary of Break O'Day via St Marys and Fingal.
- **Elephant Pass Road** which runs north south from St Marys to the Tasman Highway near Chain of Lagoons.
- **Eddystone Point Road** in the north east linking to **Ansons Bay Road**, running from Eddystone Point via **The Gardens Road** running north south which links into the **Binalong Bay Road** at Binalong Bay and stops at St Helens.
- **Mathinna Road** running north-south from Mathinna through to Fingal.
- **St Columbia Falls Road** east-west from Pyengana to St Columbia Falls

The Planning Scheme provides under Part E Codes the E7.0 Scenic Management Code. The Code applies to land within the Scenic management – tourist road corridor (as provided on the maps and described above), as well as local scenic management areas which can be provided on the maps and are also listed in Table 1 Local Scenic Management Areas under the Scheme. However, it is noted that the current Scheme does not actually identify any local scenic management areas on the maps or in the relevant Table.

The Scheme makes provisions for development that can be exempt from requiring a permit, but specifically excludes an area that is subject to a code under a planning scheme and which expressly regulates impacts on scenic or landscape values. The Scheme provides a set of Objectives under which scenic management needs to be considered, with Standards provided for development and for subdivision.

It is noted that the identification of new local scenic management areas is outside the scope of this Land Use Study. Given the Planning Scheme is quite new, at the time of writing this Strategy, it was not possible to determine whether the provisions of the Scheme relating to the scenic management tourist road corridor are adequate or have been applied consistently across the local government area.

It is therefore recommended that Council undertake an internal review of recent development applications to determine whether the provisions of the Scheme are adequate to address the issues of visual and scenic quality on and near the roads and whether the roads identified are extensive enough or whether additional roads need to be included on the maps.

It is also recommended that Council commit to undertaking a review of visually and scenically significant areas in the LGA which could be identified as local scenic management areas and indicated on the planning scheme maps. This process would also need to include the preparation of character statements and scenic management objectives for each area identified, as per the provisions of the Scheme and would identify key view corridors particularly in coastal locations. Council could apply for external funding in order to commence this process.

In the absence of the Scheme containing identified local scenic management areas, it is recommended that Council consider including a provision in the Scheme to ensure a site specific analysis of visual character and scenic assessment is prepared by an applicant for any proposal within 100 metres of the east coast of the LGA, and within any rural or environmental zone under the Scheme. The clause or provision in the Scheme could specify that before granting consent for development involving the carrying out of any works or building construction within the rural or coastal area, the Council must consider the likely visual impacts of the development. Council would need to analyse any impact that the development may have on the visual character of the site from a local perspective, using local roads in the vicinity and from a sub-regional or regional perspective of the wider area, based on the Scenic management – tourist road corridors identified on the Scheme maps. The submitted documentation would also need to recommend ways to mitigate any impact.

Climate Change

With respect to the need to ensure the ongoing viability of agricultural pursuits within the Break O'Day Municipality the 'Responding to Climate Change Study' (2013) prepared by EMC as part of the Municipal Management Plan identified the potential impacts of increasing temperatures on agricultural pursuits. The outcomes of this report which recommend the need to identify alternate crops for a warmer and dryer climate, in consultation with the Department of Primary Industries, Parks, Water and Environment should be implemented.

8.4 Rural and Environmental Land Use Principles and Recommendations

Principles

The key principles for the rural lands within Break O'Day, including the principles for rural lands identified within the Economic Development Strategy (MCA, 2013) are:

- Risks from natural hazards need to be managed or avoided.
- Native vegetation should be retained in a manner that contributes to the maintenance of broad habitat corridors.
- Ensure that zoning maintains sufficient productive agricultural land.
- Ensure that zoning and land use policies do not constrain the development of plantation timbers.

Rural lands recommendations

The recommendations for the rural lands within the Break O'Day Municipality are:

- The conversion of Rural Resource zoned lands to the Significant Agriculture zone is not supported. Hence, no change to the Rural Resource zone is recommended except where such land is proposed for zoning to a Rural Living or Environmental Living zone as recommended by this Strategy.
- No change to the permitted or discretionary uses of the Rural Resource zone is recommended, with forestry, which is not on prime agricultural land, to continue to be a permitted use.
- No change to the boundaries of land zoned Environmental Management is required. However, to ensure that appropriate consideration is given to the retention of critical habitats and priority vegetation it is recommended that Council continue to implement the provisions of the Biodiversity Code (E8.0) which limits the clearing of vegetation in such areas. Further, Council should require the submission of a site specific flora fauna investigation, where site conditions and the scale of development warrant such. Updating of the Threatened Vegetation mapping and Environmental Protection zone mapping within Interim Planning Scheme should occur, if required, based on the outcomes of such ongoing investigations.
- Implement the outcomes of the Responding to Climate Change Study which recommends that Break O'Day Council establish relationships with the Department of Primary Industries, Parks, Water and Environment to advise local farmers on alternate cropping options.
- Natural hazards should continue to be managed by codes through a risk management approach. Over time, with site based studies, the locations of risk areas will become better defined and the need for detailed studies at the time of assessment will reduce.
- Council undertake an internal review of recent development applications to determine whether the provisions of the Scheme are adequate to address the issues of visual and scenic quality on and near the roads and whether the roads identified are extensive enough or whether additional roads need to be included on the maps.
- Council commit to undertaking a review of visually and scenically significant areas in the LGA which could be identified as local scenic management areas and indicated on the planning scheme maps. This process would also need to include the preparation of character statements and scenic management objectives for each area identified, as per the provisions of the Scheme and would identify key view corridors particularly in coastal locations.

9 Housing and Growth Opportunities

9.1 Demographics

The Economic Development Strategy (EDS, MCA, 2013) prepared as part of the Municipal Management Plan provides an analysis of the 2011 Census data as it relates to Break O'Day. A detailed demographic picture is provided in Chapter 3 of this Land Use and Development Strategy. Key important statistics relating to land use and development which have been provided by the EDS are summarised and further discussed below.

Population analysis

Figures from the 2011 Census identify a total of approximately 6194 persons are located within the Break O'Day Municipality. The spread of population is predominantly located in the St Helens/Steiglitz region being approximately 45% of the total population (2816 persons), with the smaller town centres of St Marys and Scamander containing 13% and 12% of the population respectively.

Age structure

There has been a decrease in the 25-44 year age bracket and in the 0-14 year bracket (which aligns with the loss of this 25-44 year age Bracket) in recent years. There has also been an increase in the 55-74 year age bracket. The East Coast of Tasmania is projected to continue to grow based on retirement aged persons seeking a sea change. This has implications for both housing demand and access to health facilities and services.

Predicted population growth projections

Long term projections are for continued growth given the attraction of the coastal lifestyle however, given static population numbers in the last 5 years, long term targets indicated by studies prepared previously are unlikely to be achieved and have been revised within the Economic Development Strategy prepared by MCA in 2013. This Strategy concurs with the population predictions contained in the St Helens Structure Plan (Urbis, 2003) which indicate a predicted population of 7309 persons in the municipality by 2030. The estimated increase in population is a total of 1115 persons in the municipality, with approximately 507 additional persons anticipated to reside in St Helens and 144 persons in St Marys.

Occupation rates in existing dwellings

The 2011 ABS Census confirms that there were 4172 dwellings in the Break O'Day Municipality, with 2577 recorded as being occupied and 1595 were unoccupied, which is reflective of the number of holiday houses in the region, which make up almost 40% of total housing stock. This would indicate an average of 2.4 persons per occupied dwelling. If all dwellings were occupied then this implies a notional population capacity of 10,113 persons in the LGA ie: an additional 3950 persons could be located within existing housing stock. This is however, unlikely to occur, given the transient nature of the population.

Household size

Population analysis of Census data indicates a decline in the average household size from 2.4 persons per household in 2001 and 2.3 in 2006, to 2.1 persons in 2011. Hence, for the purpose of determining future housing

demands within this Land Use and Development Strategy an occupancy rate of 2.1 persons per household has been utilised.

9.2 Planning Scheme Provisions - Housing

Table 11 provides the area of land within each relevant land use zone relating to housing under the Scheme, calculated using the latest zoning data provided by BODC.

**Table 11 - Calculation of Total Zone Area under BOD Planning Scheme 2013
Residential, Rural Living and Environmental Living Zones**

Zone	Total Zone Area (hectares)
General Residential	633.29
Low Density Residential	317.27
Particular Purpose (Ansons Bay)	3.22
Environmental Living	6818.20
Rural Living	442.26
Village	26.70

An analysis of minimum lot size provisions for housing choice as contained in the Break O'Day Interim Planning Scheme indicates:

General Residential: The Acceptable Solution requires a minimum lot size of 600m² for proposed allotments in this zone, with the Performance Criteria requiring only that each lot must be provided in a hazard free location with adequate on site manoeuvring, parking and open space.

Particular Purpose (Ansons Bay) Small Lot Residential: Subdivision in this zone is limited to consolidation and boundary adjustment to reflect zone boundaries.

Low Density Residential: The Acceptable Solution requires a minimum lot size of 2000m² for proposed allotments in this zone, with the Performance Criteria specifying requirements relative to a hazard free location with adequate on site manoeuvring, parking, access, amenity and open space.

Rural Living Zone: Current minimum in the Rural Living Zone is 3 hectares, with the Performance Criteria allowing 1 hectare lots, subject to consideration of land capability.

Environmental Living Zone: Current minimum in the Environmental Living Zone is 20 hectares, with the Performance Criteria not specifying a minimum lot size but requiring consideration of local area characteristics and land capacity.

9.3 Review of Rural and Environmental Living Zones

This Strategy includes a review of the lands within the Rural and Environmental Living zones, specifically where they are within proximity to existing settlement areas. With respect to the siting of Rural Living and Environmental Living zones it is considered that the 5km radius identified in the Regional Land Use Strategy is in certain situations too significant a distance for siting of additional rural living development, based on access to services. A 1km radius is in some instances more appropriate, primarily for smaller hobby farms, although this has been considered on a town by town basis and based on the need for this form of housing within a particular location.

An analysis of each settlement area as provided in the Settlement Hierarchy provided in this Land Use and Development Strategy was undertaken in relation to the need for and appropriate location of additional rural and environmental living zoned land. Where considered appropriate, potential Rural Living Zones were identified adjacent to existing rural village or rural cluster developments using the criteria set down by the Regional Land Use Strategy and the BOD Interim Planning Scheme preparation. This included but was not limited to:

- The likelihood of the land being developed for agricultural purposes or rehabilitated for environmental value.
- The need for additional dwellings in that particular location.
- Identified town circles – 2 to 2.5 km radius provided for larger settlements, 1km radius provided for smaller settlements.
- All allotments identified within that town circle which are under 40ha, which have a road frontage present, and from which 'mtitles' (mining titles) have been removed.
- Consideration of constraints mapped as being present on or adjoining the site, such as creeks, rivers, heritage.
- Consideration of environmental values mapped as being present on or adjoining the site, such as scenic corridor, priority habitat, national parks and conservation Areas, threatened vegetation.
- For Rural Living Zone identification - titles containing hobby farming uses and/or open characteristics.
- For Environmental Living Zone identification – titles containing environmental values or within a predominantly environmental location.

Recommendations regarding the siting of additional Rural Living and Environmental Living zones are contained within Section 16.

9.4 Review of Residential Zones

The Scope of this Strategy also includes a review of the residential zones contained within the Break O'Day Interim Planning Scheme 2013. This review of the residential zones is provided in order to identify potential growth and development opportunities to support the identified population growth predictions for the next 20 years as recommended by the Economic Development Strategy (MCa) as part of the Municipal Management Plan preparation and as discussed in detail in Part A of this Strategy.

An analysis of land take up rates and population projections was undertaken by Break O'Day Council in the formulation of the Break O'Day Planning Scheme in 2011. At that time, it was identified that development take up rates would need to be monitored regularly to ensure there is an adequate supply of available land, as additional residential land would likely be required within a 20 year period. The General Residential Zone has

been applied to fully serviced areas in St Helens, Scamander and St Marys. Areas without water and sewerage infrastructure are zoned Low Density or Village. Small non-agricultural (ie rural residential) lots outside of settlements are generally zoned either Rural Living or Environmental Living, depending on the consideration of the criteria as provided in Section 9.3.

A guiding principle to support the growth of the settlements is to direct population growth to the serviced areas. Hence, based on this principle and on the predicted supply and demand for housing, recommendations for additional growth areas are provided in the followings sections of this strategy.

9.5 Drivers to Housing Demand

Despite the downturn in the population growth, the trends in population change support the encouragement of larger populations and stronger towns to improve the housing market. The Regional Land Use Strategy and the Economic Development Strategy (MCa, 2013) notes that St Helens (including Steiglitz/Akaroa) will continue to operate as the Regional Service Centre and this role should be strengthened by providing for the continued demand for coastal holiday homes at a high growth scenario. The towns of St Marys and Scamander need to be recognised as medium growth areas.

The Economic Development Strategy (MCa, 2013) indicates that there will not be significant increases in population to stimulate housing demand, however due to changes in population structure, there is a need for provision/allowance of different housing options to:

- Support ageing population;
- Encourage population growth in the 25-44 year age bracket;
- Provide diversity in lot sizes to satisfy demand including residential lots of greater than 450m² and hobby farms of less than 10ha.

The drivers for change in residential areas are summarised as follows:

- Population and household demographic changes;
- Housing demand and supply;
- Lifestyle choices; and
- Employment opportunities, including availability, preferences such as longer working hours and working from home opportunities

9.6 Opportunities for Housing and Growth

In order to undertake an analysis of residential zoned land within the Municipality, the following methodology has been used:

- Identification of the role of each town and centre in the Settlement Hierarchy;
- Analysis of the demand for dwellings, based on population and occupancy trends;
- Analysis of the area of land zoned for residential, rural living, environmental living;
- Analysis of the area of vacant land currently undeveloped or substantially undeveloped (whether or not there are dwellings on the site);
- Consideration of recent dwelling approvals to establish trends;

- Analysis and identification of potential land for rezoning and of minimum lot size provisions which might be suitable for different housing choice ie rural living or environmental living for hobby farms, lifestyle housing (sea change opportunities).

Housing demand

Based on a population figure of approximately 6000 in 2011 and assuming the current projected growth rate of 20% , then the resident population is predicated to be 7309 in 2031, which will result in a moderate increase in housing demand over a 20 year period (MCa, 2013).

For the purpose of the calculation of housing supply the occupied dwelling rates have been utilised to ensure that housing provision keeps pace with the permanent accommodation needs of residents. Based on an occupancy rate of 2.4 persons per dwelling an additional 96 dwellings (ie a total of 3045 dwellings) will be required to accommodate the increased population of 1115 persons by 2030. In comparison, utilising the current occupancy rate of 2.1 persons per dwelling, an additional 531 dwellings (ie a total of 3480 dwellings) are therefore estimated as being needed by 2030 to meet the growth needs of the population, as shown in Table 12 below.

This table indicates that of the total 3480 dwellings required in the municipality by 2030 the St Helens area will require the greatest number of dwellings, with a requirement for approximately 1582 homes. This equates to the need for an **additional 531 dwellings in the municipality** and an **additional 242 dwellings in St Helens by 2030**. Based on the current settlement patterns of the population it is anticipated that the coastal region will require the greatest number of dwellings by 2030, with a requirement for an additional 405 dwellings, whilst the inland areas will require approximately 126 additional dwellings.

Table 12: Population Projections 2011-2030 and Number of Dwellings

Population	Break O Day	No. Dwellings	St Helens	No. Dwellings	St Mary's	No. Dwellings
2011 Census	6194	2949	2816	1340	800	381
2021	6,822	3248	3,102	1477	881	419
2030	7,309	3480	3,323	1582	944	449

Source of base data: Urbis, 2012 from MCa, 2013. Based on occupancy rate of 2.1 persons per dwelling.

It is noted that this figure is below the 840 dwellings which were predicted to be needed to meet the regional target of 10,000 dwellings by 2032 which was established within the NTLUS. However, it is noted that this prior Land Use Strategy was prepared in 2011 and hence was based on historical census figures, with a reduction in growth in recent years reflecting the current revised dwelling estimates.

In addition to the need for a further 531 dwellings by 2031, changes in population structure also identify the need for provision of different housing options to address these changes and also to stimulate local economic growth. This requires consideration of the growth and development of each settlement and its housing and service needs.

Building approval rates

Council's development application register confirms that the highest rates of development approvals between the year 2000 and 2012 were concentrated in the towns of St Helens (375), Binalong Bay (78) and on rural land (110). The figures are based on the number of development approvals granted, and although indicative, are not an accurate representation of the number of dwellings built. Table 13 below shows the number of development approvals granted for the 12 year period of 2000-2012. An increased level of activity can also be seen in towns such as Ansons Bay, Falmouth and Seymour. The pattern of approval suggests that there has been a slow rate of approvals particularly in areas such as Cornwall, Pyengana and Welborough, which have experienced minimal or no approvals between the years of 2000-2012. In interpreting Table 13, it is noted that where a site approved three (3) residential units then the statistics show that as three (3). It should also be noted that the settlement areas of Steiglitz (6) and Akaroa (4) building approvals for 2012 were included in St Helens and the Gray building approvals (1) for 2012 were included as Rural Land.

Table 13: List of Development Approvals Recorded in the Break O'Day Region from 2000 to 2012 (Source: Break O'Day Council)

Town	2000-2005	2006-2012	Total
Ansons Bay	7	14	21
Beaumaris	15	25	40
Binalong Bay	34	44	78
Cornwall	0	0	0
Falmouth	4	14	18
Fingal	4	5	9
Four Mile Creek	4	6	10
Mangana	1	0	1
Town	2000-2005	2006-2012	Total
Mathinna	1	2	3
Pyengana	0	0	0
Rural Land	65	45	110
Scamander	32	40	72
Seymour	1	7	8
St.Helens	188	187	375
St.Marys	4	19	23
The Gardens	8	6	16
Welborough	0	1	1

9.7 Land Availability

In order to estimate the number of additional allotments which will be required to accommodate the predicted 3480 dwellings which will be needed by 2030 consideration has also been given to the quantity of vacant land which is currently zoned but not developed for housing purposes. An analysis of vacant land available in the Municipality has also been undertaken as part of the current investigations to inform the Land Use and Development Strategy. This included preparation of a series of maps which were produced in order to undertake an analysis of the current vacant land situation. Also included on these maps were dwelling approvals for 2012 which were provided by Break O'Day Council and which were included on the mapping in order to eliminate those sites with recent dwelling approvals and to recognise in which areas recent growth and development has been occurring or is likely to occur. The quantity of vacant land by zone together with an estimate of lot yield is contained in Table 14.

Table 14: Calculation of Vacant Living Land by Zone under Break O'Day Interim Planning Scheme 2013

Zone	Vacant Land by Zone (ha)
General Residential	159.51
Low Density Residential	52.97
Particular Purpose (Ansons Bay)	0
Environmental Living	25.78
Rural Living	18.74
Village	6.53

At present St Helens and Scamander have approximately 150ha of vacant land zoned General Residential for which subdivisions can be proposed. Based on the population growth predictions contained in the Economic Development Strategy (MCa, 2013) it is estimated that over the next 20 years Break O' Day needs to plan for approximately 531 additional dwellings, with approximately 45% to be located in St Helens. This is comparison to the higher growth rates contained in the Northern Region Strategy which estimates a population growth of between 1500 and 2500 people in the next 20 years and the number of persons living in 1 household to be 2 persons per dwelling. Over the next 20 years this strategy estimates that Break O' Day needs to plan for between 750 and 1250 dwellings.

The average dwelling density in St Helens is approximately 10 dwellings per hectare. The Northern Region Strategy suggests this density to rise to 15 dwellings per hectare. This is achieved by a low minimum lot size and providing for multiple dwellings. On the historical average the amount of land required for 1250 dwellings is 125hectares. This suggests that there is currently an ample supply of residential zoned land required to provide for the projected needs of the community.

However, it would be reasonable to assume that a proportion of this land would or could not be developed based on either a lack of owner motivation or due to site constraints. Hence, this Strategy recommends the rezoning of a conservative amount of additional residential and Rural Living zoned land to address potential delays or constraints in subdividing existing zoned land, to provide greater choice in housing location and to encourage opportunities for rural living and coastal living lifestyle choices.

9.8 Analysis of Minimum Lot Sizes

It is anticipated that a proportion of the anticipated housing needs over a 20 year period can partly be provided through infill development achieved by allowing an increase in density and a corresponding reduction in lot size in some locations where land capability permits. Hence, consideration has been given to the existing minimum lot size requirements contained in the Break O'Day Interim Planning Scheme.

The 600m² minimum for the General Residential zone is considered to be appropriate, based on the character of the existing residential areas. To accommodate a broader range of housing choice the scheme also allow for multiple dwellings within this zone, with a minimum requirement of 325m² per dwelling based on 'Planning Directive 4.1 Standards for Residential Development in the General Residential Zone'. No change to the minimum lot size is recommended with the General Residential zone, as the 600m² for detached dwellings and the statewide 325m² for multiple dwellings is appropriate and will encourage diversity in lot size and type. Similarly, no change is recommended within the Particular Purpose (Ansons Bay) Small Lot Residential zone as the current restrictions provide for protection of the existing lot pattern.

Within the Environmental Living zone the current minimum lot size is 20 hectares and a minimum lot size of 3 hectares is specified by the Acceptable Solution for Rural Living zoned lots. It is recommended that the minimum lots size be reduced within the Environmental Living zone to provide opportunity for lifestyle lots of 10 hectares. Further, it is recommend that the minimum lots size of Rural Living zoned land also be reduced to a minimum of 1 hectare under the Acceptable Solution where such land is sited in proximity to existing settlements.

9.9 Residential Principles and Growth Area Recommendations

Residential development principles

The criteria which will influence the selection of sites for residential and rural/environmental living zones and development are summarised as follows:

- Existing settlement (urban growth area) boundaries;
- Buffers/potential settlement limits;
- Historical town/village growth patterns/trends;
- Lot size availability;
- Constraints (physical/environmental);
- Sewer & water infrastructure access and capacity – St Helens, St Marys, Fingal & Scamander;
- Infrastructure services, facilities;
- Medium density options;
- Rural/Environmental living options;
- Proximity to existing settlements serving needs;

- Will not constrain future tourism opportunities;
- Remote access to services;
- Land suitability and constraints;
- Protection of agriculture/rural land protection/buffers;
- Proximity to incompatible uses (industrial, sewer, airport); and
- Unproductive natural resources/rural resource land for rural living.

Growth area recommendations

In determining future requirements for residential development the quantity of available zoned land is one mechanism by which the demand for housing can be addressed. However, there is also a need to determine whether the type, location and size of residential lots/accommodation is adequately meeting the demands of various sectors of the community. Hence, the following recommendations specify both the quantity of land which should be provided for housing over a 20 year period, in addition to providing recommended actions pertaining to the type of housing and siting of growth areas. Section 16 of this strategy contains the Settlement Plans for each of the settlements within the Municipality and identifies locations where future housing growth in the form of residential, Rural Living or Environmental Living zones is recommended to occur.

Urban Area Growth:

- Ensure that the spatial distribution of additional allotments for housing reflects the existing and predicted future settlement demand patterns, with the greatest quantity to be sited in St Helens. Provide approximately 75% of the allotments in coastal locations, 25% in inland locations and approximately 45% in St Helens.
- Identify areas for future residential expansion to ensure the land is not sterilised/limited by rural living areas.
- Encourage infill development in existing townships to promote urban consolidation.
- Allow shop top housing in larger settlement areas (St Helens and St Marys) by amending the Break O'Day Interim planning Scheme to permit residential uses where located above commercial uses.
- Continue to encourage medium density development (including housing for seniors) within a 400m walking radius of larger town centres.

Rural and Environmental Living

- Rural and environmental living opportunities to be located within a 1-2.5km radius of existing urban centres or consist of clusters of small existing allotments to be considered for inclusion in the rural or environmental living zones.
- Provide land suitable for different housing choice such as rural living for hobby farms, or for lifestyle housing (sea change opportunities).
- Permit rural residential development on specified land close to services in a Rural Living Zone. Allotment sizes should range from 4000² up to 1 or 2 hectares to provide residential development on large lots in a non-urban setting and to provide a transition buffer between urban and rural resource lands.
- Permit Environmental Living allotments of down to 10 hectares in size to provide greater lifestyle choice (eg. lifestyle housing or sea change opportunities) where more detailed analysis of site constraints permits.
- Provide opportunity, particularly for small inland towns, to create viable liveable villages to support services in remote areas.

- Ensure that expansion of the Rural Living and Environmental Living zones does not result in viable agricultural land or areas of significant biodiversity being lost.

General Housing Recommendations

- Buildings in sensitive coastal and rural locations to be of materials which will blend with the surrounding landscape in terms of external colours.
- Prepare Design Guidelines for incorporation within the planning Scheme to address the siting, form and scale buildings in coastal locations or areas of high scenic value.
- High value native vegetation should be retained in a manner that contributes to the maintenance of broad habitat corridors. Council should continue to implement the provisions of the Biodiversity Code (E8.0) which applies to land identified as priority habitat on the planning scheme maps and which limits the clearing of vegetation in such areas.
- Council to undertake further detailed mapping to identify priority habitat areas.
- Risks from natural hazards will be managed or avoided through continued implementation of the constraints codes contained in the Break O'Day Interim Planning Scheme.
- Ensure that developers of new subdivisions contribute towards, or provide the required infrastructure including roads, drainage and open space.

10 Employment Opportunities and Economic Growth

10.1 Employment and Labour Force Snapshot

In summary, the 2011 ABS Census provides the following statistical data on Break O'Day's labour force and employment trends:

- Labour force participation rates have been decreasing reflecting age structure & retirement patterns.
- A slow-down in jobs growth is evident.
- A decline in male employment rates (full-time) is evident.
- There has been an increase in female employment (both full-time and part-time) in recent years.
- A major decline in unemployment was evident between 2001-2006, but increased between 2006-2011.

10.2 Planning Scheme Provisions - Business and Industrial Zones

The objectives of the business zones as contained in the Break O'Day Interim Planning Scheme are:

- **General Business Zone:** provide land for higher order commercial activities serving a larger catchment, i.e. a town or group of suburbs.
- **Local Business Zone:** primarily intended to provide for uses that meet the convenience needs of a local area.
- **Village Zone:** applies to small rural centres with mixed residential, community services and low-impact commercial activities. It allows for low-impact commercial uses.

The objectives of the **General Industrial Zone** under the Planning Scheme are:

- To provide for manufacturing, processing, repair storage and distribution of goods and materials where they may be impacts on neighbouring uses.
- To focus industrial use and development into appropriate areas suitable for its needs.
- To provide for non-industrial uses that support, supply or facilitate industrial development.

10.3 Drivers for Change in the Business and Industrial Sectors

The drivers for change in retail/commercial/business and industrial sectors are:

- Population and household growth;
- Declining average household size;
- Increasing part time employment;
- Longer working hours;
- Increasing workforce participation; and
- An ageing population.

10.4 Retail/Commercial/Business Land Use Analysis

Settlement

The pattern of existing commercial settlement is recognised by the Break O'Day Interim Planning Scheme 2013. A recent report produced by the Working Group of the Northern Region Planning Initiative Management Committee (March 2013) which undertook a review of the Regional Land Use Strategy of Northern Tasmania

identified that the application of the Local Business, General Business and Village zones in the Break O'Day Planning Scheme is consistent with the established Regional Activity Centres Network (activity centre hierarchy identified in the RLUS). Each of these zones allows for a limited range of commercial activities as well as residential uses. The Settlement Hierarchy identified by this Land Use and Development Strategy is consistent with the application of the zones under the Break O'Day Planning Scheme 2013.

Floor space analysis

In order to undertake an analysis of retail/commercial/business zoned land within the Municipality, the following methodology has been used:

- Determine the land uses operating within the retail/commercial zoned area and the floor space occupied by each land use type.
- Determine the area of land zoned for retail/commercial use.
- Determine the area of land currently used for that purpose.
- Assess the area of vacant land or land not being used for retail/commercial uses.
- Estimate the area of floor space available in each existing centre.

Using the above methodology, current floor space estimates based on land uses within retail/commercial/business zoned land have been prepared by TCG Planning and MCA (based on aerial mapping). MCA in undertaking the Economic Development Strategy then estimated the future commercial/retail floor space needs to 2030, based on population and employment projections. A larger population has implications for services and in the quantity of floor space for businesses and other similar uses.

Table 15: Predicted (2030) Retail/Commercial/Business Floor Space Estimates - St Helens and St Marys

	St Helens			Change	St Marys			Change
Floor Space Based on Employment Estimates	2011 m ²	2020 m ²	2030 m ²	2011-30 m ²	2011 m ²	2020 m ²	2030 m ²	2011-30 m ²
Retail & Food Service Use	15800	17248	18645	2845	2670	2941	3151	481
Commercial Office Use	1540	1681	1817	277	380	419	448	68
Total Floor Space	17340	18929	20462	3122	3050	3360	3599	549

Source: MCA Analysis based on analysis of population and employment.

It is predicated that in the period to 2030:

- an additional 2845m² of retail and food service space will be required for growth in St Helens and 481m² in St Marys;
- an insignificant quantity of commercial office space will be required in both centres (ie: 277m² in St Helens and 68m² in St Marys);

10.5 Industrial Land Use Analysis

The General Industrial, Rural Resource and Port and Marine zones were applied to existing industrial sites within the municipality. St Helens and Fingal contain the only areas of industrial land use recognised by an industrial zone – General Industrial under the new Planning Scheme for Break O'Day. Small scale boutique businesses are provided for in most residential zones.

At the time of preparation of the Planning Scheme, it was identified that any potential for strategic expansions of industrial zoning would be considered as part of the preparation of a regional industrial land strategy. This

regional study, titled 'The Northern Tasmania Industrial Lands Study' was completed by SGS in 2014 and notes that the St Helens and Fingal industrial precincts are locally significant, however does not identify the need for any additional industrial precincts in Break O'Day. Accordingly, the Land Use and Development Strategy makes recommendations for minor future expansion of the industrial areas in St Helens and Fingal but does not incorporate additional industrial lands in other towns.

'The Northern Tasmania Industrial Lands Study' does not address the Rural Resource or Port and Marine zone within Break O'Day, but concentrates on the General Industrial zoning and hence this Land Use Strategy makes independent recommendations regarding such zones. With respect to the identification of additional industrial zoned lands, this Land Use and Development Strategy recommends that within the medium to long term expansion of industrial lands should occur on the periphery of existing industrial zoned lands focusing on St Helens and Fingal.

With respect to the infrastructure supporting the fishing industry in Break O'Day the importance of protecting and encouraging expansion and diversification of this employment generating use was identified within the Economic Development Strategy prepared by MCA in 2013. To achieve such outcome it is recommended that a Port and Marine or Particular Purpose zone be applied to that part of the St Helens foreshore area which contains the commercial fishing functions. Further, in the medium term (ie by 2022) the recommendations of the East Coast Marine Study (GHD for Dept Economic Development, Marine & Safety Tasmania and Local Councils, 2013), which relate to this facility should be implemented. This study recommends undertaking the St Helens Wharf replacement with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats. Parking arrangements should also be optimised through dedicated trailer parking.

10.6 Business and Industrial Principles.

Commercial/retail development principles

The criteria which will influence the selection of sites for commercial zones and/or development are summarised as follows:

- The identification of centres within the town hierarchy;
- Population to support growth within centres;
- Proximity to more major centres; and
- The need to discourage linear growth.

Industrial principles

The criteria which will influence the selection of sites for industrial development are summarised as follows:

- Level land availability;
- Infrastructure accessibility;
- Need for local services;
- Population to support growth and/or close to settlement;
- Proximity to more major centres;
- Proximity to incompatible uses and the ability to accommodate buffers/setbacks;

- The need for light industry uses to support local needs; and
- The ability to accommodate diversity in lot sizes and uses including industrial lots of greater than 2000m² which could accommodate heavy industrial uses.

10.7 Recommendations for Employment and Economic Growth

The following recommendations for business and industrial lands, which incorporate the outcomes of the Economic Development Strategy (Mca, 2013), are provided to encourage population growth and boost the local economy by providing a range of employment opportunities:

- Support the growth of St Helens as a regional service centre. Provide a focus on the development of the port and foreshore areas and the aerodrome.
- Tourism investment needs to be encouraged (St Helens, Binalong Bay, Ansons Bay, Pyengana (dairy industry), Beaumaris, Scamander, Falmouth and Four Mile Creek).
- Ansons Bay & Binalong Bay – tourism and residential opportunities are available, however these may be restrained by limited water supply and reticulated sewage.
- Agri businesses should be encouraged (Seymour).
- Employment needs to be encouraged in St Helens, Pyengana (Dairy), Agri-tourism ventures, Falmouth, Four Mile Creek, Seymour (agri), St Mary (forestry, mining), Mathinna (agri-tourism and forestry).
- Retail and business development needs to be highlighted in Scamander and Fingal.
- Mixed use employment areas (retail/commercial/industrial) are needed for smaller settlements to support local needs (eg Scamander).
- Encourage home based business and employment opportunities as an alternative to rezoning of additional industrial and business lands.
- Identify areas for potential industrial land (light) to support local needs.
- Tourism opportunities are needed to boost the recognition of the Bay of Fires.
- St Helens Foreshore requires recognition as the 'Gateway to the Bay of Fires'.
- Aquaculture and fishing opportunities should be promoted along the coast.
- Agri businesses such as wineries, dairy product support should be encouraged.
- Industrial expansion is required in St Helens in the long term with need for buffers from residential precincts.
- Viable and sustainable industries are needed to provide employment for the local population.
- There is potential for expansion of mining in Fingal, Mathinna and Mangana.
- Consider a potential mixed use zone to the north side of Scamander River, to revitalise existing commercial centres.

The specific recommendations applying to each of the towns relative to commercial and industrial functions are contained in Section 16 of this Strategy.

11 Tourism Opportunities

11.1 Tourism Analysis

Table 21 lists some of the tourist accommodation facilities currently advertised as operating within the Break O'Day Municipality, found using an online (web-based) search.

Table 16: List of Tourist Accommodation within Break O'Day

Tourist Accommodation within Break O Day	
Name	Address
Caravan/Camping	
Big 4 St Helens Holiday Park	2 Penelope Street St Helens, Tasmania, 7216
Hillcrest Holiday Park	10 Chimney Road St Helens, Tasmania, 7216
Scamander Tourist Park	70-88 Scamander Avenue Scamander, Tasmania, 7215
Scamander Sanctuary Caravan Park	1 Winifred Drive Scamander, Tasmania, 7215
Big 4 Bicheno Caravan Park	30 Tasman Highway Bicheno, Tasmania, 7215
Hotel/Motel Accommodation	
Queechy Cottages	2 Tasman Highway St Helens, Tasmania, 721
St Helens Bayside Inn	2 Cecilia Street St Helens, Tasmania, 7216
Tidal Waters Resort	1 Quail Street St Helens, Tasmania, 7216
Anchor Wheel Motel and Restaurant	59 - 61 Tully Street St Helens, Tasmania, 7216
St Mary's Hotel	Main Street St Mary's, Tasmania, 7215
Four Mile Creek B & B	14 Davis Gully Rd Four Mile Creek, Tas 7215
Apartments	
Kellrairie Units	72 Tully Street St Helens, Tasmania, 7216
Homlea accommodation spa cottage and apartments	22 Tasman Highway St Helens, Tasmania, 7216
Fish tales on the bay	308 St Helens Point Road St Helens, Tasmania, 7216
Waterfront on Georges Bay	18 Kiama Parade Akaroa St Helens, Tasmania, 7216
Cockle Cove	234 St Helens Point Road St Helens, Tasmania, 7216
Sweetwater Villas	16 - 18 Halcyon Grove St Helens, Tasmania, 7216
St Helens on the Bay	6 Chimney Heights Road St Helens, Tasmania, 7216
Sheep Stays on the Bay	129 St Helens Pt Rd, St Helens 7216
Cottages	
Shell Cottage	4 Binalong Bay Road Binalong Bay, Tasmania, 7216
Bay of Fires Character Cottage	64 - 74 Main Road Binalong Bay, Tasmania, 7216
Pelican Sands	157 Scamander Avenue Scamander, Tasmania, 7215
Carmen's Inn	4 Pringle Street Scamander, Tasmania, 7215
Woolly Butt Bungalow	71 Grant Street Falmouth, Tasmania, 7215
Blue Seas Holiday Villas	2 Wattle Drive Scamander, Tasmania, 7215
Aurora Beach Cottage	207 Champ Street Seymour via Bicheno, Tasmania, 7215
Backpackers/Hostel	
St Helens Backpackers	6 Cecilia Street St Helens, Tasmania, 7216
Resort	
Rainbow Retreat Wilderness Eco Cottages	Lot 1 Gillies Road St Marys, Tasmania, 7215

The Economic Development Strategy prepared by MCA (2013) estimates that a further 756m² of motel accommodation will be required within St Helens by 2030 and only a further 113m² required within St Marys. There is currently no land zoned Major Tourism under the Break O'Day Interim Planning Scheme.

11.2 Analysis of Issues Relating to Tourism Growth

The importance of tourism as a driver for growth within Break O'Day has been identified by both the Break O'Day Tourism Development Strategy 2012-2017 (Adam Saddler Consulting, June 2012) and the Break O'Day Economic Development Strategy (MCA, 203). Such strategies have confirmed that:

- The Planning Scheme should recognise and encourage Break O'Day as a key tourist destination and business investment centre.
- Investment in tourism infrastructure needs to improve at major destinations such as Steiglitz, Binalong Bay, St Helens and Scamander.
- There is a need to activate the waterfront area at St Helens while ensuring it is maintained as a commercial port.
- There is a need to extend bike paths and develop mountain bike trails and walking tracks to link areas and to utilise national park areas.
- There should be improved linking of the coastal experience and activities such as food trails, cycling, walking trail, regional diving trail, golf trails, fishing experiences, etc.
- There are a number of gaps in tourism infrastructure and services including accommodation options, cafes and restaurants, port area, other facilities and attractions.

Further, consultation undertaken as part of the MMP has confirmed that the Break O'Day has limited attractions to extend the length of visitation of visitors, particularly families. Whilst the areas has a wealth of natural assets, such assets are not well signposted or publicised. Further, it has been noted that whilst there have been a number of attempts in the past to encourage a major tourism development, such as a golfing resort to the region the approval process and/or market actions have prevented this from occurring.

To address this issue it is recommended that a number of major tourism sites be appropriately zoned within the Planning Scheme and that ongoing improvements to infrastructure occur to increase accessibility and useability of existing assets. Council should also continue to ensure that its natural assets continue to be protected through the retention of corridors of significant vegetation, the identification and protection of key scenic corridors and through the introduction of design guidelines to ensure that future development in visual locations such as adjacent to the coast is not visually intrusive.

Further, a number of projects which Council has already embarked on are supported due to their potential to encourage tourism growth including the Sustainable Tourism Project for the East Coast of Tasmania which is currently investigating a tourist walking route for the region which will link key tourist nodes. Further, Council's preparation of a masterplan for the waterfront at St Helens is supported due to the ability of the waterfront area to act as a driver for tourism growth and to improve tourism infrastructure in this location. Additional tourism accommodation should also be encouraged in this location, together with ground level cafes to increase activation and linkage between the St Helens town centre and waterfront.

The Economic Development Strategy (MCA, 2013) identified the need to redevelop the tourism industry and to address gaps in tourism infrastructure as a key priority to drive economic growth. Other matters which have been identified as having relevance to the promotion of tourist uses are:

- Incorporation of the recommendations of the MMP Strategies including – expanded game fishing; tourism ventures including walking trails in Bay of Fires; potential to construct a circular tourism route linking Trail of the Tin Dragon Master Plan with other regional tourism landmarks.

- Bay of Fires – high protection as a key tourism destination – named World's best destination by guidebook Lonely Planet in 2008 – potentially serviced from St Helens and marketed as the Gateway to the Bay of Fires.
- Limited tourist accommodation in St Helens – a number of motels, one hotel and one caravan park. Available areas need to be identified possibly for caravan parks/camping, such as in Scamander.
- Tourism and related residential use options should be encouraged in St Helens, possibly incorporating 2-3 storey with ground floor shops and cafes.
- Airport expansion potential and implications for surrounding land uses and zoning.
- The preservation of local heritage items or areas to preserve and promote the character of towns.

11.3 Tourism Principles and Recommendations

Tourism site principles

The criteria which has influenced the recommended selection of sites for tourism uses are summarised as follows:

- Coastal settlement-attractions, natural and environmental features – within 500 metres of the coast;
- Support for the District Centre of St Helens; and
- Infrastructure & Service access.

Tourism Recommendations

- Investigate and identify through controls or zoning in the Break O'Day Interim Planning Scheme two potential tourism sites (as identified in the St Helens and Surrounds Structure Plan 2013), both located in Environmental Living zones which are:
 - **Site 1 to the south-west of Binalong Bay** (Map Ref 2 - Binalong Bay in Section 16) which was identified due to its views as topographically the highest point in the region.
 - **Site 2 on the coastline to the south of Stieglitz and Akaroa and north of Dianas Basin** due to its desirable coastal location and proximity to major settlements.
- In addition to the above sites, Council should conduct detailed site specific investigations and, if supported, formally identify and rezone a further tourism site being:
 - **Site 3 at Ironhouse Point, Four Mile Creek** which contains the White Sand tourist development and adjacent lands (Map Ref 1 - Four Mile Creek in Section 16).
- Create an attractive Foreshore Precinct to be developed on the eastern side of St Helens adjacent to the existing town centre and foreshore which should accommodate motel/hotel/tourist accommodation, marina facilities, restaurants, open space reserves, tourist information centre etc. Encourage the provision of expanded and greater diversity in tourist accommodation and facilities.
- Provide an agricultural/food trail extending from Fingal to St Marys leading to the centre of town, with a focus on tourist information and accommodation which reflects the attractive streetscape and encompass the rivulet parkland/riparian areas.

12 Open Space and Recreation Zone Review

12.1 Background

The Open Space and Recreation Strategy which was prepared by TCG Planning in 2014 as part of the MMP project identified priorities for additional public open space and recreation infrastructure within Break O'Day. The strategy confirms that the Break O'Day Municipality is generally well resourced in terms of open space and reception facilities, subject to the provision of a small number of additional facilities in specified sports, such as basketball and swimming. There is also a need to improve the spatial distribution of facilities, particularly in outlying communities. Further, the strategy has also identified a need for expanded diversity in the range of facilities offered to provide for year round, multiple use activities. Such facilities will cater for indoor recreation, an aging population, and will support a broader range of activities for families. Facilities should also cater for an expanded range of activities, including individual activities which acknowledge the varied lifestyles of the community. Recommendations with this strategy pertain to:

- Upgrading of existing facilities which are in need of maintenance or which have inadequate access;
- Diversifying existing facilities for multi-use activities;
- Significant improvements to walking and cycling tracks;
- Upgrades in accordance with 'Healthy by Design'' principles to ensure safe and accessible spaces which cater for a range of age cohorts and which can be multi-disciplinary.

12.2 Open Space and Recreation Strategy Recommendations

A number of recommendations of this Strategy are of relevance to this Land Use and Development Strategy and the future review of the Break O'Day Interim Planning Scheme including:

- Review the Break O'Day Interim Planning Scheme 2013 (Part E10.0 Recreation and Open Space Code) to allow for the imposition of a condition on approvals for new subdivisions. The revised Acceptable Solutions/Performance Criteria should encourage the dedication of land for open space purposes in large subdivision and should specify the quantity of land to be dedicated and/or the value of the contribution under the provisions of the Local Government (Building and Miscellaneous Provisions) Act 1993. To implement this it is recommended that the Break O'Day Interim Planning Scheme 2013 be amended to require:
 - The dedication to Council of 5% of the total area of land to be subdivided for open space purposes; or
 - Where this is not feasible due to the scale of the subdivision a cash contribution of 5% of the land value to be payable toward the provision of open space by Council.
- Review the Break O'Day Interim Planning Scheme 2013 to include additional Acceptable Solutions/Performance Criteria which require that land which is dedicated or purchased for open space purposes has adequate road frontage (ie. is not an internal lot), has minimal slope, is appropriately sited and does not have significant site constraints.
- Review the Break O'Day Interim Planning Scheme 2013 to include additional Acceptable Solutions/Performance Criteria to ensure that local parks dedicated within new estates are not severely limited by constraints such as detention basins. Further, encourage siting of open space areas adjacent to existing corridors of vegetation and/or provide selected tree cover within spaces for shade.

- Review the need for additional local parks to the east and west of the town should additional growth occur in Fingal or St Marys.
- As future growth occurs within Break O'Day ensure that a local park is provided within 500m walking distance of all dwellings in urban areas.
- Implement the recommendations of the Open Space and Recreation Strategy pertaining to facilities within each of the towns, which have been included within the settlements strategies contained in Section 16 of this Land Use and Development Strategy.

13 Community Facilities and Health Services

Community facilities analysis

The floor space analysis undertaken by MCA and TCG Planning as Part of the Economic Development Strategy estimated that St Helens currently provides the following quantities of land for community purposes, which includes the hospital, schools and community offices.

Table 17: Current (2013) Community Floor Space Estimates - St Helens and St Marys

Floor Space Estimates (2013)	St Helens (m ²)	St Mary's (m ²)
Community Use (includes hospital & aged care)	7158	3500
Community Use Schools	5267	3600
Community use (offices)	1571	967
Total Floor Space	13996	8067

(Source: Analysis by TCG and MCA)

It is estimated that by 2030 the following additional floor areas (shown in Table 20) will be required by 2030:

Table 18: Predicted (2030) Community Floor Space Estimates - St Helens and St Mary

Floor Space Based on Employment Estimates	St Helens			Change	St Marys			Change
	2011 m ²	2020 m ²	2030 m ²	2011-30 m ²	2011 m ²	2020 m ²	2030 m ²	2011-30 m ²
Community Use (includes hospital & aged care)	7500	8187	8850	1350	2000	2203	2360	360
Community Use Schools	3400	3712	4012	612	1840	2027	2171	331
Community use (offices)	2150	2347	2537	387	420	463	496	76
Total Floor Space	13050	14246	15399	2349	4260	4693	5027	767

Source: MCA Analysis based on analysis of population and employment.

Accordingly, within St Helens a further 2349m² of floor space will be required for community uses by 2030 with approximately 57% of this additional floor space required to accommodate hospitals and aged care. The balance would be required for schools (26%) and community office functions (17%). Within St Marys 767m² of additional floor space is predicted to be necessary by 2030, with 47% of this floor space required for hospital/aged care purposes, 43% for schools and 10% for community office functions.

Opportunities for community based uses

The following have been identified as matters for consideration within this Strategy to promote the equitable and accessible provision of community based facilities:

- Identify potential site for new hospital in St Helens (see discussion below).
- Access to higher education is needed.
- Diversity of health services facilities and specialist services is required in the municipality.

Criteria for site selection: community facilities

The criteria which will influence the selection of sites for community facilities are summarised as follows:

- Separation from incompatible (industrial)uses:

- School site-major centre;
- Hospital site-major centre;
- Population to support facility/service;
- Existing facilities available to support (hospital);
- Specialist health services needed for ageing population.
- Diversity of health facilities is needed to support the needs of a growing and aging population, and specialist services needed – currently hospital, doctor's surgery and a pathology unit.

Community based use analysis

A future hospital site has already been identified by Break O'Day Council and was recently purchased by Council for this purpose, however is subject to the requirements of the Department of Health and Human Services (DHHS) before they may consider the site to be suitable. The property is a 3.4 hectare site identified as Lot 2 Medeas Cove Esplanade and Annie Street, St Helens. Council has noted that the site presents an excellent opportunity for the relocation of the hospital to create a facility that best services the health care needs of the community. Further, Council has confirmed that the site has good access, is fully serviceable, has good stormwater drainage, is located close to the CBD of St Helens and has ample provisions for on-site parking. The redevelopment of the site could include:

- Hospital and related services,
- Ambulance and paramedic facilities,
- Medical centre with group of doctors/medical practitioners,
- Pathology services,
- Other allied health and community services.

The recognition of this site as a future hospital with associated community and service land uses requires land rezoning to ensure all potential land uses can be accommodated on the site. Also requiring consideration would then be the potential loss of existing General Residential zoned land within St Helens and the impact on the need for land release. The current land zoning of the existing hospital site would then need to be considered in the long term following relocation of the hospital.

The identification of a new hospital site would provide all or the majority of the additional floor space required for health services in St Helens by 2013. Further, it is anticipated that additional community office space could be provided by increasing densities on land currently zoned for Community Purposes and by constructing a new information centre to a position within an identified tourist precinct opposite the St Helens foreshore. This would allow for use of the existing information centre for an alternate community based use. Whilst additional land may also be required for educational purposes, the identification of suitable land for such purpose is most appropriately determined based on the precise needs of the community and existing educational establishments when demand arises.

Within St Marys the existing quantity of zoned land is considered to be adequate, based upon the existing and predicted 20 year population growth. The additional 360m² of floor space which is estimated to be required by 2030 for the hospital can be accommodated through an increased density of development on the existing site and/or by rezoning selected sites adjacent to the hospital, should this be required in the longer term. Further, an

additional site within the St Marys town centre has been identified as being suitable for aged care due to its proximity to services and facilities (Map Ref 5, St Marys Map in Section 16). Further, the predicted 331m² of floor space which is estimated to be required for schools could be accommodated within the existing St Marys High School site or where this is not feasible by rezoning land immediately adjacent to the existing school when exact expansion requirements are known, and when supported by population growth. The estimated 76m² of office space for community purposes could be accommodated by relocation of the library to the west to consolidate the core commercial and by utilising the existing site for a lower order commercial function.

Community based use recommendations

The recommendations for community facilities and health services within the Break O'Day Municipality are:

- Rezone land at Medeas Cove Esplanade/Annie Street to Community Purpose to allow for development of a new hospital which would provide a diversity of health facilities and specialist services.
- Provide additional community office space in St Helens, when required, by increasing densities on land currently zoned for Community Purposes.
- Relocate the St Helens information centre to a position within an identified tourist precinct opposite the St Helens foreshore. This would allow for use of the existing information centre for an alternate community based use.
- Whilst an additional 612m² of floor space has been identified as being necessary for educational purposes in St Helens by 2030, the identification of suitable land for such purpose is most appropriately determined based on the precise needs of the community when demand arises.
- Within St Marys the existing quantity of zoned land is considered to be adequate based upon the existing and predicted 20 year population growth, with additional floor space to be accommodated through increased densities on existing Community Purpose zoned land and by relocation of the library to the core commercial area.

14 Infrastructure Upgrades

14.1 Road Infrastructure

Community and stakeholder consultation has identified that access to the Break O'Day region is intermittently impacted by road closures as a result of weather and/or stability issues. This includes closure of St Marys Pass which results in vehicles being required to utilise the northern access to St Helens by the Tasman Highway or an alternate southern access route. It has also been identified that on days when the airstrip is not useable due to weather conditions, road access is required for medical emergencies and it is a reasonable assumption that the shortest route should be available at such times. Access to a number of townships within the municipality is also impacted by intermittent flooding due to the intensity of the rainfalls which are experienced.

The Economic Development Strategy prepared by MCA in 2013 identified the importance of improved infrastructure for economic and community development. This was also identified within the Break O Day Transport Masterplan 2013-2018 (Bitzios Consulting, 2014) which identified the importance of maintaining transport networks given the relative isolation of the Break O'Day region and due to its reliance on tourism, mining, forestry and agriculture industries, which are dependent on transport efficiencies.

Whilst it is acknowledged that maintaining a permanent high standard of road and sea access to the region will require the input of considerable funds, as identified in the Transport Masterplan, it is recommended that Council seek State government assistance to undertake the necessary investigations and to proceed to implement any necessary upgrades which are required. Such upgrades are considered critical if economic growth within the region is to be achieved.

In addition to the implementation of bridge and road programs and ongoing maintenance programs, the Key Projects of the Transport Master Plan that are appropriate for inclusion in this Land Use and Development Strategy (and an extract of the justification for such upgrades from this strategy) are as follows:

- **St Mary's Pass, Weldborough Pass and Elephant Pass;** which "are major access roads for the region and they have all experienced land slips and display signs of ongoing instability. When these roads are closed, the region experiences severe disruption to school and other community access, in commerce, tourism and potential safety. Alternate routes, if available, require traffic to use forestry roads of variable standard".
- **Binalong Bay Access:** "The main access route to Binalong Bay from St Helens is via Binalong Bay Road, which in part consists of a causeway and traverses across low lying Georges River floodplain. The causeway is subject to flooding and tidal surges which can isolate Binalong Bay from the rest of the Region. The alternative route to/from the town (via Mount Pearson State Reserve, Reids Road) is low volume, unsealed, and indirect. The significant coastal tourist destination has been cut-off on a number of occasions in the last few years due to flooding events, overtopping the causeway which in some instances also overtopped the bridge on the alternative access route of Reids Road. In the short term it is important to address flooding and tidal events, however in the medium to long term it is also important to account for sea-level rise which may have significant impacts on access to Binalong Bay. Climate changes projected to the end of the century modelled under a high greenhouse gas emissions scenario

include increased rainfall intensity, increased run-off and sea level rise – all of which increase inundation events and access-vulnerability of the Binalong Bay area, its community and visitors."

- **Improving Reliability of Esk Main Road:** "The Esk Main Road is the main access route to the region and its townships, including Avoca, Fingal, Four Mile Creek, St Marys, Falmouth, Scamander, Beaumaris, Stieglitz, St Helens and Binalong Bay. Esk Main Road is also the most direct connection to Launceston for much of the region. Flooding causes the closure of the road intermittently, with the main locations being west of Ormley and the section from Killymoon Bridge to St Marys. To solve the flooding problems the road level needs to be raised and extra culverts constructed in localised areas."
- **Developing the 'S' Road:** "The 'S' Road (Top Marshes Road, German Town Road, Scamander Rd and Upper Scamander Road) is a 26km unsealed section of route that connects from Scamander into the Esk Highway (at St Marys), and bypasses St Mary's and St Marys Pass. The route has been identified as an alternative route for access to the coastal townships of Scamander, Beaumaris, St Helens and Binalong Bay. The route consists of sections of Council owned roads (Upper Scamander Road, German Town Road and Top Marshes Road) with a significant section of the route being a Forestry Tasmania road ('S' Road). Despite this section being initially developed as a forestry route, it has become an important community access route for many road users. Although the route is less direct than St Marys Pass and is narrow and unsealed, the importance of the route is highlighted at times when St Marys Pass is impassable. The 'S' Road is an integral link during emergency situations and has been illustrated as an integral link in times of fire danger."

14.2 Sea Access - The Barway

Access by sea is also intermittently impacted by sand build up north from MacLean Bay into the entrance of the channel which leads to St Helens. It has been identified that ongoing dredging is needed for clear boat access for fishing and tourism. The Transport Master Plan (Bitzios, 2014) also notes the "the commercial and tourism fishing industries operating from St Helens are subject to the conditions of the Barway, and can suffer economic losses due to restricted access conditions. The delay of trips impacts on commercial fishing as it results in lost catchment opportunities, however the cancellation of charter trips has a potential wider impact with less opportunity for recovery (i.e. tourists are often on a restricted timeframe, and may not be able to reschedule trips). As well as direct economic losses to fishing related industries, there may also be a loss of profits to indirectly associated businesses within the region (accommodation, food and beverage outlets) due to cancelled trips. By ensuring reliable access across the Barway, the potential for economic losses is reduced."

Whilst remedial works on sea access are currently undertaken as required, an ongoing maintenance program should be developed to ensure that access is available at all times, thereby minimising impacts on employment generating activities such as the fishing industry and tourism.

14.3 Airstrip Infrastructure

With respect to air transport to the region, the Airstrip Feasibility Study prepared by MCA and Aurecon in 2013 has identified that upgrading of the airstrip to support passenger jets is not justified based on population levels and proximity to Launceston. However, this study confirms that upgrading of the airstrip is warranted to provide a 23m runway, with widening and pavement upgrade (ie Option 3 of the study).

Further, a review the zoning of land around the airport should be undertaken in line with the Airstrip Feasibility Study (Aurecon and MCA, 2103)). The western portion of the subject land is within the Utilities Zone whilst the eastern portion is within the Environmental Management Zone. As 'Transport Depot and Distribution' is a prohibited land use within the Environmental Management Zone, should any expansion works be proposed in this area, a Planning Scheme Amendment will be required to rezone land to Utilities Zone. A land use buffer should also be identified to minimise conflict and prepare for future expansion. Further, in identifying expansion areas there will be a need for detailed site investigations to address site constraints, as a portion of the existing St Helens Aerodrome site in proximity to the existing Terminal Building is affected by a Priority Habitat Overlay. A small area of the western-most portion of the land is affected by landslip hazard.

To accommodate expansion of the airstrip, including potential for seafood industry freight and additional tourist charter flights the Airstrip Feasibility Study and the Transport Masterplan recommended that, in the long term, alternate options for access to the airstrip from St Helens Point Rd should also be investigated.

14.4 Servicing

The main settlements of St Helens, St Marys, Fingal and Scamander currently have connection to water supply and reticulated sewer, with the St Helens sewerage treatment plant also having capacity to connect the small satellite suburb of Akaroa and Binalong Bay to the north-east. It is considered that the smaller village settlements of Binalong Bay, Beaumaris, Ansons Bay, Falmouth, Cornwall and Mathinna are areas where reticulated sewer and water issues need to be addressed and, although not a short term priority, should be identified as a necessary infrastructure upgrade within Council's Municipal Management Plan.

Further, the 'Responding to Climate Change Report' (EMC, 2013) identified that a key risk is flooding of the pumps and ponds in the sewerage treatment works in St Helens. Similarly, whilst not a short term priority, Council should investigate options to address potential long term impacts which could include remediation works or relocation.

14.5 Climate Change

The Responding to Climate Change Report also identified that a potential risk is sea level rise, most notably to the town of St Helens. The St Helens Urban Design and Traffic Management Strategy (currently in draft form) notes the following:

"Future development within the current town footprint will need to address current and future predicted long term flooding impacts to property from flooding and climate change (in particular during a combined storm surge and high tide event). Council has not yet made adopted a way forward in response to the two long term options for St Helens as detailed in the Tasmanian Coastal Adaptation Pathways Project for Georges Bay (SGS Economics) - ie. protection with levees or dykes (with shorter term filling/raising land) or to evacuate the site and relocate the CBD."

Accordingly, based on the assumption that Council will adopt the former having regard to existing community preferences, the recommendations of the St Helens Urban Design and Traffic Management Strategy should be adopted, being the undertaking of further work to:

- Quantify flooding risk in terms of number and value of properties at risk for different sea levels;

- Identify whether risks area due to sea level rise or increased rainfall intensity. It is necessary to identify properties at risk in terms of temporary flooding, permanent inundation and erosion risks;
- Review planning restrictions to reduce the number of new properties being exposed to future risks;
- Identify/prepare a detailed whole of town strategy addressing detailed ground levels and associated likely built form outcomes resulting from necessary filling works and/or amelioration measures to existing and future buildings.

In the interim, the Strategy for St Helens recommends the implementation of *"flood protection measures that accommodate the inundation and withstand the impact, such as raised floor levels, construction with flood-resistant materials, physical flood protection "bund" walls, major stormwater collection/conveyance systems, and/or a site specific flood emergency and evacuation plans for new development in the central business areas of St Helens, including the proposed intensified Pendrigh Place link block and Bayside Inn sites"*.

14.6 Infrastructure Recommendations

The following recommendations are made to ensure that the standard of infrastructure provided within the region meets future growth requirements:

- Implement the recommendations of the Break O'Day transport Masterplan, 2013-2018 (Bitzios, 2014) being, which recommends the following:
 - Improve the reliability of St Mary's Pass and provide viable alternative routes during closures of the Pass (including upgrades to Weldborough and Elephant Pass);
 - Provide improved access to Binalong Bay to address impacts from flooding, including upgrading of Binalong Bay Causeway incorporating short term bridge flood protections, medium term raised culverts and embankments and ongoing upgrading of Reids Rd.
 - Develop a reliable all weather Esk Main Road to maintain this road as a viable alternate emergency access route.
 - Develop the 'S' Road so that it is fit-for-purpose.
 - Implement a fully funded bridge and road program. Review and implement sustainable road and bridge maintenance procedures and best practices.
- Achieve unimpeded access to George's Bay through Pelican Point, Dora Point and the Barway. Develop an ongoing maintenance program for George's Bay (Pelican Point) and the Bar Way to ensure access at all times.
- Implement the recommendations of the Airstrip Feasibility Study (MCA and Aurecon, 2013) with upgrading of the St Helens airstrip to provide a 23m runway, with widening and pavement upgrade.
- Review the zoning of land around the airport to rezone additional land to Utilities Zone and to provide an adjacent buffer to accommodate a future airstrip expansion. Investigations should address site constraints including Priority Habitat and landslip hazard.
- In the long term investigate alternate options for access to the airstrip from St Helens Point Rd that bypasses land-slip areas and sensitive environments.

- Investigate and undertake servicing of smaller village settlements of Binalong Bay, Beaumaris, Ansons Bay, Falmouth, Cornwall and Mathinna.
- In the long term investigate options to address potential long term impacts which could include remediation works or relocation of the pumps and ponds in the sewerage treatment works in St Helens, which are at risk from flooding with climate change.

15 Future Vision and Settlement Hierarchy

15.1 Introduction

This section of the Land Use and Development Strategy addresses existing land use conditions and settlement patterns/trends in context with the historical development, natural heritage, urban form, social, cultural, environmental, scenic and economic features of the Break O'Day Municipality.

A Settlement Hierarchy has been provided which identifies patterns in Housing, Commercial and Industrial development. Also discussed are other supporting trends which influence how towns and villages are categorised in terms of their services and facilities, including community uses, recreation and open space use.

An overview and outline of the existing character of individual towns and villages is provided. This section has been derived from a culmination of a number of existing strategies and plans, with specific relevant documents at regional and local levels.

15.2 Regional Settlement Patterns and Hierarchies

A number of overarching documents current exist which have significant reference to the hierarchy of settlements within the Break O'Day Municipality. A summary of the aims, objectives and the issues relating to land use and development is provided in Part A of this Land Use and Development Strategy.

Regional context

The Northern Regional Land Use Strategy which includes Break O'Day Municipality provides a 'Regional Land Use Framework' with a distinct settlement hierarchy. The urban area of Greater Launceston is identified as the higher order and dominant population centre, whilst other centres are described as towns, villages and hamlets. The Strategy generally describes settlements in the northern region as being separated by natural or productive rural areas and having their own character and identity. The strategy advocates that settlements support local and regional economies, concentrate the investment in the improvement of services and infrastructure and enhance the quality of life in those centres.

The Northern Regional Land Use Strategy also provides a 'Regional Activity Centre Hierarchy' for the Region. Under the 'Regional Activity Centre Hierarchy' Launceston is identified as the 'Principle Activity Centre (Regional City)' for the Northern Region. A number of other 'Major' and 'Suburban Activity Centres' are also identified, however these are also all located outside the Break O'Day Municipality. The Strategy recognises St Helens as a 'District Service Centre', St Marys as a 'Rural Town Centre', Fingal and Scamander as 'Rural Villages' and all other settlements in the Municipality are considered 'Rural and Environmental Living' settlements. The definition of such centres, as contained in the Regional Land Use Strategy is shown in **Table 19**.

Table 19: Regional Activity Centre Hierarchy (extract from NRLUS, Oct 2011)

Principle Activity Centre	Description	Land uses
District Service Centres St Helens	<ul style="list-style-type: none"> To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Trips to larger centres only required occasionally. Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors. They are the traditional town centres that serve the immediate needs of the surrounding regional district, for day to day needs and generally weekly shopping, convenience, banking, lower order retail and local business and employment opportunities. They are the centre for local government administration and related community and social services, including district health and education needs. 	<ul style="list-style-type: none"> Commercial and Retail - Should offer at least one major or a combination of independent supermarkets and a range of speciality shops. Local or district level commercial office space servicing the community. May include district offices of government functions if strong correlation to features of the surrounding location. Government and Community - Should offer a range of health and cultural facilities required to support rural community: <ul style="list-style-type: none"> District Health Centre, Service Tasmania outlet, Community Centre/Community Hall. Educational facilities should be provided (at least Primary and Secondary School). Should be centre of Local Government services within the relevant LGA. Residential - Some in-centre residential development, complemented by infill and consolidation of surrounding residential areas at medium to higher densities (Up to 25 dwellings per hectare). Arts, Cultural and Entertainment - Hotel(s), restaurant, and dining facilities with other entertainment for rural community. Local sporting facilities/clubs. Access - Local bus service with connections to higher order District Centres, but with expected low service frequency. Predominantly accessed via private motor vehicle with good walking and cycling linkages to surrounding residential area. Public Open Space - Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs. Indicative Catchment - Serving outer, more rural based sub-regions and LGAs.
Rural Town Centres St Marys	<ul style="list-style-type: none"> The role of the town centre is to serve daily needs of surrounding community and provide a focus for day-to-day life within a community. Includes a mix of small-scale retail, community, and health services. Limited office based employment. Each of these centres provides a small supermarket (less than 1, 500 square metres) and a complement of food stores and retail services in a relatively small defined area. A characteristic of Neighbourhood or Rural Town is that there are several isolated supermarkets with supporting stores either in a 'drive to' style centre or a traditional strip retail format. 	<ul style="list-style-type: none"> Commercial and Retail - An independent supermarket or DDS as anchor tenant, surrounded by a small range of speciality shops providing for daily and weekly shopping needs for time poor customers. In rural context often tourism related businesses. Government and Community - Local community services, including Child Health Centre. Residential - Some adjoining in centre/town residential may be offering mixture of housing types and densities than outer laying residential areas. Arts, Cultural and Entertainment - May have some dining, café's, take-way and restaurants in the evening or local bar – support local or tourist trade, but residential amenity should be preserved. Access - When in urban context, ideally near public transport corridor or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access. Public Open Space - Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs. Indicative Catchment - Serves rural areas not served by regional level activity centres.

Principle Activity Centre	Description	Land uses
Local or Minor Centres	<ul style="list-style-type: none"> To provide a focus for day-to-day life within an urban community. Limited Employment These local centres are minor retail and conveniences that provide a focus for day-to-day life within an urban community. They can offer a range of small specialty shops (i.e. newsagents, pharmacy, and gift store) and a convenience store, along with a local community services, such as a Child Health Centre. Some residential may be interspersed in the centre and may have some dining in the evening or local bar, but residential amenity should be preserved. 	<ul style="list-style-type: none"> Commercial and Retail Offer a range of small specialty shops (i.e. newsagents, pharmacy, and gift store) and a convenience store. Government and Community Local community services, including Child Health Centre. Residential Some residential may be interspersed. Arts, Cultural and Entertainment May have some dining in the evening or local bar, but residential amenity should be preserved. Access Ideally, near public transport corridor when occurring or bus services. Should be highly accessible by cycling or walking from surrounding area to enhance local access. Open Space May include minor sporting or community spaces to serve local needs. May also be connected to linear parks.
Specialist centres	<ul style="list-style-type: none"> To provide for activity of a specialist nature as defined through specific local area or precinct structure plans such as a master plan. Specialist nature maybe of a major infrastructure, educational, health or research or other institutional style facility of regional significance that provides strong employment and economic development role. Employment Dependent upon specialist characteristics. Land Uses These specialist centres provide for activity of a specialist nature as defined through specific local area or precinct structure plans such as a master plan. Specialist nature centres maybe areas accommodating major infrastructure (such as the airport) or educational, health or research or other institutional style facilities of regional significance that provides strong employment and economic development role. 	<ul style="list-style-type: none"> Commercial and Retail Retail should reflect specific centre's purpose or defined character. Broader retailing (take-aways, cafes etc.) should be limited to serving employment in the centre, unless identified as part of its defined purpose or character. Office space should be limited to focussed clusters of employment affiliated with the centre's predefined purpose or character. Government and Community None, unless predefined purpose or character details a specific need. Residential Generally none, but may have specialised accommodation nearby relating to centre's focus (i.e. student accommodation). Arts, Cultural and Entertainment None – depending on nature of specialist focus / function and other characteristics. Access Ideally located at or adjacent to public transport corridor, between existing activity centres. Public Open Space May incorporate connection to linear parks. Indicative Catchment Regional or Local, Dependent upon specialisation.

A discussion of each of the centres within the Break O'Day municipality, in the context of the definitions contained in the Regional Settlement Hierarchy is contained in Table 20. In addition to being the District Town for Break O' Day in the settlement hierarchy, St Helens is also the highest order in the business activity hierarchy, where the central business area is zoned General Business. Any higher order business in the region is located in Launceston and surrounds. Both St Marys and Scamander are considered to be in the next level of the business activity hierarchy and their business areas are zoned Local Business. Fingal is considered to be the next level below and its business area is zoned Village. The Settlement Hierarchy for Break O'Day is presented in a mapped format, as provided in Figure 2.

Table 20: Regional Settlement Hierarchy (extract from NRLUS, Oct 2011)

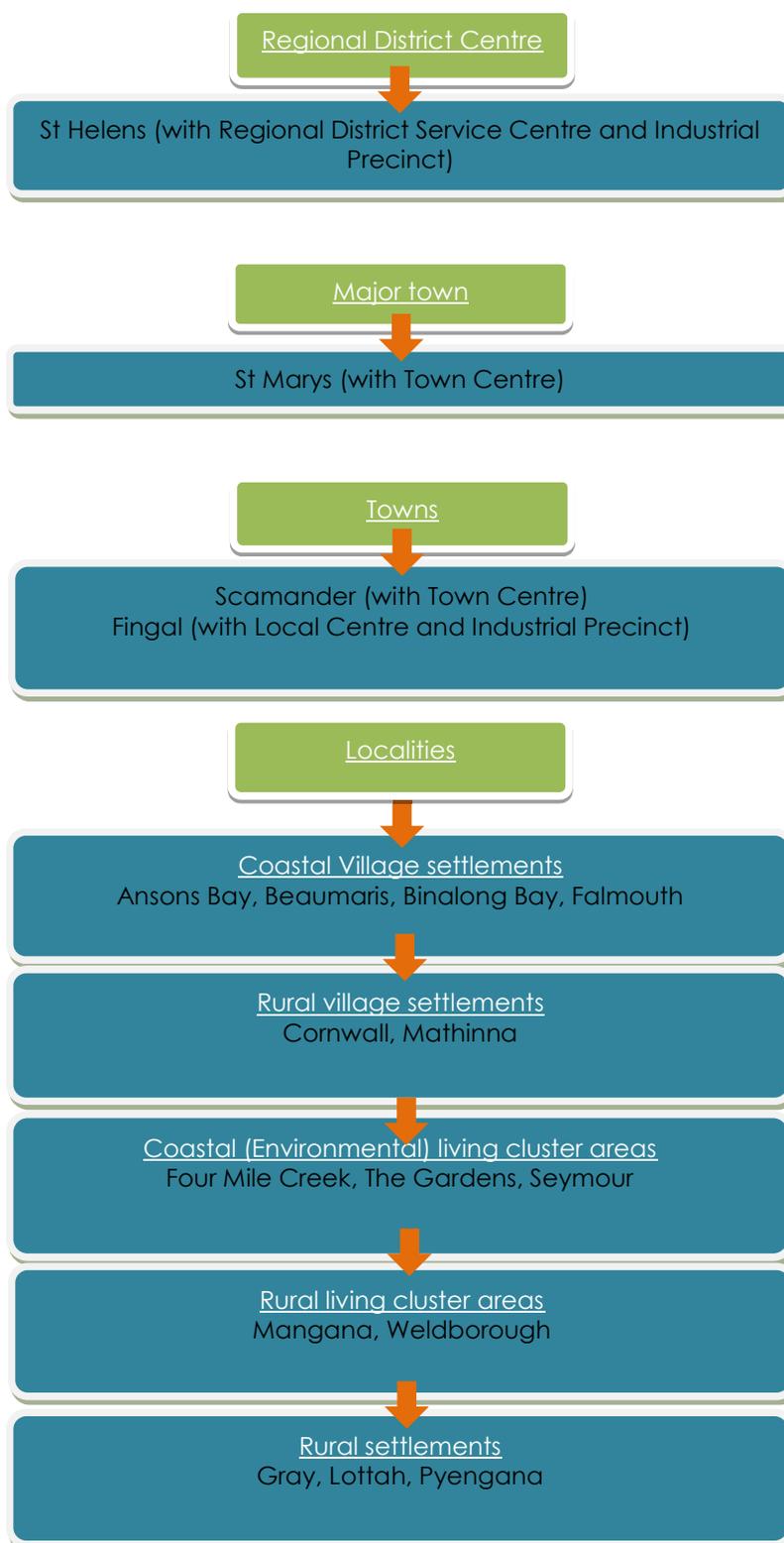
Settlement Type	Description	Regional Centre
Regional District Centres St Helens (including Stieglitz, St Helens Point – Akaroa)	<ul style="list-style-type: none"> Significant regional settlement areas where residents of and visitors to the region can access a wide range of services, education and employment opportunities, although employment is strongly related to surrounding productive resources. Important centres to surrounding sub-region. Reticulated water, sewerage and electricity 	Regional service centres
Rural towns St Marys	<ul style="list-style-type: none"> Larger townships providing lower order administrative and commercial functions for sub-regions where distances to major urban areas make regular travel difficult. Important centres for surrounding district. May have reticulated water, sewerage and electricity. 	Neighbourhood or Town Centres
Rural Villages Fingal Scamander	<ul style="list-style-type: none"> Predominantly residential settlements with a small often mixed use centre that provides for basic services and daily needs. May have reticulated water, sewerage and electricity. As a minimum, may have a local convenience shop, newsagent/post office agency, community hall. 	Local or Minor Centre
Rural Localities All other settlements	<ul style="list-style-type: none"> Residential settlements with limited or no services and commercial activity in a defined spatial area. Often holiday settlements that have more recently established a more permanent population. A grouping of residential properties at lower densities with no established centre or not within a clearly defined spatial area. Typically many Rural Living residential areas. Electricity May have local convenience shop or community hall. 	N/A

15.3 Proposed Break O'Day Settlement Hierarchy

This Strategy recognises and supports the north-east regional settlement hierarchy and also assists in facilitating an identity, future vision and boundary for all settlement areas within Break O'Day. It is noted that there are many small village and rural settlements which are not specifically recognised by the north-east hierarchy. The purpose of this Land use and Development Strategy is to consider all forms and levels of growth across the LGA, therefore the settlement hierarchy presented by this Strategy is consistent with the regional document but still recognises the smaller settlement areas as provided support for the growth and population of the Break O'Day municipality.

Based on existing settlement patterns and consideration of all previous documents and strategies relating to settlement in Break O'Day, specifically in the application of the zones translated under the Regional Model Template for the Break O'Day Planning Scheme (as at May 2013), the following more detailed Settlement Hierarchy needs to be recognised and supported by Break O'Day Council and the region.

Fig 3: Recommended Settlement Strategy for the Break O'Day Municipality



A series of specific Planning Scheme Objectives for Settlements is provided in the Break O'Day Interim Planning Scheme as follows:

Settlement Objectives

- a) *To ensure that existing towns and settlements are the primary focus for residential, commercial and industrial development.*
- b) *Redevelopment of existing settlement nodes is to be the main means of providing for new residential, commercial and industrial growth.*
- c) *Land and resources outside towns and settlements are to be utilised primarily for agriculture, forestry, tourism, resource protection and conservation.*
- d) *Growth of minor centres is to be based on meeting needs for living space with self-sufficiency in infrastructure with minimal impact on surrounding agricultural uses and on key environmental assets.*
- e) *Where settlement occurs outside major nodes it is to be self-sufficient in services.*
- f) *Settlement in coastal areas or rivers is not to contribute to ribbon development nor to the creation of new development nodes, and is to be self-sufficient and self-contained.*
- g) *'Lifestyle' residential development is only to be allowed as part of comprehensive planning proposals that address issues of services, access, impact on the environment and management of natural resources and meeting community needs.*

15.4 Urban Growth Area Boundaries

Urban growth area boundaries were originally identified as part of the Regional Strategy for all municipalities in the north-east including Break O'Day. The original draft planning scheme for Break O'Day (which evolved into the current Break O'Day Interim Planning Scheme 2013) also identified urban growth area boundaries for St Helens, St Marys, Scamander, Fingal, Ansons Bay, Binalong Bay, Beaumaris, Falmouth, Cornwall, Mathinna and Weldborough. At that time, it was identified that more than 10 years of land supply was provided inside the Urban Growth Areas when they are viewed as a whole. It was also recognised that it was likely that the small coastal settlements will reach capacity before 2032.

Based on the analysis undertaken as part of this Land Use and Development Strategy and including recommended potential opportunities for land use changes in the short, medium and long term, new urban growth area or settlement boundaries to 2035 have been identified. It is recommended as part of this Strategy that these boundaries can be considered by Break O'Day Council and endorsed as part of the Settlement Strategy for growth in the LGA over the next 20 years which can then be recognised at the regional level. It is recommended that these boundaries be enforced by Break O'Day Council to ensure the sustainable and efficient use of land.

16 Settlement Character Descriptions and Plans

This section provides a snapshot of each town and village settlement area within the Break O'Day local government area. The descriptions include a discussion on the location and a physical description of the areas of each settlement and a discussion on the current historical settlement pattern. It also provides a summary of the general settlement allotment sizes and built form and the land zoning under the current Break O'Day Interim Planning Scheme 2013. A list of general and some specific constraints to development are provided and also opportunities which have been identified for each settlement area in accordance with the existing state of the area and recognised settlement hierarchy.

The Settlement Plans show a range of locations where residential and employment growth can be expected to occur or where it has the potential to occur. This Land Use and Development Strategy does not rezone the land as this will require amendment to the Planning Scheme. It provides a blueprint for identification of future areas for potential redevelopment, subject to continual review of population growth rates and take up within the LGA. Further, the Settlement Plans provide recommendations and/or investigation areas only with detailed site specific investigations to occur prior to rezoning occurring to confirm site capability and suitability.

St Helens

District Centre with District Service Centre and Industrial Precinct

Location and Description

St Helens is approximately two hours drive east of Launceston (163 kilometres) and 265 kilometres from Hobart.

St Helens has an estimated resident population of approximately 2173 persons (ABS Census 2011 Resident Population data), making it the largest settlement in the Break O' Day Municipality and the largest town servicing the north east coast. This does not include the area identified as Stieglitz, which according to the same dataset, had an estimated resident population of 643 persons. Stieglitz (and Akaroa) are small residential subdivision settlement offshoots located to the north east of St Helens and not generally recognised as housing settlements in terms of a town and village hierarchy but are considered as extensions to St Helens. The size of these two areas combined however, would recognise this area on its own as being the third largest settlement area after St Marys.

Settlement Pattern

St Helens is referred to as the game fishing capital of Tasmania, and is also known for its coastal and scenic attractions such as the Bay of Fires.

The town is the civic centre of the Municipality, containing Council's offices and depot, the History and Visitor Information Centre, Courthouse and major sports complex, which service the region. The airport and associated infrastructure are located to the east of the town.

The commercial centre of St Helens contains a range of retail, commercial and dining functions however suffers from a poor image that is attributed to aging buildings, a lack of diversity in retail land use, vacant spaces underdeveloped sites and general lack of structure. There is a lack of specialty shops, professional services, restaurants, conference facilities and other major tourist related uses that are expected in major coastal settlement such as St Helens. The town centre should be developed as a vibrant, diverse and attractive centre that can adequately service the local residents and visitors to the Municipality.

Lot size and Built Form

The existing residential subdivision patterns average 800m² in size, with lots contains predominantly detached and single storey dwellings. Areas to the north-east commonly known as Stieglitz and Akaroa are predominantly allotments of 1000m² in size.

The St Helens commercial streetscape is one and two storey in character and contains a number of older buildings that are in need of refurbishment.

Zoning under BOD Planning Scheme

Akaroa settlement area is within the General Residential zone under the Break O' Day Planning Scheme but also includes a single subdivision at Lords Point (northern-most point) which is not considered part of a settlement area and is not connected to sewer and hence is zoned Environmental Living. Surrounding lands are Environmental Management.

Stieglitz locality includes land predominantly General Residential zoning with some Low Density Residential located adjoining the airport and land subject to landlip adjoining Georges Bay. Two single allotments are zoned Open Space and the airport and adjoining lands are zoned Utilities to the south of Stieglitz. Surrounding lands are Environmental Management to the north east and Environmental Living to the south east.

St Helens itself includes a wide range of different zonings, predominantly General Residential, General Business and General Industrial, with surrounding lands zoned Rural Living, Environmental Living, Village, Community Purpose, Recreation, Open Space, Rural Resource, Utilities, Environmental Management and Port and Marine.

Constraints

- Flash flooding and stormwater
- Landslip areas on the foreshore which can restrict the form of development and limit to single storey (eg: Osprey Drive)
- Sea level rise
- Vegetation (areas of priority habitat eg: Simeon Place, Akaroa) located near the town's boundaries may limit future development potential in some areas
- Airport flight noise
- Sand build up north from MacLean Bay into the entrance of the channel which leads to St Helens – dredging needed for clear boat access for fishing and tourism
- Acid sulphate soils near waterways



Opportunities for St Helens, Steiglitz and Akaroa

General

- An integrated approach is required that deals with built form; townscape; access and movement and land use. A defined locality and settlement boundary needs to be applied to St Helens itself, with other extended areas of Akaroa and Steiglitz identified as separate localities or settlement areas.
- Retain the 8 metre historical front boundary setback on the western side of Cecilia Street between Quail Street and Circassian Street.
- More emphasis is needed within the Planning Scheme to clarify subdivision and development standards that will lead to the protection of environmental assets, recognise neighbourhood character and local distinctiveness.
- Adopt the recommendations of the Urban Design and Traffic Management Study for St Helens which addresses issues of traffic and pedestrian movement, key development or redevelopment sites, analysis of existing commercial/retail/business zone needs and address key community facility and open space issues.
- To address climate change implement flood protection measures within St Helens that accommodate the inundation and withstand the impact, such as raised floor levels, construction with flood-resistant materials, physical flood protection "bund" walls, major stormwater collection/conveyance systems, and/or a site specific flood emergency and evacuation plans for new development in the central business areas of St Helens, including the proposed intensified Pendrigh Place link block and Bayside Inn sites.

Housing

- Encourage infill development, although subdivision may be needed to keep the town viable.
- Shop top housing should be encouraged within the existing commercial centre to encourage growth. **(Map Ref 1)**
- Encourage multi unit residential and low order business uses in the northern precinct of the town centre **(Map Ref 2)** to focus development around the core retail area. This to be accommodated by amending the Planning Scheme to allow multi unit residential development to be sited at the ground floor level or above, without requiring this use to be behind a shopfront. Alternatively a Mixed Use zone could be applied to this land.
- Amend the Planning Scheme to increase the height limit to 9 metres (currently 8 metres) which would allow for a flood freeboard and encourage development.
- Implement the recommendations of the St Helens Structure Plan which identifies there is significant capacity for residential/rural living development of land within the urban boundary, and need for more medium density development within walking distance of the town centre. St Helens is also identified as a key location for retirement housing and aged care facilities.
- Two potential additional residential/rural living areas are identified if urban expansion is required in the medium term, the first being a site on the northern side of St Helens off Tully Street/Annie Street directly adjoining the town boundary which is serviced. **(Map Ref 3)** A buffer would be required from industrial zoned land to the west of this area. The second potential area which would not be required until long term or outside of the timeframe of the strategy, is land on the southern side of Medeas Cove, some of which was previously identified for Rural Living purposes under the Draft Planning Scheme. The site directly adjoins the General Residential zone and is currently underutilised Rural Resource lands which are not agriculturally significant. Part of the land is currently zoned Rural Living zoning. Detailed site specific investigations will be required to identify site constraints and capacity. The site may have potential for rezoning to General Residential, Low Density Residential, Environmental Living or Rural Living. The St Helens and Surrounds Structure Plan identifies part of this area has having long term residential development potential with an access road linking Douglas Court and Leaside Drive. Any development of this site would need to address the criteria contained within Section 4.6 of the St Helens and Surrounds Structure Plan **(Map Ref 4)**
- Extensive Rural Living zoning was proposed under the Draft Planning Scheme to the north-west of St Helens, however it is not likely that the population will increase to this extent in the strategy timeframe. Hence, this Strategy identifies a defined settlement boundary for short/medium and long term expansion (20 years).
- There is opportunity to amend the Rural Living zoning to extend into three (3) additional areas of Ansons Bay Road to reflect existing contiguous rural living allotments which are unviable for agricultural use (currently zoned Rural Resource) and are less than 40 hectares. **(Map Ref 5)** A maximum lot size for subdivision could be applied which is reflective of the area. Further subdivided land to the north west of these sites is not contiguous with these areas and is considered too far from the St Helens settlement area (3km from town edge). However, it is recognised that this location is ideal for future rural living opportunities and is identified as being a potential long term rural lifestyle growth front by this Strategy, consistent with the St Helens and Surrounds Structure Plan. Any proposal in the long term for development in this area would be subject to the criteria provided in Section 4.9 of the Structure Plan **(Map Ref 6)**

Employment – Commercial and Industrial

- There are a number of vacant or underdeveloped commercial sites in the CBD and urban consolidation needs to occur, as also recommended by the St Helens Structure Plan.
- Encourage retail diversity, specifically specialty shops, professional services, restaurants, conference facilities, tourist related facilities and services, and a major attractor land use such as a swimming pool, function rooms or convention/conference centre.
- Steiglitz/Akaroa - St Helens Structure Plan identifies there is an opportunity for limited establishment of retail/commercial activities to service local needs and tourist demand (eg: food and drink premises). Two potential sites on St Helens Point Road have been identified which are currently undeveloped, the first just near Osprey Drive entrance. **(Map Ref 7)**
- Potential to consider the current zoning of Aquaculture Drive from Rural Resource to an alternative zone which would allow for a range of uses suitable in this location (Industrial, Port and Marine, Tourism or Particular Purpose). **(Map Ref 8)**
- Some opportunity may exist for expansion of the existing industrial area (BeaBeau Street). Expansion to the east is not appropriate as there needs to be a buffer with residential land. **(Map Ref 9)** Expansion to the west would be appropriate if needed in the medium to long term.
- Review the zoning of land around the airport in line with the St Helens Airstrip Feasibility Study (Aurecon and M.Ca. 2103) and rezone additional land to utilities (from Environmental Management) to accommodate future expansion. Investigations will also be required to address site constraints as a portion of the existing St Helens Aerodrome site in proximity to the existing Terminal Building is affected by Priority Habitat Overlay. A small area of the western-most portion of the land is affected by landslip hazard. **(Map Ref 10)**
- Identify a Port and Marine or Particular Purpose zone for that part of the St Helens foreshore area which contains the commercial fishing functions. **(Map Ref 11)** Further, in the medium term (ie by 2022) implement the recommendations of the East Coast Marine Study (GHD for Dept Economic Development, Marine & Safety Tasmania and Local Councils, 2013). This study recommends undertaking the St Helens Wharf replacement with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats. Optimize parking arrangements through dedicated trailer parking.

Community and Health Facilities

- Create a community focal point through the identification of a town plaza to the south of the Pendrigh Place extension. **(Map Ref 12)**.
- Rezone land at Medeas Cove Esplanade/Annie Street to Community Purpose to allow for development of a new hospital which would provide a diversity of health facilities and specialist services. **(Map Ref 13)**

Recreation and Open Space

- Implement the recommendation of the Break O'Day Recreation and Open Space Plan (TCG Planning, 2014) which suggest that Council to continue to seek funding for the construction of a multi- purpose indoor recreation & aquatic facility at St Helens Sport and Recreation Ground based on the Briefing Document and the design prepared by Jennifer Binns. This upgrade should include an indoor sports centre with swimming pool to provide greater diversity and year round sporting options. **(Map Ref 14)**
- Upgrade the St Helens Foreshore to improve the useability of this space for residents and tourists; create a more functional layout; and to provide new infrastructure in this area. **(Map Ref 15)**
- Complete construction of the St Helens Foreshore - Georges Bay Multi Use Track from St Helens to Akaroa link. **(Map Ref 16)**
- Dispose of a number of local parks and utilise funds to upgrade facilities in other parks including the parks located:
 - at corner of Lindsay Parade and Cameron St (Map Reference St Helens 14 in Appendix 3) as this land provides access to an adjacent commercial area, has a limited level of useability for open space purposes and is in the vicinity of other more useable foreshore and local parks in St Helens. **(Map Ref 17)**
 - in Falmouth St, St Helens **(Map Ref 18)** as this land is too steep to be effectively used for open space purposes. Retain that portion of the land which is needed to retain a pedestrian linkage.
 - at Cnr Mimosa St and Jason St, St Helens **(Map Ref 19)** as this land is too steep to be effectively used for open space purposes.
 - in Chimney Heights, Steiglitz **(Map Ref 20)** as this land is an internal lot serviced by an access handle which significantly reduces its level of visibility and useability for open space purposes.

Opportunities for St Helens, Steiglitz and Akaroa (cont.)

Infrastructure

- Undertake a medium term upgrade of the airstrip (subject to funding) to provide a 23m runway, with widening and pavement upgrade, being Option 3 of the Airstrip Feasibility Investigations (Aurecon and MCA, 2013). In the long term investigate alternate options for access to the airstrip from St Helens Point Rd. Identify a land use buffer to minimise conflict and prepare for future expansion. **(Map Ref 21)**
- Promote improved opportunities within St Helens to link to the Bay of Fires and market St Helens as the "Gateway to the Bay of Fires"
- Implement public realm improvements to leverage private investment. Adopt a themed approach to the provision of Community Infrastructure as recommended within the Community Infrastructure Design Guidelines prepared by AEJ in 2013.

Tourism

- Create an attractive Foreshore Precinct to be developed on the northern side of St Helens adjacent to the existing town centre and foreshore which should accommodate motel/hotel/tourist accommodation, marina facilities, restaurants, open space reserves, tourist information centre etc. **(Map Ref 22)**. Encourage the provision of expanded and greater diversity in tourist accommodation and facilities.
- A potential tourism development site was identified in the St Helens Structure Plan to the south east of the St Helens settlement area. If planned appropriately, the development of this site could require the inclusion of a localised sewerage treatment package to ensure infrastructure for St Helens and surrounding suburbs is not impacted on by the development of the site. Any proposal to develop this site would need to address the criteria outlined in the St Helens and Surrounds Structure Plan under Section 4.8 as well as any additional site specific constraints. **(Map Ref 23)**

Vision and Role of St Helens

Vision for St Helens as provided by the St Helens and Surrounds Structure Plan, Urbis, 2013) is:

"An inclusive community that is sought out by young and old to visit, move to, live in and retire in.

A place where the environment is protected.

A place which provides educational and employment opportunities.

A place with strong linkages to its exceptional coastal setting.

A place known around the world for the Bay of Fires experience.

A thriving, vibrant place with high quality establishments, facilities and infrastructure."

The St Helens and Surrounds Structure Plan also identifies the following role for the township of St Helens:

- District Town function – key service centre, civic functions, key community services and commercial businesses;
- High growth scenario;
- Primary urban area in Municipality;
- Provide a wider range of living (including aged housing) and tourist accommodation options;
- Two-three storeys to capitalize on coastal views.

Desired Future Character

Open Space

- Provide active and passive recreational opportunities for public use.
- The foreshore areas at St Helens will have strong linkages to the town centre.

General Business Zone

- Retain historical 8m setback on western side of Cecilia Street between Quail Street and Circassian Street.
- Manage storm water to reduce the impacts of flash flooding in Cecilia Street.
- Buildings to be built to the road boundary in the core area.
- 1-2 storey buildings on Cecilia Street and Quail Street.
- 2-3 storey buildings near the waterfront.
- High quality built form outcomes.
- Public parking – provided via shared parking nodes.
- Civic plaza should be developed and landscaped to encourage use by all members of the public.
- Pedestrian paths will be safe and accessible to all.

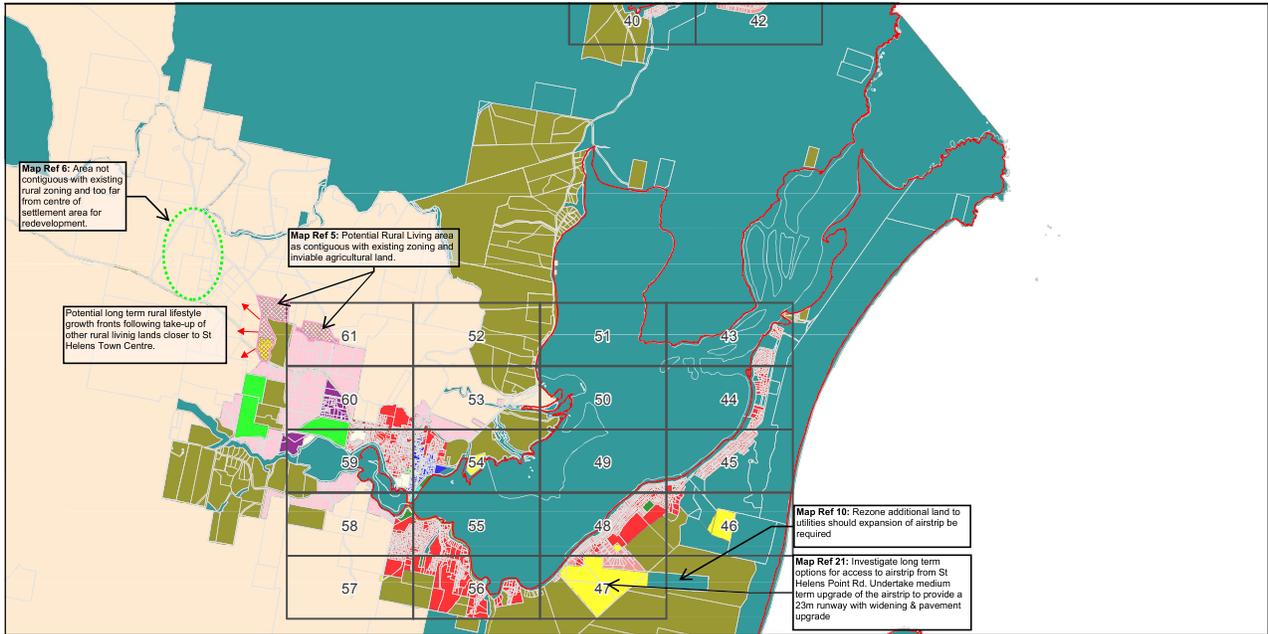
St Helens will evolve to provide a wider range of dwelling options, including conventional density development, unit developments close to the town centre, and aged care housing. Residential and visitor accommodation uses are encouraged.

Low Density Zones in St Helens will be characterised by single dwellings on larger allotments. Residential and visitor accommodation uses are encouraged. Where landslip hazards are present, the appropriateness of any additional development will need to be closely examined.

Stieglitz and Akaroa will be subject to infill development of existing residentially zoned land only, and will continue to be developed for conventional density development. Residential and visitor accommodation uses are encouraged.

Source: Draft St Helens and Surrounds Structure Plan, (Urbis, 2012)

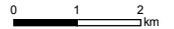


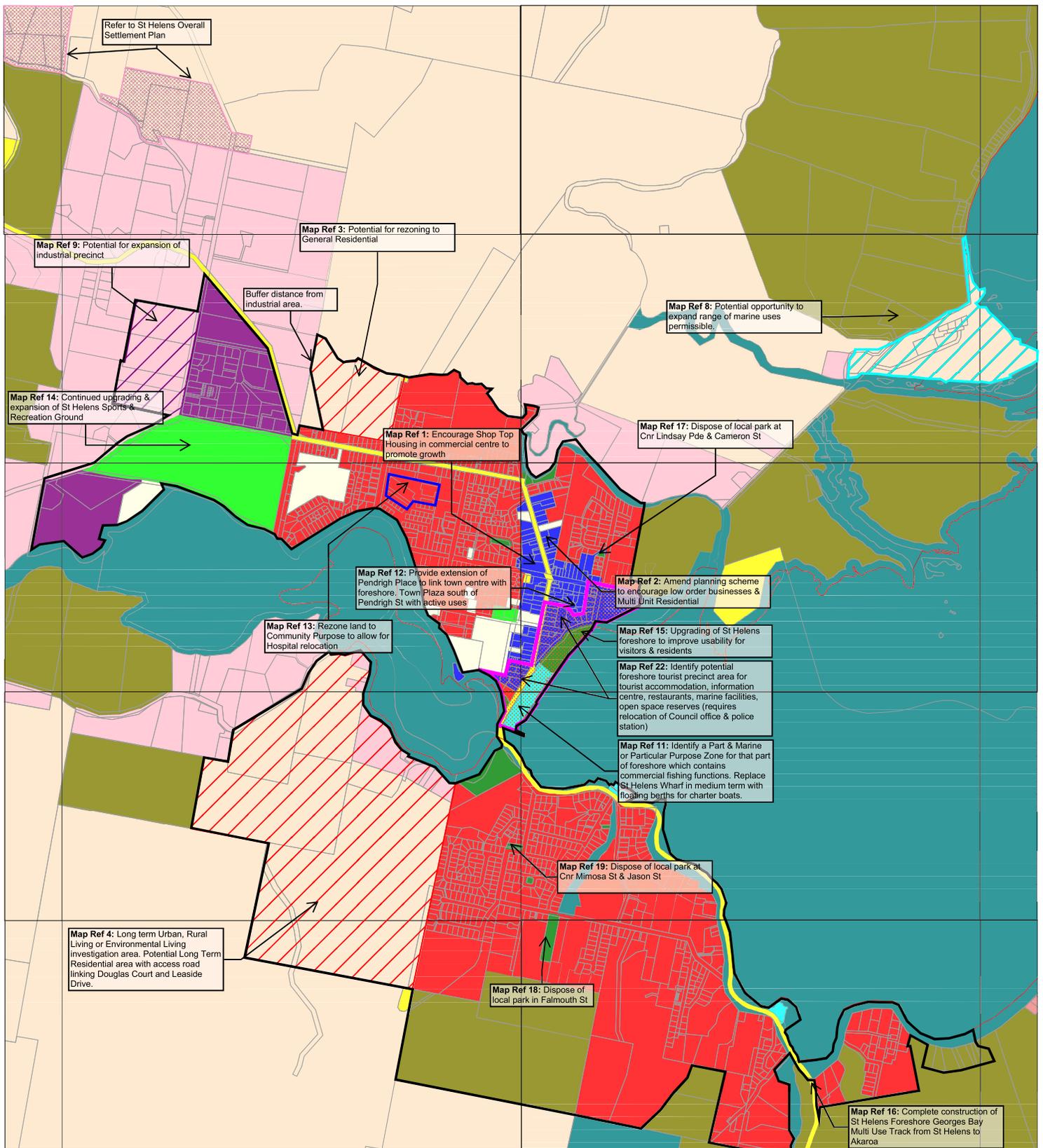


**Break O' Day Land Use & Development Strategy
St Helens Overall Settlement Plan**

Break O' Day Zoning Map Reference: 5
Data Source: Break O' Day Council

Map Index	Village	General Industrial
Scheme Boundary	Community Purpose	Rural Resource
General Residential	Recreation	Utilities
Low Density Residential	Open Space	Environmental Management
Rural Living	Local Business	Port and Marine
Environmental Living	General Business	Particular Purpose
Potential Rural Living Zone		



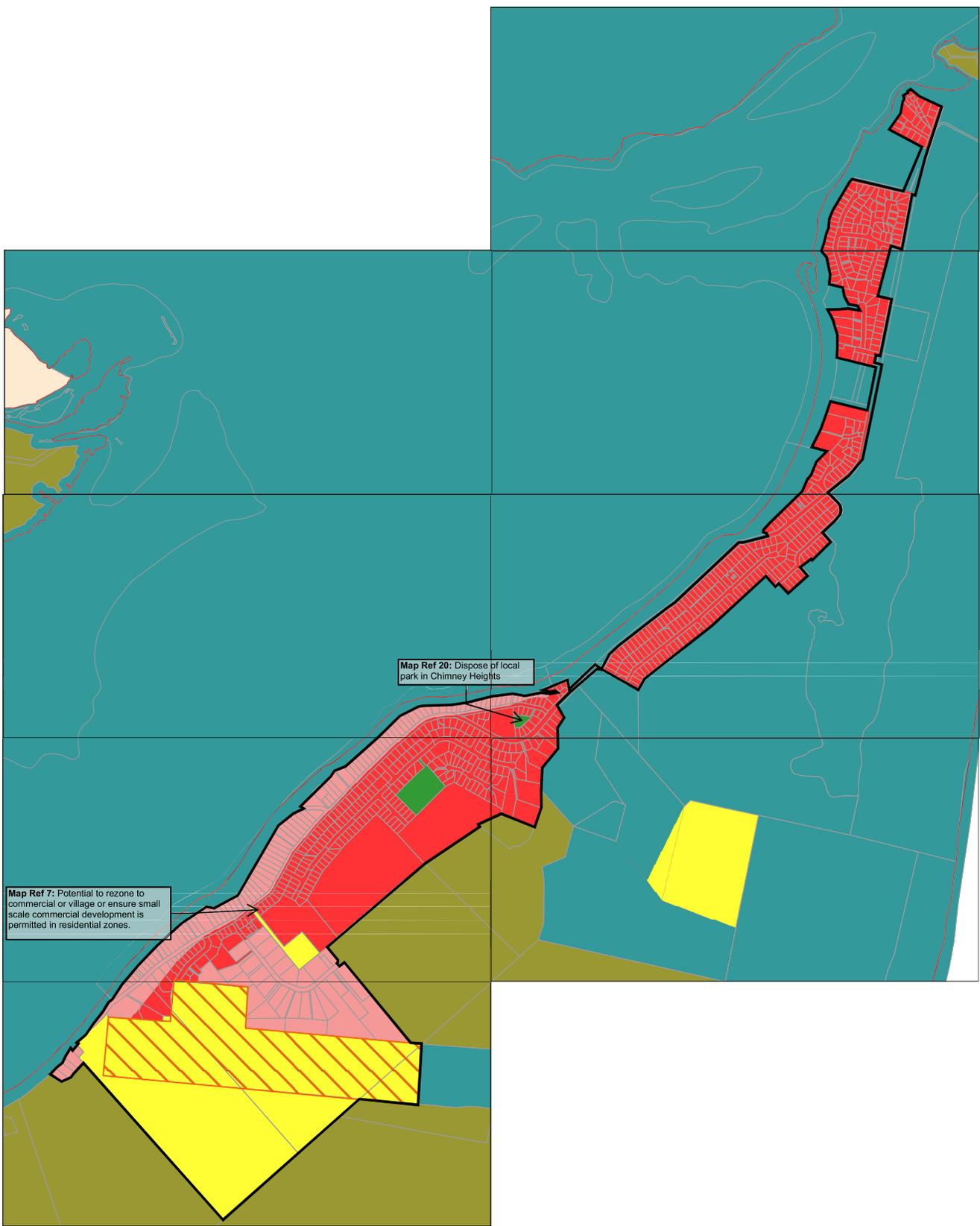


**Break O' Day Land Use & Development Strategy
St Helens Settlement Plan**

Break O' Day Zoning Map Reference: 52, 53, 54, 55, 56, 57, 58, 59, 60, 61,
Data Source: Break O' Day Council

Map Index	Village	General Industrial
Scheme Boundary	Community Purpose	Rural Resource
General Residential	Recreation	Utilities
Low Density Residential	Open Space	Environmental Management
Rural Living	Local Business	Port and Marine
Environmental Living	General Business	Particular Purpose
Future Urban Growth/Settlement Boundary	Potential Residential Zone	Potential Industrial Zone Expansion
Potential Port & Marine or Particular Purpose Zone	Potential Rural Living Zone	
Potential Mixed Use Tourist/Commercial Precinct		

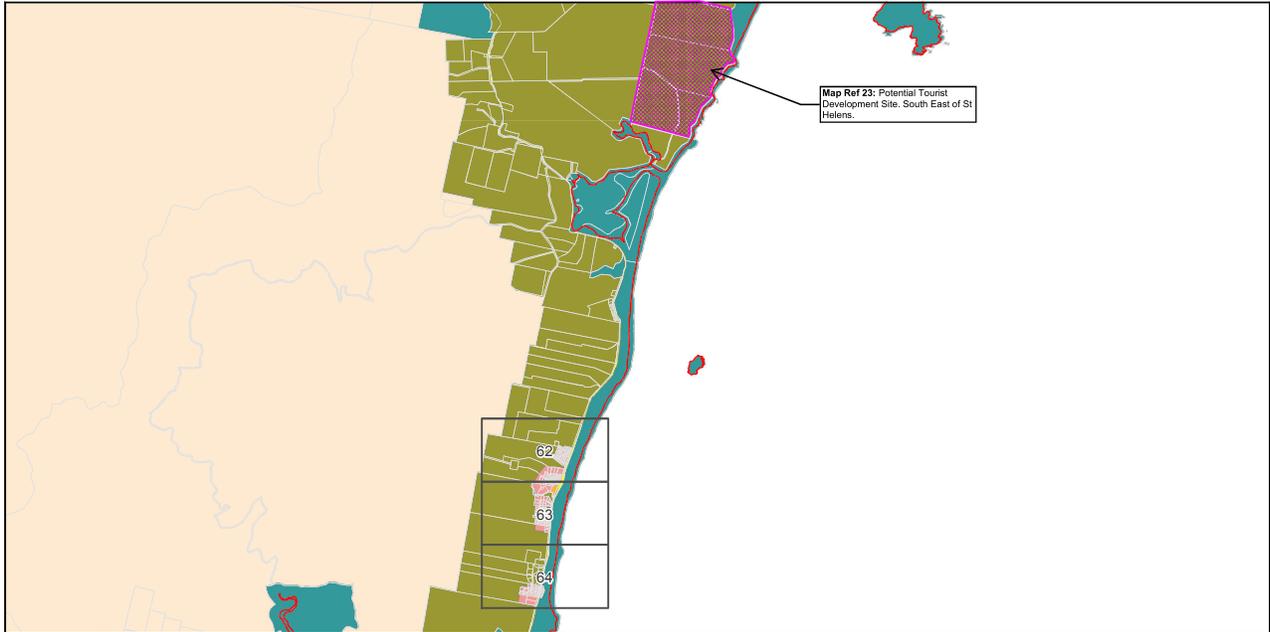




**Break O' Day Land Use & Development Strategy
Steiglitz-Akaroa Settlement Plan**

Break O' Day Zoning Map Reference: 43, 44, 45, 46, 47, 48, 49, 50
Data Source: Break O' Day Council

- | | | |
|----------------------------------------------------------------------------|--------------------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary | Potential Village or Commercial Area | |
| Existing Airport Facility- Identify Residential Development Buffer/Setback | | |



**Break O' Day Land Use & Development Strategy
St Helens & Surrounds Settlement Plan**

Break O' Day Zoning Map Reference: 6
Data Source: Break O' Day Council

- | | | |
|------------------------------------|-------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Potential Tourist Development Site | | |



St Marys Major Town with Town Centre

Location and Description

St Marys is located approximately one hour and 40 minute drive east of Launceston (128 kilometres) via the Esk Main Road. St Marys is nestled beneath the impressive rocky outcrop, St Patrick's head within the Fingal Valley.

St Marys has an estimated resident population of approximately 800 persons (ABS Census 2011 Resident Population data), making it the second largest settlement in the Break O'Day Municipality, after St Helens.

Settlement Pattern

Key features of this area include its rocky hills which allow for forest and coastal views and it link to the area's mining heritage.

Rural farms, agriculture and forestry lands are significant in the area, particularly to the south west and west of the town. Although not considered 'Significant Agricultural Land', the land is currently used for agricultural purposes and is identified as being land well suited to grazing, with limited to occasional cropping on 'Class 4' agricultural lands. Previously supporting the major dairy industry, now the land has converted to wool and meat production. Land surrounding St Marys are predominantly Rural Resource, with some land identified for Rural and Environmental Living to the north, north east and south of the town centre.

St Marys is characterised by an alternative lifestyle, inward migration and potential for diversification. There is a need to identify and maintain its unique local character and significant historical architectural character. The town has a large focus on recreational and open space facilities and uses, with a sports centre, with tennis courts, recreation and race grounds and football field.

The town itself contains an information and service centre, hospital, library, and café culture. A new works depot for TasWater was recently approved on the western outskirts of St Marys, near the end of the disused railway reserve that connects back through to Fingal.

There is potential for the area to enter a new phase of economic growth associated with tourism and as a rural lifestyle retreat and a gateway to the east coast. St Marys could become a more vibrant active centre and be recognised as the main service centre of the Fingal Valley.

Vision and Role of St Marys

The Vision for St Marys as provided by the St Marys Urban Design and Traffic Management Strategy is: "St Marys will:

- Retain the historic, creative and unique character within its existing area;
- Continue to value and preserve its picturesque, 'clean and green' township and surrounds;
- Be a vibrant centre supported by welcomed visitors, local residents and economies;
- Have a legible and attractive town centre that encourages locals and visitors to stop to visit."

The St Helens and Surrounds Structure Plan also identifies the following role for the township of St Marys:

- Major Town function – key service centre, key community services and commercial businesses;
- High growth scenario;
- Secondary urban area in Municipality;
- Provide a wider range of living (including aged housing) and tourist accommodation options.

Lot Size and Built Form

Existing allotment sizes within the General Residential zone average between 750 -1200m². Allotments within the Rural Living zone adjoining the urban area to the south average 1-2 hectares in size.

Allotments within the Environmental Living zone are predominantly vacant and are largely around 8-12 hectares in size.

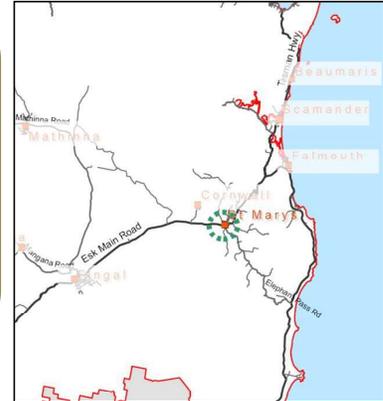
Development is predominantly single storey with a few prominent two storey buildings such as the local pub on the corner of Main Street and Story Street.

Zoning under BOD Interim Planning Scheme

St Marys commercial centre, which is zoned Local Business, is located on the Tasman Highway (Main Street) at the junction of Story Street. The town acts as gateway to destinations on the east coast, being the intersection connecting directly east along the Esk Main Road and south east along Grays Road/Elephant Pass Road. The small compact commercial strip is in need of revitalisation to ensure the economic health of the service centre.

Constraints

- Vegetation and bushfire
- Land to the south east of the town is low lying and subject to inundation, flooding and potential acid sulphate soils.
- Distance setbacks need to be identified from the sewer ponds and treatment plant in accordance with the Attenuation Code (refer to Section E11.0 of the Break O'Day Planning Scheme 2013), depending on the designed capacity of the system.



Opportunities for St Marys

General

- Incorporate more detailed design guidelines within the Planning Scheme, possibly through the application of a local heritage precinct to reflect the historical character of the town and to encourage sensitive redevelopment of key sites.

Housing

- There is potential for urban expansion of the town to boost the local population levels and provide for economic growth. Future development should only occur to the east and south, given vegetation constraints to the north and west.
- Land which has been identified to accommodate residential expansion is:
 - a single 5 hectare site to the south of the town centre along Story Street/Harefield Road, which only contains a single dwelling and is zoned Rural Living. This land could be suitable for General Residential or Low Density Residential allotments of up to 2000m². Further investigation will be required for this land in relation to its siting near the sewer ponds, which may remove it from consideration. **(Map Ref 1)**
 - Land to the east of the town fronting the Esk Main Road, which has good road access but will require detailed investigations into flood impacts. **(Map Ref 2)**
- The identification of land for future Rural Living development has been determined based on the need to locate zoned land an acceptable distance from town to provide service access and to ensure protection of agricultural lands. A suitable location for such zones is land to the west of the town on Gardiners Creek Road backing onto the Esk Main Road. **(Map Ref 3)** The front portion of these allotments is zoned Residential and the rear portions are zoned Rural Resource, as there is some agricultural value in the rear portion. However, given the limited available land within such close proximity, and the potential land residential/agricultural land use conflicts, this land would be more suited to Rural Living or Environmental Living development. Further investigation will also be required for this land in relation to its siting near the sewer ponds, which may remove it from consideration.
- In the short term additional Rural Living zoned land is not considered warranted as there are a number of pockets of Rural Resource land within 5 km of the centre of St Marys which may be suited to Rural or Environmental Living hobby farming. However this should be reviewed in the long to medium term based on population change and demographics. It is recommended that rather than allowing additional land to be zoned and subdivided for rural living purposes that land to the north of the township, which is currently zoned Rural Resource and which is already highly fragmented, be considered for rezoning to a Rural Living zone. **(Map Ref 4)** Land which would be appropriate for such use is land which has limited viability for agricultural purposes and land which is not heavily constrained by significant flora/fauna and bushfire.
- Alternatively, allow for Rural Living opportunities (ie erection of a single dwelling) on surrounding vacant allotments of various sizes in the Rural Resource zone that have unimproved land value.

Employment – Commercial and Industrial

- Consolidation of the existing town centre, with a focus around the corner of Main Street and Story Street, needs to occur. Council should not permit single residential housing in the town centre. Until such times as further population growth occurs, it is unlikely that additional commercial land is needed.
- There is potential for development of a key commercial site on Main Street, at the intersection with Cameron Street which is currently zoned Open Space and used as a small tourist information shelter. Land opposite this site **(Map Ref 5)** could accommodate shop top housing or aged accommodation (through amended of the planning scheme to allow aged accommodation at the ground floor level at street frontage).
- Rezoning of additional business lands is not considered warranted. It is estimated that by 2030 the required additional 481 m² of retail and food service space and 68m² of commercial office space which will be required for growth in St Marys by 2030 can be accommodated within the existing zoned lands through an increased density of development, thus promoting consolidation of the town centre.
- Encourage only low order commercial and business uses, together with residential and visitor accommodation uses in the eastern precinct of the town centre **(Map Ref 6)** to focus development around Main Street and Story Street. This to be accommodated by amending the Planning Scheme to allow multi unit residential development to be sited at the ground floor level or above, without requiring this use to be behind a shopfront. Visitor accommodation is currently a permitted use. Alternatively a Mixed Use zone could be applied to this land.

Community Facilities

- The existing quantity of zoned land is considered to be adequate based upon the existing and predicted 20 year population growth. The additional 360m² of floor space which is estimated to be required by 2030 for the hospital and aged care can be accommodated through an increased density of development in the eastern precinct and by rezoning selected sites adjacent to the hospital should this be required in the longer term. Further, the predicted 331m² of floor space which is estimated to be required for schools could be accommodated by rezoning land immediately adjacent to the existing school when exact expansion requirements are known, and supported by population growth. The estimated 76m² of office space for community purposes could be accommodated by relocation of the library to the west to consolidate the core commercial area **(Map Ref 7)** and by utilising the existing site for a lower order commercial function.

Recreation and Open Space

- Dispose of land at the corner of Story and Groom Streets to allow for residential use consistent with its residential zoning. This land is not required for open space purposes due to its proximity to the St Marys Recreation Ground. **(Map Ref 8)**
- Develop the St Marys Arts, Culture and Heritage Precinct including Rail Trail, museum, picnic facilities in accordance with Council's briefing documents and plans. **(Map Ref 9)**

Environmental

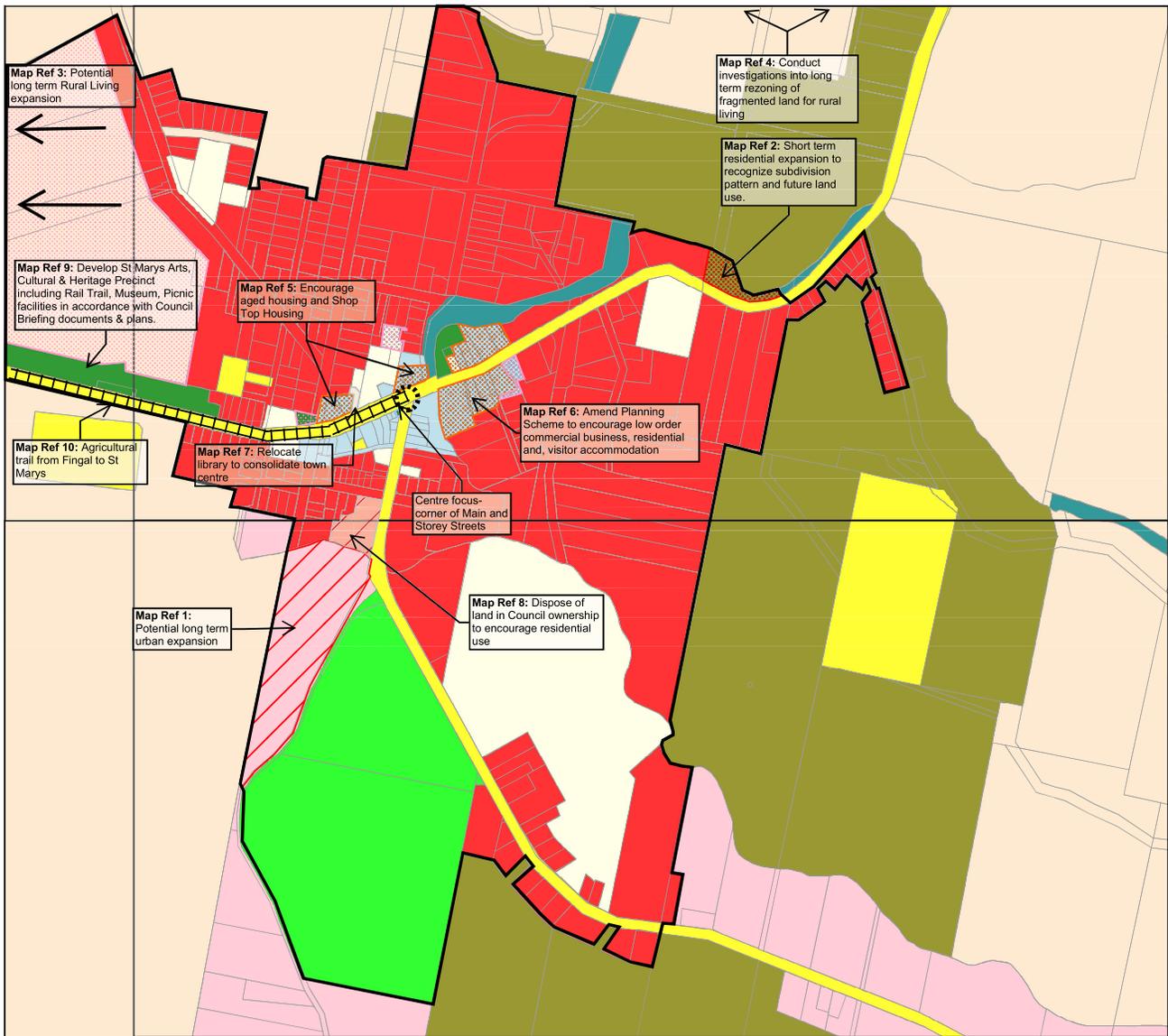
- The surrounds of St Marys are currently within the Rural Resource zone or Environmental Living zone, which contain large areas of dense vegetation. Future investigation will be required when undertaking more detailed studies of land proposed for rezoning to identify vegetation corridors to be retained and an appropriate zoning for such land.

Infrastructure

- In the long term consideration should be given to the existence of dead end roads such as the rear lane behind the town centre to determine if connection can be achieved to improve safety.
- The Sewerage Treatment Plant at St Marys is at capacity and therefore this would be a major restraint on future urban development. Further investigation into an expansion of capacity will be required prior to future rezoning of additional urban lands occurring.

Tourism

- Provide an agricultural/food trail extending from Fingal to St Marys should lead to the centre of town with a focus on tourist information and accommodation which reflects the attractive streetscape and encompass the rivulet parkland/riparian areas. **(Map Ref 10)**



Break O' Day Land Use & Development Strategy St Marys Settlement Plan

Break O' Day Zoning Map Reference: 70, 71
Data Source: Break O' Day Council



Scamander Major Town with Town Centre

Location and Description

Scamander is located at the mouth of the Scamander River between St Helen's and St Marys. It is located just 20km south of St Helens. The small settlement of Beaumaris is located just to the north of Scamander.

This town is a popular destination because of its sandy beaches and coastal setting.

Scamander has an estimated resident population of approximately 719 persons (ABS Census 2011 Resident Population data).

Lot Size and Built Form

Single dwellings are the dominant form in the Scamander residential area on average minimum allotment size of 900-1200m².

A residential subdivision of 80 allotments was previously approved in Winifred Drive in the Environmental Living zoned land to the south of the town, which was proposed for rezoning to General Residential under the Draft Planning Scheme to reflect its current use, however this was not supported by the Planning Commission.

Environmental Living zone to the south of the town are largely subdivided into 2-2.5 hectare allotments.



Settlement Pattern

Facilities in the area are focused around the access to outdoor activities, with the beach, golf course, sporting complex and skate park being the main drawcards.

The town is split across the Scamander River, with two separate Local Business Zones as well as a third single isolated retail site operating. The residential area is zoned General Residential, and is also separated by the river.

The area provides some holiday accommodation for tourists to the area, and a new surf club was recently constructed at the southern side of the entrance of the Scamander River.

A scenic corridor is identified along the Tasman Highway and covering land within Scamander on both sides of the highway as shown on the Break O' Day Interim Planning Scheme Overlay Maps.

Zoning under BOD Planning Scheme

Land surrounding the northern area of Scamander is either zoned Recreation and used as a golf course and sporting complex, with a few single large parcels of land zoned Environmental Living to the north.

Land surrounding the southern area of Scamander is zoned Environmental Living.

Constraints

The future expansion of the town is restricted by surrounding vegetation and natural river and coastal boundaries.

Land along the coastline is subject to potential acid sulphate soils and low lying creeklines particularly south east of Scamander (extending down to Henderson Lagoon), with some priority habitat areas also identified.

Vision and Role of Scamander

Vision for Scamander:

"Scamander will take advantage of its natural coastal setting and provide for various forms of visitor accommodation. Single dwellings will be the dominant form of development in the Scamander residential area."

The role of Scamander is identified by this Land Use and Development Strategy as:

- Major Town function – key service centre, key community services and commercial businesses;
- High growth scenario;
- Provide a wider range of living (including aged housing) and tourist accommodation options.



Opportunities for Scamander

General

- Prepare coastal built form guidelines for inclusion within the Break O'Day Planning Scheme to ensure that development adjacent to the coastline in Scamander is sensitively designed and has an acceptable visual impact.

Housing

- On completion of the subdivision of land around Winifred Drive in accordance with the existing development approval, the land should be rezoned to General Residential to reflect its current and future use. **(Map Ref 1)**
- The majority of single standard residential allotments within the town are developed for residential purposes. However, the existing General Residential zone has a number of undeveloped areas of land both within new subdivisions and on large allotments, including land at the northern extreme of the town, in Winklers Drive and adjoining lands, where the land is quite vegetated. In the southern part of the town, there are three very large allotments along the Scamander River frontage and one allotment south of Cherrywood Drive which are currently zoned Residential but are also vegetated. The amount of available residential zoned land which is actually capable of supporting development, or where development is likely to occur in the short term, is quite limited. However, if land capability permits, the development of these sites is crucial to the expansion of the town, in order to limit development from encroaching into adjoining environmental living zones without suitable forward planning. **(Map Ref 2)**
- Urban consolidation needs to occur within the existing town, therefore the realisation of the actual potential of these existing sites needs to be determined through detailed analysis of land capability. The only other likely location for any potential expansion of the town would be south of Winifred Drive along the eastern side of the Tasman Highway, although potential acid sulphate soils, low-lying lands need to be determined before any further development occurs in this location. **(Map Ref 3)**
- There is adequate Environmental Living zoned land surrounding Scamander. There is no further potential to the north of the town, due to vegetation and environmental management zoning constraints and there is adequate land to the south of the town which remains largely undeveloped.
- Restrict residential development to the western side of the Tasman Highway, leaving the beach and dune system in its natural condition and, despite the negatives of servicing strip advancement, results in preservation of the coastline ecology whilst permitting reasonable population density. Provided that corridors to the highlands are retained, this form of development supports maintenance of coastal ecological values. (Source: Coastal Plan, TCG Planning 2014).
- A minimum lot size of more than 2 ha for any existing or future Rural Living zone in Scamander could reduce the environmental impact particularly threat from bushfires which is still a high risk despite the extent of clearing. (Source: Coastal Plan, TCG Planning 2014).

Employment – Commercial and Industrial

- Previous studies have identified that there is limited room for expansion of the existing business zoned lands.
- The northern area of Local Business zone contains part of an existing caravan/tourist park. This appears to be an inappropriate use of the Business zone, although the purpose of this was likely to allow for commercial uses to operate on the site. The adjoining 2 allotments zoned Business contain a single commercial development. This commercial zone should be retained to allow for future expansion of employment uses. **(Map Ref 4)**
- The business precinct on the southern side of the River consists mainly of the existing motel on the northern side of Steel Street, with some vacant allotments and the post office located on the southern side of Steel Street. **(Map Ref 5)** The development of commercial land appears to be very slow moving and further expansion is not considered warranted in the short term given the size of this commercial precinct, the existence of a second commercial precinct in the north of the town, the population they serve, and the proximity of Scamander to a broader range of services in St Helens.
- Should the existing service station relocate, the isolated allotment of commercial zoned land in Scamander Avenue on the corner of Campbell Street should be rezoned to General Residential to encourage consolidation of commercial uses in the Local Business zone further north or on the southern side of the River. **(Map Ref 6)**
- The introduction of a Mixed Use Zone along Scamander Avenue should be considered on the southern side of the River, to provide a Mixed use employment area (retail/commercial/industrial) to support local needs. **(Map Ref 7)**

Community facilities

- The existing southern Local Business zone has sufficient capacity to accommodate a police station, ambulance station or other community facilities if required.

Recreation and Open Space

- Recreation facilities and open space within Scamander includes the Scamander Sports Complex and a number of foreshore parks and local parks. No additional local or district parks are required. However, to accommodate future residential growth in Scamander (and other towns) the Break O'Day Interim Planning Scheme should be amended to implement guidelines to ensure that local parks dedicated within new estates contain an adequate area of land for passive recreational purposes and are not limited by constraints such as detention basins.

Environmental

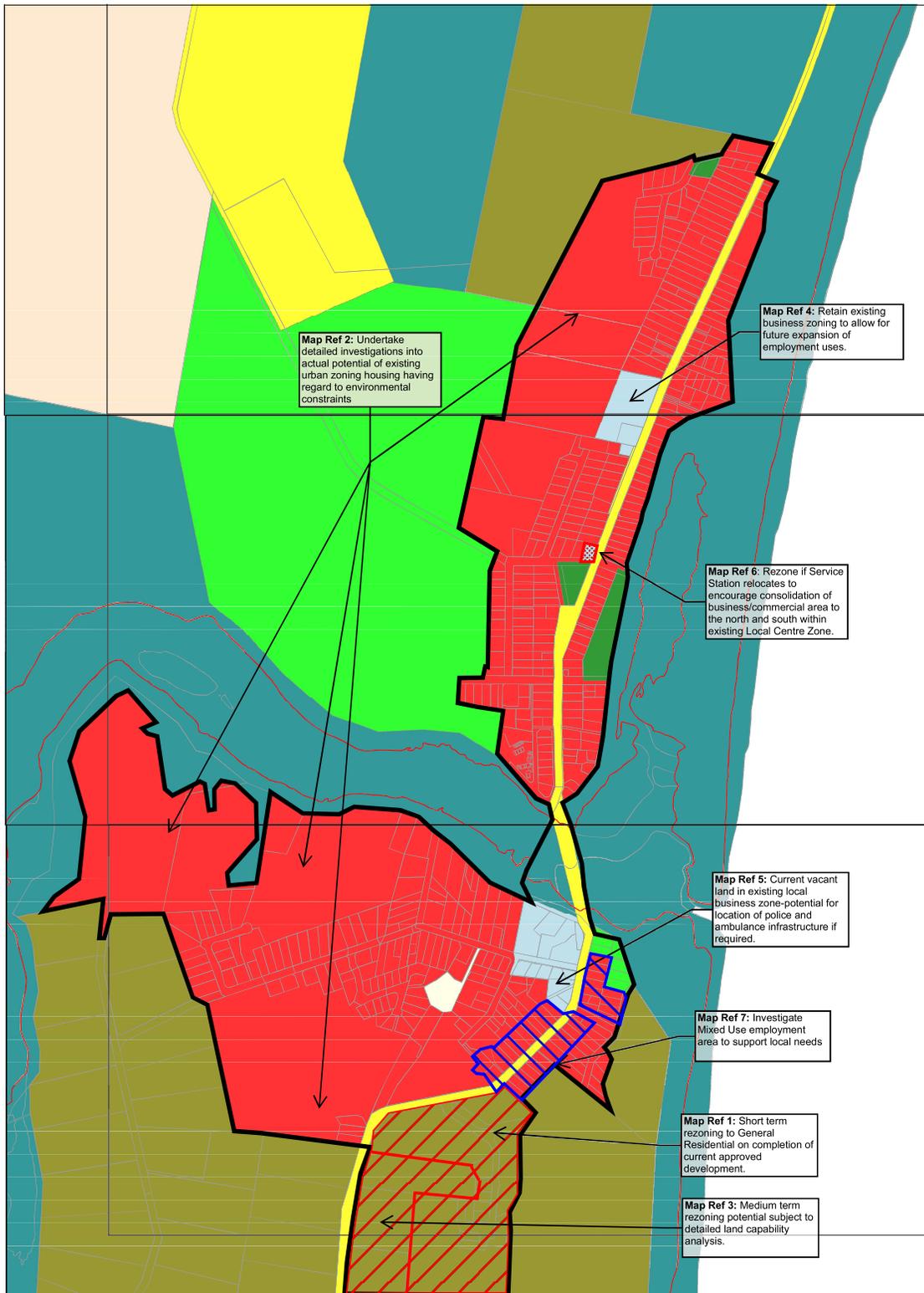
- Detailed assessment of land containing significant/substantial vegetation needs to require further assessment to determine suitability of sites for development.

Infrastructure

- Located with access to major road links.

Tourism

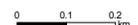
- In the longer term, as tourist growth continues, an additional caravan park or other form of tourist accommodation is likely to be required and can be accommodated within the identified town boundary, where the General Residential zone permits tourist accommodation as a discretionary use.



**Break O' Day Land Use & Development Strategy
Scamander Settlement Plan**

Break O' Day Zoning Map Reference: 65, 66, 67
Data Source: Break O' Day Council

- | | | |
|--------------------------------------------------|---------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary Precinct | Potential Urban/Mixed Use | |
| Potential General Residential Zone | | |





Fingal Town with Local Business Centre and Industrial Precinct

Location and Description

Fingal is a small town located in the Fingal Valley located on the South Esk River. It is 19km west of St Marys and is accessed via the Esk Main Road, which extends through the town in an east west direction.

Fingal has an estimated resident population of approximately 366 persons (ABS Census 2011 Resident Population data).

Settlement Pattern

The current settlement pattern of subdivision is historically based on an English pattern of land title and is only partly reflective of what is on the ground.

Agriculture is becoming more prevalent in the area with large areas of rural lands in the Fingal Valley and beyond currently mainly used for forestry, grazing, cropping and mining.

Lot Size and Built Form

Key structures in Fingal Village include the Old Tasmanian Hotel, Former Break O'Day Council Chambers (now used for the purposes of Family Based Day Care) and Old Gaol Cells, forming a number of identified heritage sites in the town.

Residential allotment sizes within the current General Residential zone are generally 1000m², with many allotments greater in size.

Land within the adjoining Rural Living zone and beyond are generally 4 hectare allotments.

Vision and Role of Fingal

Vision for Fingal:

"Fingal will remain as a rural village servicing mainly passers by and travellers through to the east coast in summer and the snow fields in winter. It is a small historical settlement area with wide streets which could be enhanced by street planting and historical tourist encouragement. The proposed walking/cycling agricultural trail along the existing railway reserve will revitalise the village and provide a connection through to the larger centres of Cornwall and St Marys."

The role of Fingal is identified by this Land Use and Development Strategy as:

- Town function – local business centre and industrial service precinct
- Medium growth scenario;
- Service centre for rural lands and employment generating uses in the western sector of the Municipality;
- Continued and expanded industrial sector role.

Zoning under BOD Planning Scheme

The town of Fingal is surrounded by Rural Resource zoned land, with Rural Living zoned land identified directly adjoining the existing town extent to the north and south.

The town itself includes a range of land use zones under the Planning Scheme being Village, General Residential and Rural Living, as well as Open Space, Recreation, Community facilities and Utilities zones also within the current town boundaries.

Fingal also contains the only other area of land zoned General Industrial under the Planning Scheme, other than St Helens. The majority of this area is used for the purposes of Council's Works Depot.



Opportunities for Fingal

General

- There is opportunity to give the town a recognised identity, focusing on its historical buildings which provide recognition of the town's historic and future town character.

Housing

- Encourage infill development within the existing General Residential zone to allow for consolidation of the existing settlement pattern.
- The Esk River and Fingal Rivulet to the north and east of the town, as well as low lying land and National Parks and reserve to the west to provide a natural physical boundary to development.
- Some potential expansion opportunities exist for urban growth of the town to the north east where there is existing Rural Living zoning. This land is quite level and suitable for development, while also being close to the commercial centre of Fingal and already substantially subdivided into allotments not suitable for a viable agricultural use. Potential constraints would be public road accessibility and access to services. **(Map Ref 1)**
- The Draft Interim Planning Scheme proposed substantial Rural Living zones extended to the south of the town, to reflect the road and subdivision layout pattern, as the allotments average 4 hectares. Whilst a substantial amount of additional Rural Living zoned land is not likely to be needed in Fingal, the long-term urban growth boundary should be extended to reflect the current allotment sizes. The area of land currently zoned Rural Living under the Planning Scheme is largely vacant rural land already subdivided into smaller holdings. **(Map Ref 2)**

Employment – Commercial and Industrial

- There is no need for additional commercial land as the existing Village zone has adequate vacant capacity, although option exists in the medium to long term for rezoning of the current Village land to Local Business to reflect the positioning of the town in the municipal hierarchy.
- Medium to long term expansion of the existing industrial precinct or area in Flemming Street is recommended. Two options for expansion of this existing precinct are possible, which would adjoin the existing cemetery on the corner of Flemming and Seymour Streets, supplying potentially approximately 2.5 hectares of additional industrial zoned land. A buffer and vegetated setback would need to be applied along Flemming Street in order to address potential conflict issues with residential dwellings to the north. **(Map Ref 3)** A more appropriate expansion of the industrial area could be considered to the south of the existing industrial zoning between Carey and Robert Streets, which would have less future impact on dwellings and would not impact on the amount of rural living zoned land currently available (up to approximately 8 hectares could be considered). **(Map Ref 4)**
- A single rural living allotment is located within the industrial zoned block of land, approximately 2,300m² in size which should be rezoned in order to reduce potential conflicts of interest. However the site is substantially developed and consultation with the landowner should occur to determine their intended future use of the land. **(Map Ref 5)**
- An alternative option which may be more appropriate is consideration of a mixed use zone zone adjoining the existing Village zone to the north of the town, currently identified as Rural Living zone but which is largely vacant. It also adjoins the railway line which could provide direct access for goods to and from Launceston. This site could accommodate a range of light industrial uses, rural produce uses or large scale commercial development. This could be encouraged as an area which supports the local agricultural production in the Fingal Valley. **(Map Ref 6)**

Community facilities

- Specific identification of land for community purposes is not required with such uses able to be accommodated within the Village zone which has sufficient capacity.

Recreation and Open Space

- Recreation facilities include the Final Recreation Ground, golf course, tennis courts and a number of local parks. No additional district parks are required. Councils recommendation to dispose of the Grant Street site (which is currently zoned Open Space) and to relocate the existing tennis court is supported, with rezoning of this land to a General Residential zone underway. **(Map Ref 7)**
- The site of the local park in Albert/Victoria Street which is currently zoned Open Space should be rezoned to General Residential as it is not suitable for recreation purposes and is in close proximity (200m) of the park to the East in Victoria Street. Whilst not a short term priority, consideration could be given as a longer term option is the provision of additional local parks to the east and west of the town should additional growth occur in Fingal in the future. **(Map Ref 8)**
- Walking/cycling agricultural trail should be established from Fingal along or adjoining the existing railway reserve which could extend up to Cornwall through St Marys. **(Map Ref 9)**

Environmental

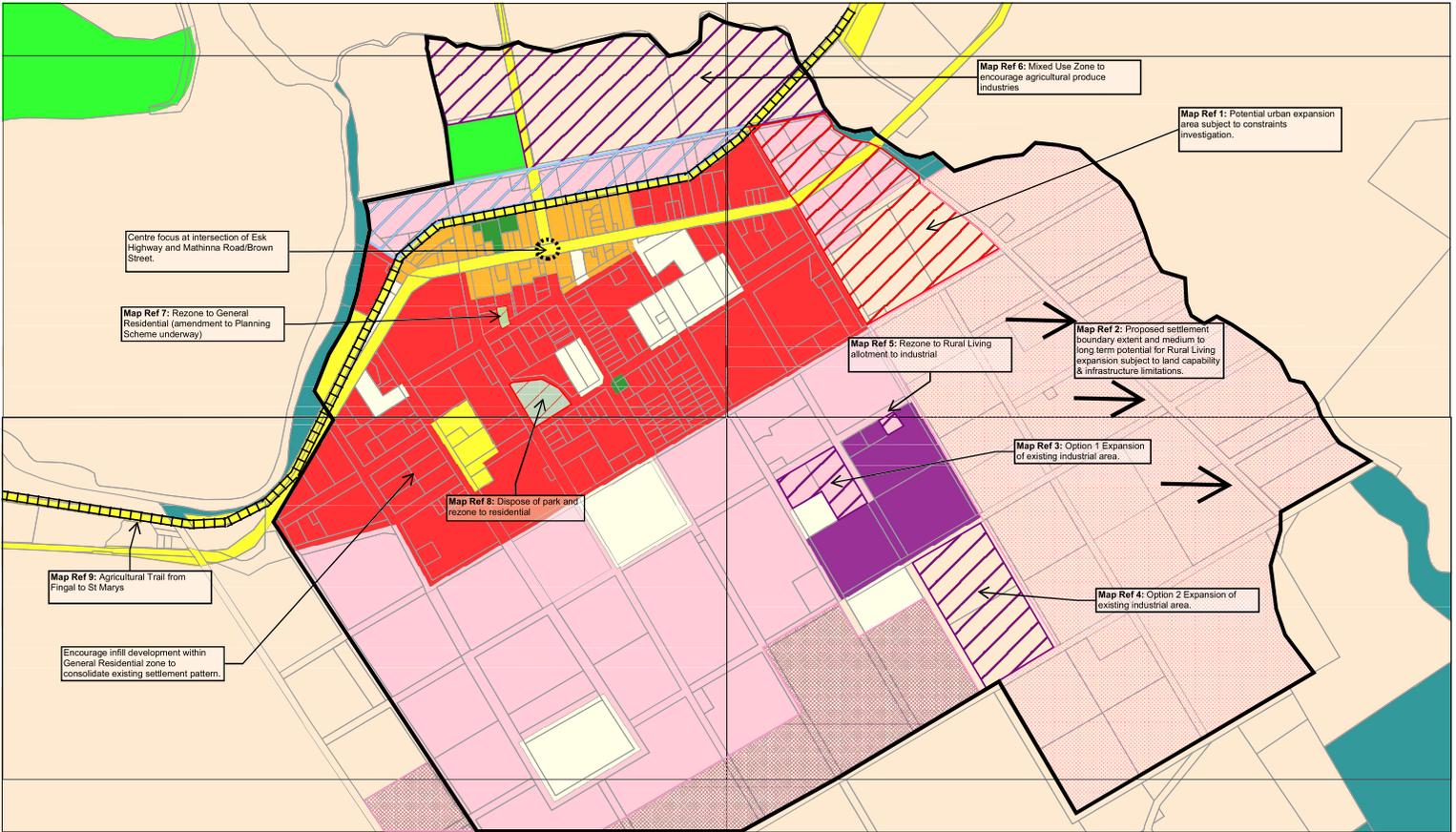
- Consideration of flood affected areas along the Rivulet and Esk River will be required as future development occurs
- Physical natural boundaries will be used to restrict future expansion of the town.

Infrastructure

- Location on the main highway provides good access to St Marys to the east, as well as to Launceston. Consideration of local public road access issues need to be addressed by Council as future development occurs.

Tourism

- Encourage tourist facilities and accommodation in the village, with business and commercial opportunities to support visitors to the Fingal Valley.



**Break O' Day Land Use & Development Strategy
Fingal Settlement Plan**

Break O' Day Zoning Map Reference: 76, 77, 78, 79
Data Source: Break O' Day Council

- | | | | | |
|-------------------------|-------------------|--------------------------|-------------------------------------------------------------------------------|--------------------------------------------|
| Map Index | Village | General Industrial | Future Urban Growth/Settlement Boundary | Potential Local Business or Mixed Use Zone |
| Scheme Boundary | Community Purpose | Rural Resource | Potential Low Density Residential Zone | |
| General Residential | Recreation | Utilities | Potential General Industrial zone options | |
| Low Density Residential | Open Space | Environmental Management | Potential Rural Living Zone | |
| Rural Living | Local Business | Port and Marine | Potential walking/cycling agricultural food trail in Existing railway reserve | |
| Environmental Living | General Business | Particular Purpose | | |

Ansons Bay

Coastal Village Settlement

Location and Description

The settlement is the northern anchor for the Bay of Fires Conservation Area. Ansons Bay (including the Pyengana locality) had an estimated resident population of approximately 371 persons (ABS Census 2011 Resident Population data).

The nearest recognised settlement is Binalong Bay, however, there is no current road access along the Bay of Fires Conservation Area, therefore the nearest major settlement in Break O'Day Municipality is St Helens which is approximately 52km to the south. The village of Gladstone which is located outside the Municipality is the closest settlement, being approximately 37 kilometres to the west.

The Mt William National Park almost surrounds the settlement of Ansons Bay and the bay itself, except on the southern side where the area is freehold land previously cleared for farming. A narrow foreshore reserve along the southern shoreline of the bay is part of the Ansons Bay Conservation Area. The Ansons Bay Conservation Area also extends around the shoreline of the Bay through the area of the settlement.

Settlement Pattern

The settlement is characterised by low density residential development dotting the coastal dune with the appearance of a sleepy coastal settlement. The area is unfenced and has an open welcome appearance. Some existing boat sheds and jetties access the waterfront.

There are no other forms of land use such as commercial or industrial development currently located in the area. The natural environment plays an important role in shaping the character and identity of this urban area.

Vision and Role of Ansons Bay

Vision for Ansons Bay:

Ansons Bay will remain as an isolated residential settlement with vegetated lands and the coastline defining its settlement boundaries. The tourist potential of the area will be expanded, whilst ensuring that the area's high conservation value is protected.

The role of Ansons Bay is identified by this Land Use and Development Strategy as:

- A coastal village settlement providing residential living opportunities through infill development within existing town boundaries.
- An area of high conservation value, with lakes, wetlands, and diverse coastal vegetation with minimal previous impact. Any development of these areas requires a high degree of responsible and environmentally sensitive design, and consideration of regional effects.
- An area which could accommodate an expanded tourist role due to its proximity to the Bay of Fires.

Zoning under BOD Planning Scheme

The area is zoned predominantly Low Density Residential, with an area along the foreshore of Ansons Bay identified as a Particular Purpose Zone specific to Ansons Bay, recognising the small residential shacks on small allotments.

The provisions of the zones within the Planning Scheme were developed at a regional level. When these common provisions (specifically the residential zone provisions) were applied to the small dwelling sites in Ansons Bay which are also unserviced, the sites became restricted from future development by those provisions to the point where on some sites development would not be possible. In order to overcome this hurdle and not diminish the intent of the regional common provisions, a special zone has been developed for this unique area to allow for reasonable improvements to those properties.

Surrounding lands are zoned Environmental Living adjoining to the north, Environmental Management along the coast, up to including Eddystone Point and adjoining Mount William National Park.

Lot Size and Built Form

Recognised as a unique settlement area given its small lot subdivision patterns (~530sqm down to 250sqm) and shack development along the waterfront at Anson's Bay. The land within the Low Density Residential zone is predominantly allotments generally ranging in size from 1000 to 2000m².

Constraints

- Accessibility and access to infrastructure, particularly road access and limited water supply and reticulated sewage.
- Coastal height inundation
- Potential Acid Sulphate Soils;
- Land capability class 5 or 6;
- Land surrounding the residential area is already identified for Environmental Living although there appears to be significant vegetation constraints.



Opportunities for Ansons Bay

General Opportunities

- There is potential for identification of the Ansons Bay Shacks as a heritage precinct.
- Prepare coastal built form guidelines for inclusion within the Break O'Day Planning Scheme to ensure that development adjacent to the coastline in Ansons Bay is sensitively designed and has an acceptable visual impact.

Housing

- There is limited capacity or opportunity for urban expansion surrounding Ansons Bay as the existing urban area is bordered by vegetation and has infrastructure limitations.

Employment – Commercial and Industrial

- There is potential for a retail/commercial/mixed use site due to the isolation of the town from any major settlement. However, identification of a specific site is not recommended as a local shop is permitted as a discretionary use in the Low Density Residential zone.

Community facilities

- A single site is currently identified for Community Purposes. This land could accommodate emergency services (which are the anticipated form of use to locate in this area) as such uses are discretionary within the Low Density Residential Zone. Therefore there is no need for consideration of additional land for community purposes.

Recreation and Open Space

- Existing public access to the foreshore and waterways needs to be retained and enhanced where possible.
- The number of jetties should be kept to a minimum to dominate the view of the foreshore and no new boatsheds are supported.

Environmental

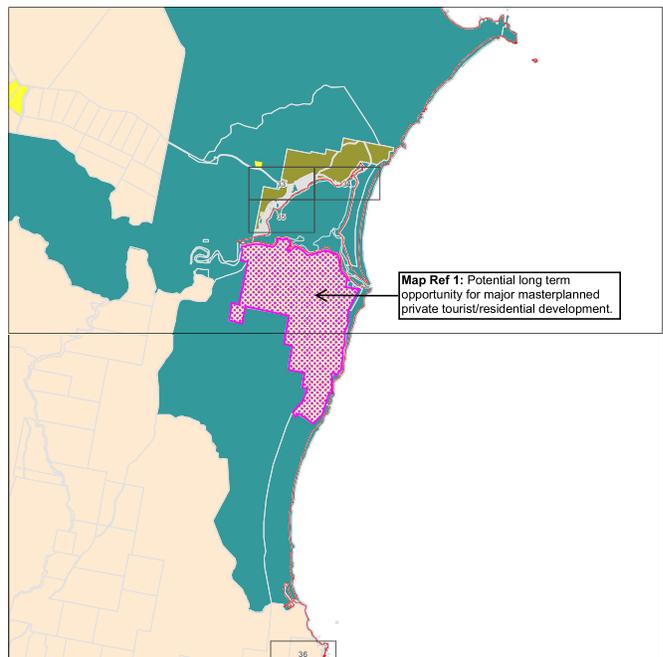
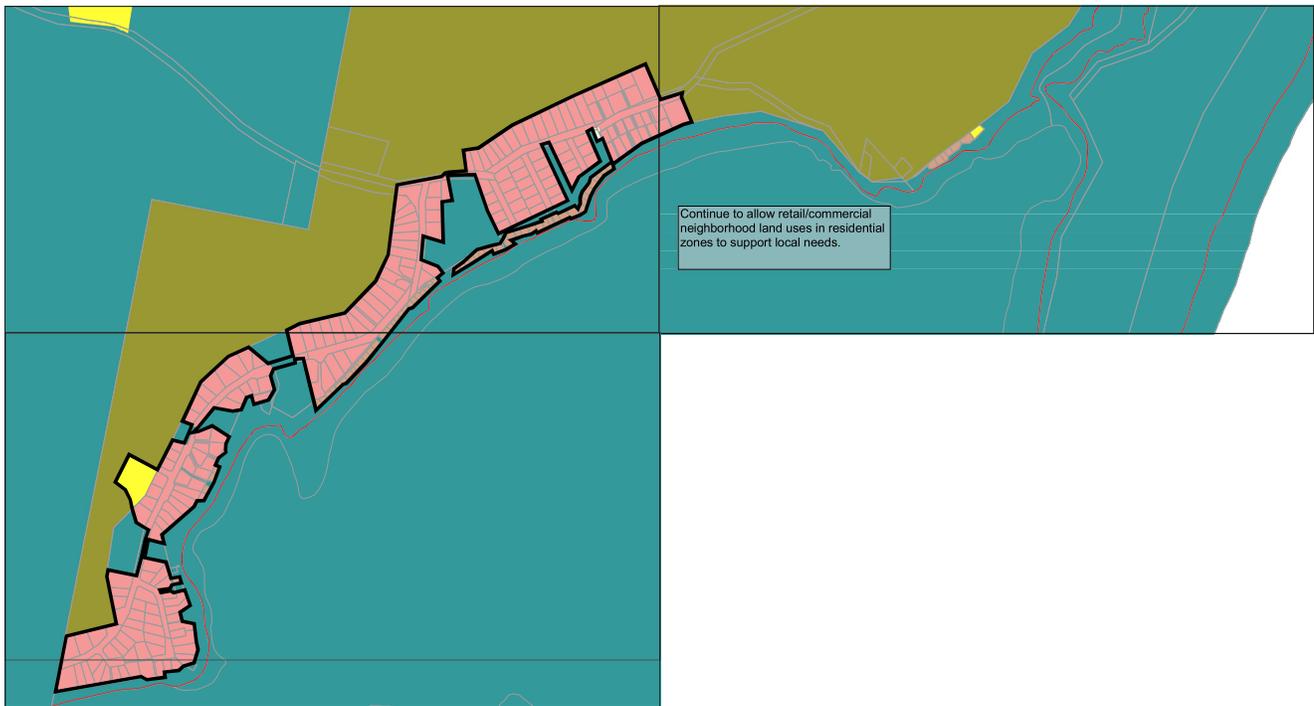
- Surrounding lands within the Mount William National Park which are located within public ownership need to be recognised under the Planning Scheme by rezoning to Environmental Management or National Park

Infrastructure

- Accessibility and infrastructure limitations exist in this town and hence residential or rural living expansion is not recommended.

Tourism

- Potential for an expanded tourist function due to location on the east coast and proximity to the Bay of Fires.
- Potential exists for a small tourist accommodation facility such as a caravan park and camping ground in the medium term, with further investigations required into flora and fauna constraints to identify an appropriate site.
- In the longer term, opportunity exists in the form of a new settlement area such as a high quality master-planned tourist precinct on land to the south of Ansons Bay and west of Policemans Point which is located on the Bay of Fires (where the Bay flows out to the sea and does not directly adjoin the existing settlement area). A Rural Resource zoning currently applies to the land. The land is isolated from other rural resource lands and surrounded by Environmental Management Zoning. The land is currently used for farmland grazing and a camping ground, however it is not prime agricultural land and is cleared of vegetation. Opportunity would also exist to widen the foreshore reserve and revegetate this area. Due to its isolation, it is also unlikely to be used as a major agricultural pursuit. Detailed investigations and planning for infrastructure and services to the site would be required and major capital investment needed from a private source. It should be noted that the size of the area is over and above the amount of land that would be needed for this type of development (in the vicinity of 20km²). Therefore an appropriate area would need to be identified following detailed site investigations and the future use of the surrounding lands also identified as part of a masterplan. Any proposal to develop this site for tourism purposes would need to address the criteria outlined in the St Helens and Surrounds Structure Plan under Section 4.8 in relation to potential tourism development sites, as well as any additional site specific constraints. **(Map Ref 1)**



**Break O' Day Land Use & Development Strategy
Ansons Bay Settlement Plan**

Break O' Day Zoning Map Reference: 2, 3 & 33, 34, 35
Data Source: Break O' Day Council

- | | | |
|-----------------------------------------|-------------------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary | Potential Tourist Development Sites | |



Beaumaris Coastal Village Settlement

Location and Description

Beaumaris is a small linear coastal town on the western side of the Tasman Highway on the north east coast of Tasmania. It is located 15 minutes south of St Helens and 5 minutes north of Scamander.

Beaumaris had an estimated resident population of approximately 285 persons (ABS Census 2011 Resident Population data).

Zoning under BOD Planning Scheme

The village is predominantly zoned Low Density Residential under the Planning Scheme, with a single Village zoning applied to an existing motel in the village.

The village is surrounded by a significant amount of land within the Environmental Living zone, which stretches from St Helens in the north to Scamander south of Beaumaris.



Settlement Pattern

In close proximity lies Shelly Beach, which is famous for its surfing location. Beaumaris will take advantage of its natural coastal setting and relies upon St Helens and Scamander for day to day business and service needs.

Constraints

- Potential flooding constraints;
- Limited stormwater infrastructure capability;
- Ecological constraints prominently to the east of the town associated with the coastline.
- Significant vegetation defining the settlement boundary of the town to the west.

Lot Size and Built Form

Single dwellings are the dominant built form in the Beaumaris Low Density Residential area.

Residential allotments are upwards of 650m² in the newer subdivisions to the north and averaging 900-1000m² in the southern area. Environmental Living zoned land contains lots upwards of 4000m².



Vision and Role of Beaumaris

Vision for Beaumaris:

A coastal village settlement which provides continued opportunity for visitor accommodation, while respecting environmental values and coastal processes on the eastern side of the Tasman Highway.

The role of Beaumaris identified by this Land Use and Development Strategy as:

- A coastal settlement which provides residential infill development opportunities within existing settlement boundaries.
- Residential functions are supported by commercial and community facilities located in larger settlements.



Opportunities for Beaumaris

General Opportunities

- Prepare coastal built form guidelines for inclusion within the Break O'Day Planning Scheme to ensure that development adjacent to the coastline in Beaumaris is sensitively designed and has an acceptable visual impact.

Housing

- No potential for expansion of residential or rural living development is recognised by previous studies nor by this strategy.
- There are substantial areas of land currently zoned Environmental Living, and this zoned area exceeds that which is likely to be required and/or capable of being developed, given the vegetation constraints which exist on this land.
- Any future development within the area needs to limit further expansion of the urban area to the north or south, or to the east of the Tasman Highway (apart from the small subdivision already existing off Freshwater Street to the south of Beaumaris). Long term planning for residential growth of Beaumaris needs to concentrate on consolidation within the existing limits.
- Vacant land located between the northern limits of Seabreeze Court zoned Environmental Living and the Low Density Residential zone to the north should be considered for rezoning to allow for future urban growth. The current Environmental Living zone is sterilising this land for future urban growth, particularly given its scenic coastal location which is ideal for sea change residents. This could allow for not just residential development, but could also allow for a mixed use commercial/light industrial precinct to support the needs of the local community, should this extended population occur. **(Map Ref 1)**
- Potential for a long term higher density Environmental Living zone within the existing settlement boundary in the south adjacent to Seabreeze Close. **(Map Ref 2)**

Employment – Commercial and Industrial

- The long term identification of a small scale commercial precinct will allow for the recognition of Beaumaris as a Village in the Commercial Hierarchy in the Regional Land Use Strategy.

Community facilities

- There is currently no identified community land in Beaumaris, due to its proximity to both Scamander and St Helens. The identification of land for community use is not considered to be warranted.

Recreation and Open Space

- A single large area of open space is currently located within the centre of the Beaumaris settlement area. Allotments in the southern and northern sector of the town are not within acceptable walking distance to a local park. However duplication of parks is not warranted given the limited population within the town.

Environmental

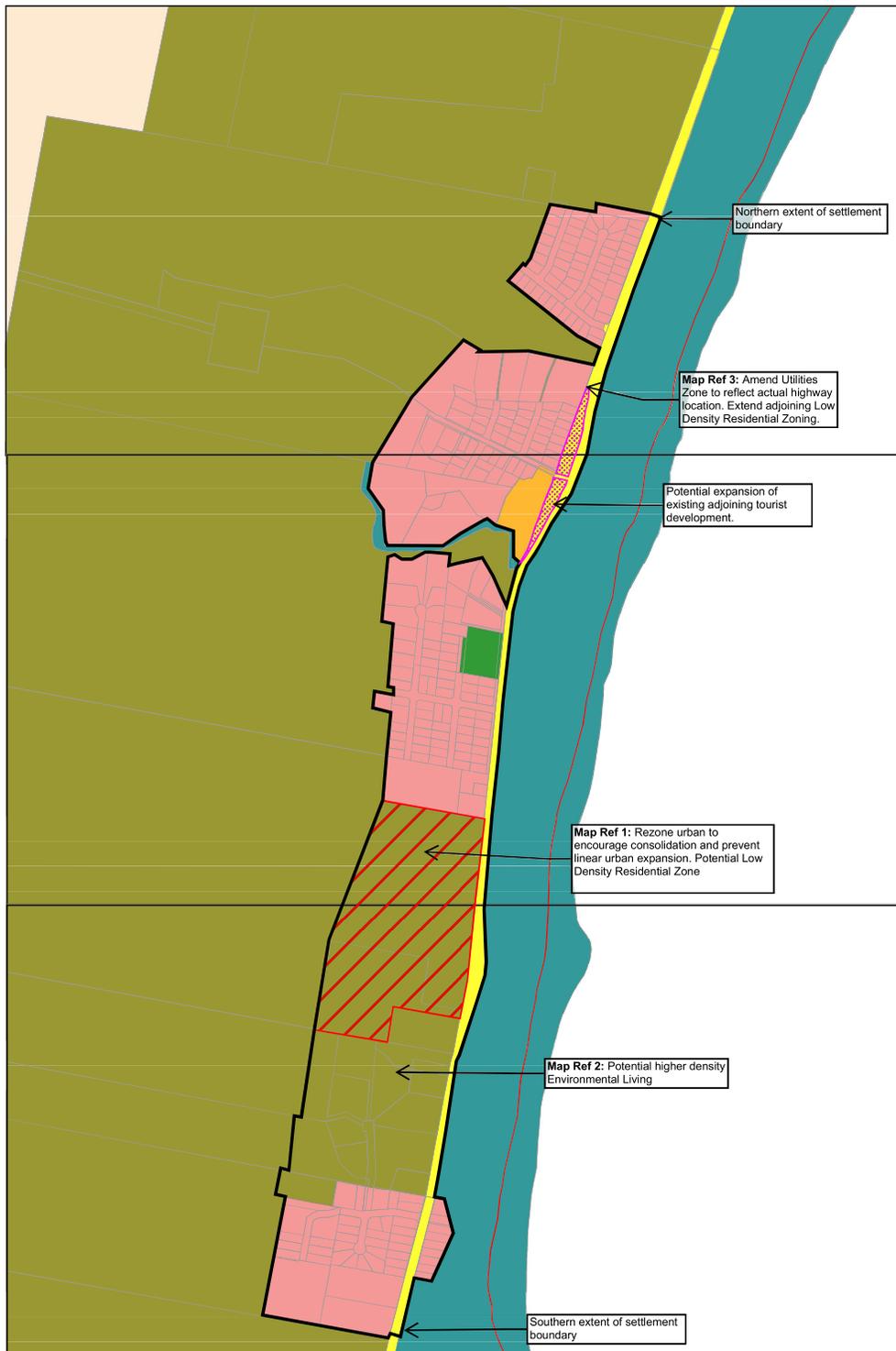
- Protection of the views and vistas to the ocean across the Tasman Highway are important.

Infrastructure

- Sewer and water infrastructure issues need to be addressed in future detailed investigations of expansion areas.
- The current boundary of the Tasman Highway opposite Eastern Creek Road needs to be discussed with the state road authority, as it appears as though the Utilities zoning follows the cadastre which is not necessarily the intended width of the Tasman Highway at this point. Rectifying the zoning anomaly on this corner would allow for a slight expansion of the Village zoning (approximately 3000m²) to allow for additional uses other than the motel to occur on the southern corner. This would also provide potential to extend the village zoning on the northern side of Eastern Creek Road to allow for further commercial/retail/tourist accommodation options. Land ownership needs to be addressed, as does the boundaries of land identified as priority habitat and threatened/vulnerable communities which needs to be reviewed in this location. **(Map Ref 3)**

Tourism

- Focus on the location as a natural coastal settlement which provides accessibility for tourism purposes.
- Provide for visitor accommodation in a built form similar to the residential development in the area by including visitor accommodation as a discretionary use within the Low Density Residential zone in Beaumaris (similar to the provisions which currently exist for Binalong Bay).



**Break O' Day Land Use & Development Strategy
Beaumaris Settlement Plan**

Break O' Day Zoning Map Reference: 62, 63, 64
Data Source: Break O' Day Council

- | | | |
|-----------------------------------------|-------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary | | |
| Potential Tourist Development Site | | |
| Potential Low Density Residential Zone | | |



Binalong Bay Coastal Village Settlement

Location and Description

Binalong Bay is recognised as the southern gateway to the Bay of Fires Conservation area and the natural environment plays an important role in shaping the character and identity of the area. It is located to the north east of St Helens accessed via Binalong Bay Road, which is intermittently impacted by flooding.

Binalong Bay has an estimated resident population of approximately 210 persons (ABS Census 2011 Resident Population data).

Lot Size and Built Form

Single dwellings are the dominant built form in the Binalong Bay Low Density Residential area, although multiple dwellings can occur on the larger lots that can sustain waste water systems.

The existing subdivision patterns includes allotments upwards of 750m² but averaging 1-2000m² in size. There has been the approval of some medium density developments along the Main Road.

Allotments within the Environmental Living Zone are inconsistent in size, with lots starting at 550m² and up to a general subdivision size of 20 hectares.



Settlement Pattern

The village is characterised by areas of open space and the presence of large mature trees dotted through the existing residential area. The vegetation surrounding the area (known as Humberg Point Reserve) is a key part of its unique value and a constraint to future development.

Binalong Bay is predominantly a small residential community with only minimal business activity, where that business activity is in a built form similar in appearance to residential development. Binalong Bay relies upon St Helens for day to day business activity.

Visitor accommodation in the form of 'holiday letting' of privately owned homes is evident in this area.

Zoning under BOD Planning Scheme

The village settlement itself is predominantly within the Low Density Residential zone. There is a single Village zone allotment which is currently used as a restaurant and café.

There are currently two Open Space zoned lots (which are vacant other than existing vegetation) and Recreation (tennis court) sites within the village and a single Community zoned allotment.

Surrounding lands are zoned Environmental Management, with an area of Environmental Living land to the north-west along Gardens Road. Parts of this land is heavily vegetated.



Constraints

- Currently limited water supply and no access to reticulated sewerage.
- Priority habitat and Threatened species surrounding the existing settlement area.
- Potential Acid Sulphate Soils in some Environmental Living areas (although extremely low);
- Not affected by Coastal Height Inundation



Vision and Role of Binalong Bay

Vision for Binalong Bay:

Binalong Bay will remain as an "unserviced" settlement, and residential development will be limited to infill development of single dwellings on existing residentially zoned land. Larger allotments interspersed with plantings will be encouraged. Residential and visitor accommodation uses are encouraged. (Source: St Helens and Surrounds Structure Plan)

The role of Beaumaris is identified by this Land Use and Development Strategy as:

- A coastal village settlement which provides residential infill development opportunities within existing settlement boundaries due to servicing and environmental constraints.
- Limited retail convenience needs provided within the village with St Helens providing principle retail and service needs.
- Tourist accommodation to continue to be provided through utilisation of existing dwellings.
- Identification of a key tourist site to provide expanded opportunities adjacent to the Bay of Fires.



Opportunities for Binalong Bay

General Opportunities

- Urban design guidelines to be prepared, with maximum densities for development identified particularly in the Environmental Living zone. Further, coastal built form guidelines should be prepared to ensure that development adjacent to the coastline in Binalong Bay is sensitively designed and has an acceptable visual impact.

Housing

- St Helens Structure Plan identifies there is limited capacity for future residential growth within the existing village boundary of Binalong Bay. A clearly defined urban growth boundary has been identified in order to limit potential future growth.
- Consideration of further rural residential development (Environmental Living) is not appropriate due to the surrounding vegetation. A single allotment of Environmental Living Zone off Coffey Drive could potentially only accommodate one dwelling. The land contains dense vegetation and therefore would not be suited to residential expansion. **(Map Ref 1)**
- Anticipate no increase in density of development and no increase in the amount of land available for residential development due to the surrounding vegetation and potential threatened species where subdivision could occur.

Employment – Commercial and Industrial

- Need for some small scale commercial or retail business to cater for the needs of the local community and any tourists to the area consistent with the St Helens Structure Plan. However, this could be considered as a single shop within the existing Low Density Residential zone or on the site zoned Village which is currently used as a café/restaurant.

Community facilities

- Proximity to St Helens means there is little need for additional community services and facilities.

Recreation and Open Space

- Binalong Bay currently contains one foreshore park and one local park. No additional open space land is warranted given the minimal anticipated growth in population.
- Binalong Bay Foreshore Masterplan has been prepared independently of the MMP and the recommendations have been incorporated into this Land Use Strategy.

Environmental

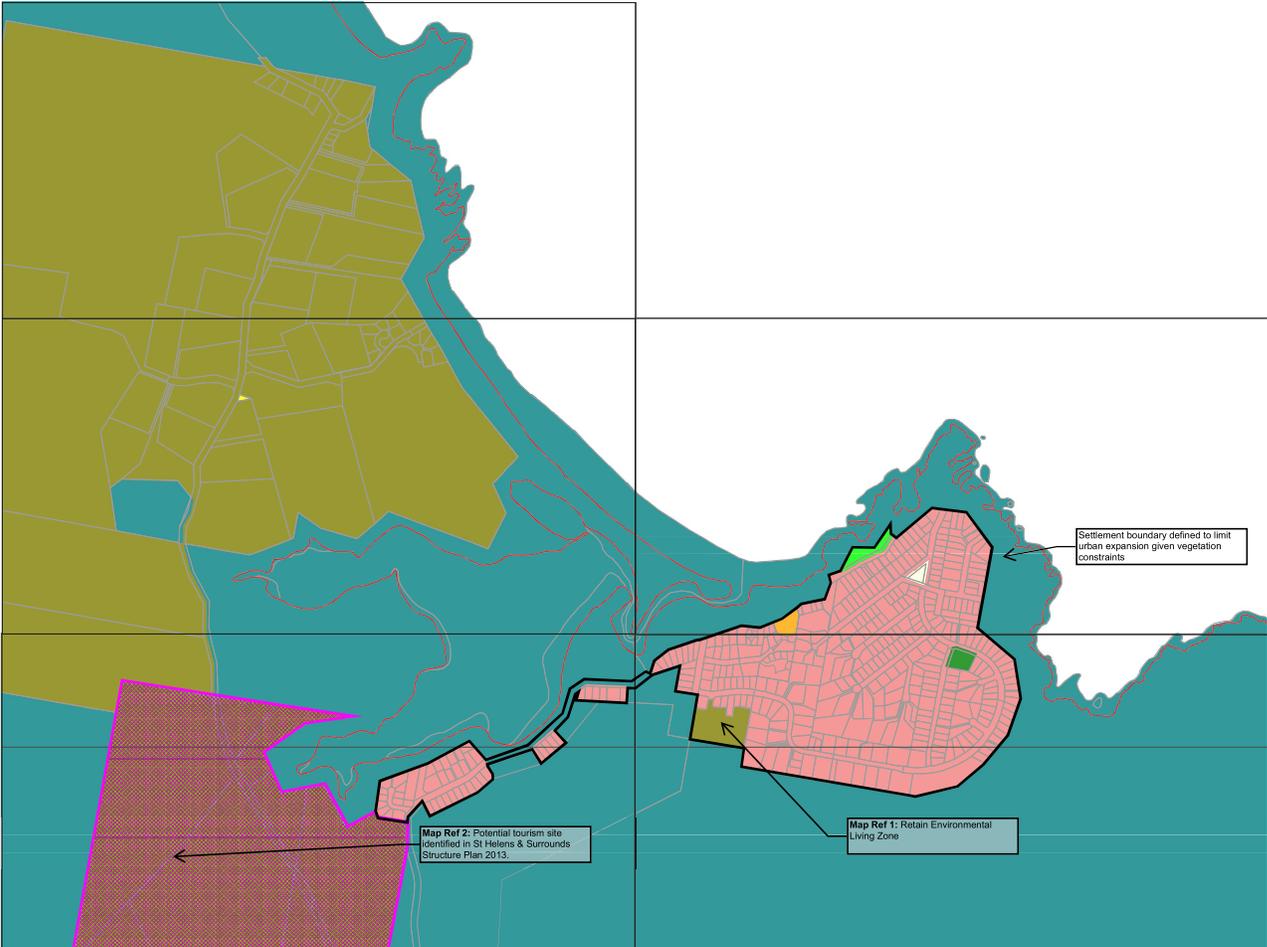
- Surrounding vegetation will limit future growth of the village as will the capacity of the land to cope with on-site sewer disposal.

Infrastructure

- Costs of sewerage connection outweigh the benefit of connection to St Helens' scheme, which has capacity (according to the St Helens and Surrounds Structure Plan, 2013). The recommendation was that the preferred option was to concentrate on improving existing system issues in the area.
- Should any expansion of tourism development occur, funding options for connection to the St Helens scheme would need to be explored.

Tourism

- Potential tourism development site was identified under the St Helens and Surrounds Structure Plan to the south west of Binalong Bay (NB. vegetation limitations may impact on part of this site). If planned appropriately, the development of this site could require the inclusion of a localised sewerage treatment package which would accommodate the residential area of Binalong Bay. Any proposal to develop this site would need to address the criteria outlined in the St Helens and Surrounds Structure Plan under Section 4.8 as well as any additional site specific constraints. **(Map Ref 2)**



**Break O' Day Land Use & Development Strategy
Binalong Bay Settlement Plan**

Break O' Day Zoning Map Reference: 38, 39, 40, 41, 42
Data Source: Break O' Day Council

- | | | | |
|-------------------------|-------------------|--------------------------|-----------------------------------------|
| Map Index | Village | General Industrial | Future Urban Growth/Settlement Boundary |
| Scheme Boundary | Community Purpose | Rural Resource | Potential Tourist Development Site |
| General Residential | Recreation | Utilities | |
| Low Density Residential | Open Space | Environmental Management | |
| Rural Living | Local Business | Port and Marine | |
| Environmental Living | General Business | Particular Purpose | |



Falmouth

Coastal Village Settlement

Location and Description

Falmouth is located on the east coast, just near the intersection of the Tasman Highway and Esk Main Road, south of Scamander. It is an area of recognised geo-conservation due to its siting in a coastal location with significant rocky outcrops.

Falmouth and Four Mile Creek localities together had an estimated resident population of approximately 195 persons (ABS Census 2011 Resident Population data).

Lot Size and Built Form

The minimum lot size specified in the Low Density zone within the BOD Planning Scheme is currently 1500m² although existing allotments are generally 750-1000m².

The settlement is prominently residential in nature, interspersed with limited community and recreation uses. Detached dwellings often display an individual character reflective of their coastal siting.

Zoning under BOD Planning Scheme

The village is currently zoned predominantly Low Density Residential with some Community purpose and Recreation zoned allotments.

There is an area zoned Environmental Living to the south of the village and the surrounding lands are zoned Rural Resource and are currently used for grazing purposes.

Constraints

- Accessibility
- Servicing limitations
- Coastal elements
- Flooding and potential acid sulphate soils to the west of the Village, limiting growth opportunities.

Settlement Pattern

Access to the settlement is via a road system which does not follow the road reserve.

Falmouth relies upon Scamander and St Marys for day to day business. In previous times, a tram came down from St Marys to the wharf.

Falmouth has a natural coastal setting which is attracting new residents and demand for visitor accommodation. The headland within which Falmouth is situated forms a natural coastal settlement boundary, as well as flooding and potential acid sulphate soil issues to the west of the village.

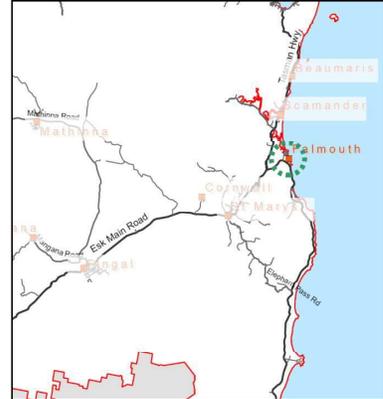
Henderson Lagoon is located to the north east of the existing township of Falmouth. The tributaries extending from the lagoon bound the northern, eastern and western boundaries of the existing settlement area of Falmouth, thereby providing a natural physical boundary already defining the town boundaries.

Vision and Role of Falmouth

A unique coastal village settlement where rural living abuts the sea and the built form respects the visual qualities of the setting.

The role of Falmouth is identified by this Land Use and Development Strategy as:

- A coastal settlement which provides residential infill development opportunities within existing settlement boundaries.
- Low growth scenario achieved through infill development.
- A range of recreational opportunities continue to be provided within the town boundaries.
- The form of development recognises the desires of residents and the area's natural setting.



Opportunities for Falmouth

General Opportunities

- Coastal urban design guidelines should be prepared for Falmouth, particularly for the Environmental Living zone along the eastern coastline to minimise the visual impact of future development.
- The aspirations of the community for their town should be valued (as identified in the Falmouth Community Settlement Strategy Review (May 2007) including maintaining low rise, low density development and protecting residential amenity.

Housing

- Land directly south of the Village currently zoned Environmental Living and already subdivided into allotments generally 1500-1800m² should be rezoned to Low Density Residential reflect the current and future use. **(Map Ref 1)**
- Previous studies have recommended that the existing urban zoning be defined and retained. Infill development involving take up of existing vacant allotments within the town boundaries is recommended to protect the natural assets and character of this township and to reflect servicing limitations. The Environmental Living zone should be retained due to the sensitive coastal environment location.

Employment – Commercial and Industrial

- Residents will continue to rely on St Marys/Scamander for day to day business.
- Identification of a site for a retail/commercial development providing for the day to day needs of the local residents has been considered, however surveyed residents had indicated their preference is to maintain status quo and not allow for further development. Refer to discussion under 'Housing' section above, which would include consideration of a site for commercial development if future expansion of the town occurs in the long term.

Community facilities

- There are a number of sites zoned for Community Purposes within the village which are adequate to support the local needs in the short to medium term.

Recreation and Open Space

- There is one park which contains a BMX track and a half basketball court and a further Community Purpose zoned site which contains the tennis court. No additional local parks are warranted unless land to the south is rezoned in the long term.

Environmental

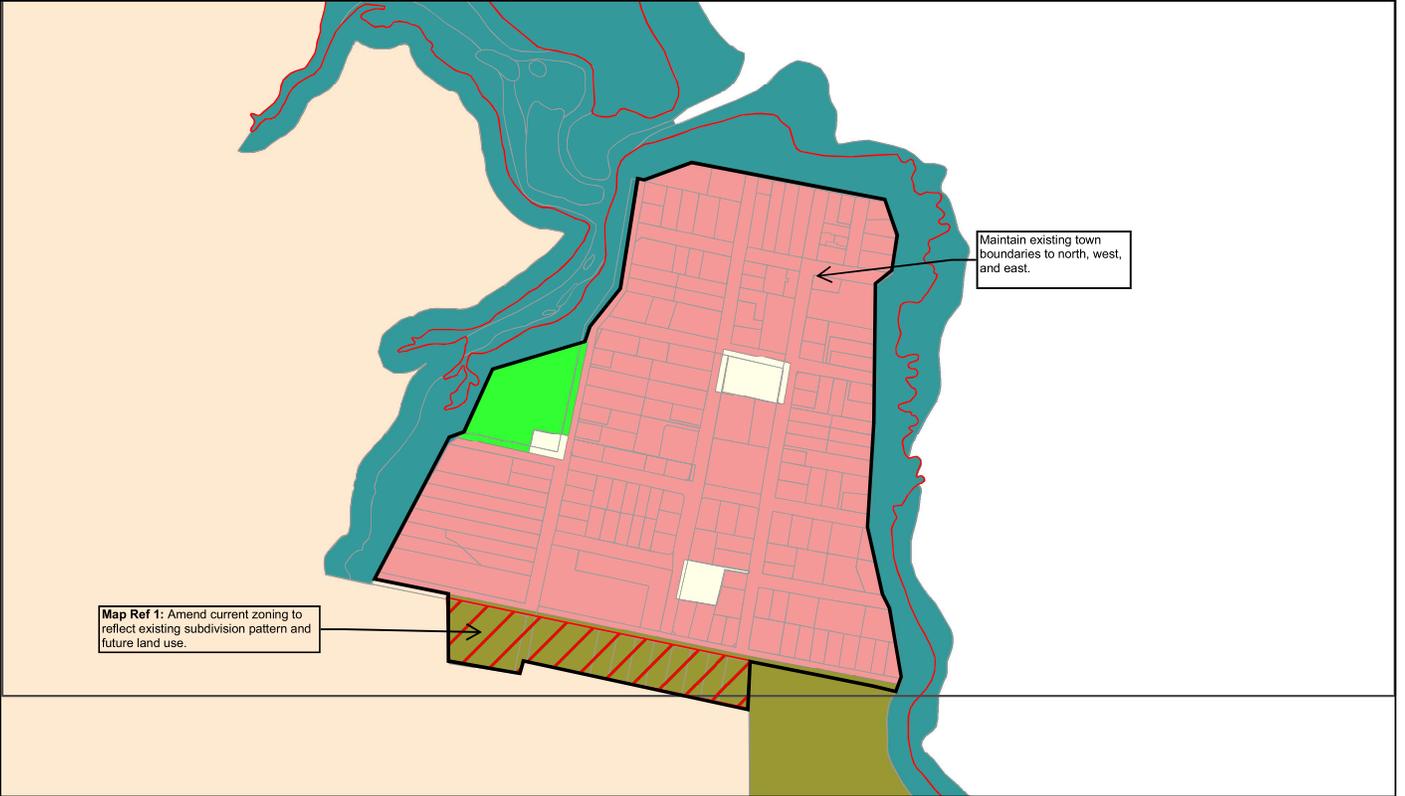
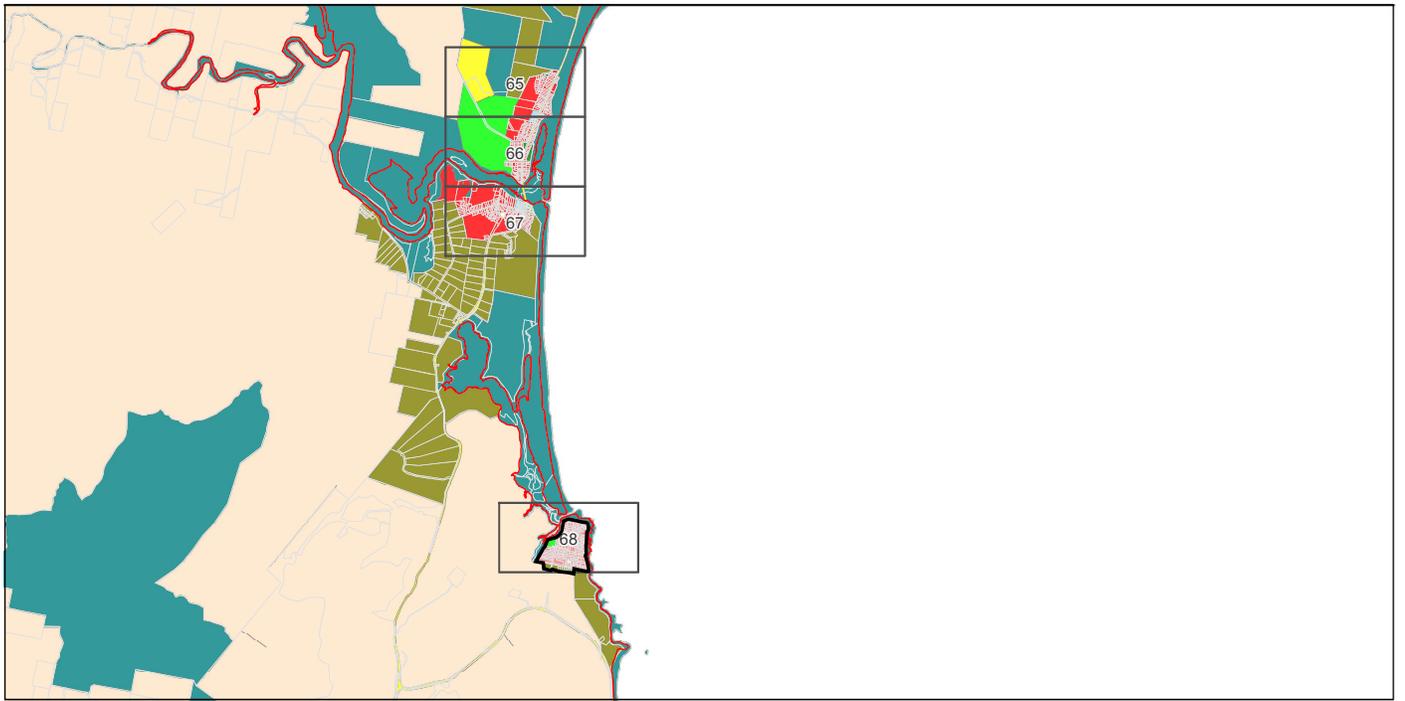
- Henderson Lagoon, which provides a significant natural and visual asset, must be protected from degradation and pollution.
- Flooding and potential acid sulphate soils to the west of the village will restrict future development.

Infrastructure

- Issues of access via single road, although close to Tasman Highway.

Tourism

- Potential for low scale visitor/tourist accommodation in a built form similar to the residential uses in the area which could be encouraged and accommodated within the existing Low Density Residential zone of Falmouth.



**Break O' Day Land Use & Development Strategy
Falmouth Settlement Plan**

Break O' Day Zoning Map Reference: 68, 7

Data Source: Break O' Day Council

- | | | |
|-----------------------------------------|----------------------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary | Potential Low Density Residential Zone | |





Cornwall
Rural Village Settlement

Location and Description

Cornwall is a small rural village settlement located just to the east of St Marys, approximately 1 kilometre north of the Esk Main Road.

Cornwall had an estimated resident population of approximately 167 persons (ABS Census 2006 Resident Population data).

Settlement Pattern

The settlement of Cornwall originated when local mines were at capacity in the area and labourers needed accommodation.

The village now contains a limited number of detached dwelling, a community hall and recreation area, surrounded by rural holdings.

Lot Size and Built Form

Lot sizes range from around 900-1000m² for average residential allotments to approximately hectares for a few of the larger vacant allotments which are within the Low Density Residential zone.

Vision and Role of Cornwall

The Vision for Cornwall is:

A rural village settlement providing low density residential opportunities in a rural setting in proximity to services located in St Marys.

The role of Cornwall is identified by this Land Use and Development Strategy as:

- A small rural settlement function;
- Low growth scenario provided through infill development within the existing settlement boundaries;
- A central open space provides for recreational functions which acts as a community gathering space.

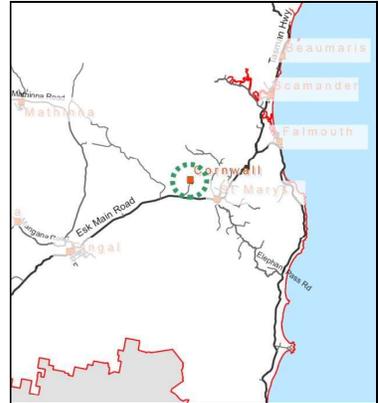
Zoning under BOD Planning Scheme

The land is within the Low Density Residential Zone, apart from a few sites identified for Open Space allotment and land within the Utilities Zone.

The settlement is completely surrounded by Rural Resource zoning and the village area itself was originally proposed Rural Resource under the Draft Planning Scheme, despite being surrounded by vegetation, much of which is identified as priority habitat and within National Park or Reserve.

Constraints

The settlement is surrounded on all sides by vegetation, with potential bushfire and also priority habitat. Cleared rural and agricultural lands are located further to the south of the area.



Opportunities for Cornwall

Housing

- There is limited or no growth potential recognised, given its close proximity to St Marys and the current demand for development in the village. This also reflects the Settlement Hierarchy as identified within the Northern Regional Land Use Strategy.
- There are a number of potential small vacant and developed sites suitable for residential development which start at approximately 900m² in size which are identified as having potential to be rezoned under the Planning Scheme as per the surrounding residential sized allotments to Low Density Residential, in order to clarify the settlement boundary for Cornwall. However, one of these allotments has been identified as containing priority habitat (threatened vegetation, and therefore detailed assessment will be required at the rezoning stage to address potential limitations to development. **(Map Ref 1)**

Employment – Commercial and Industrial

- The existing Low Density Residential zone should be retained, with no change to a Village zone. Consideration has been given to the need to provide consistency with Mathinna, which is also identified as a Rural Village. Removing the Low Density Residential zone and zoning all suitable land to Village would enable a greater range of uses to occur. However, the difference between Cornwall and Mathinna is that Cornwall is located very close to the town of St Marys, which provides access to facilities and services which would be adequate for the needs of the local residents.

Community facilities

- No land is specifically required for community facilities as emergency services are permissible in the Low Density Residential zone.

Recreation and Open Space

- The single allotment of land on William Street which is zoned Open Space should be rezoned to Low Density Residential, given it is currently vacant and there is a substantial amount of Open Space zoned land within the village. **(Map Ref 2)**

Environmental

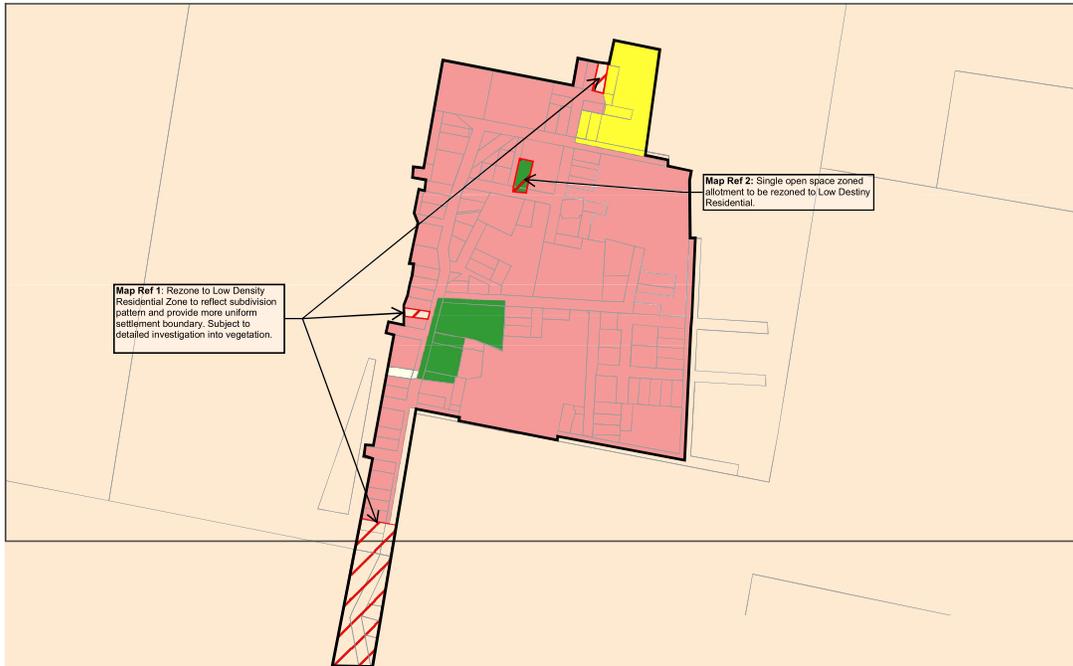
- The value of vegetation surrounding the settlement should be examined to determine if a buffer could be provided around the village which protects residents from potential bushfire attack.
- The zoning of lands which are identified as priority habitat and within National Park or Reserve should be considered for Environmental Management zoning under the Planning Scheme, subject to consultation with government authorities.

Infrastructure

- Future road sealing is proposed.

Tourism

- There is minimal need for encouragement of tourism facilities or development in the settlement, other than recognition of the mining history.



**Break O' Day Land Use & Development Strategy
Cornwall Settlement Plan**

Break O' Day Zoning Map Reference: 80
Data Source: Break O' Day Council

Map Index	Village	General Industrial
Scheme Boundary	Community Purpose	Rural Resource
General Residential	Recreation	Utilities
Low Density Residential	Open Space	Environmental Management
Rural Living	Local Business	Port and Marine
Environmental Living	General Business	Particular Purpose
Future Urban Growth/Settlement Boundary	Potential Low Density Residential Zone	



Mathinna Rural Village Settlement

Location and Description

A small rural village located to the north of the village of Fingal, in the Fingal Valley.

Mathinna had an estimated resident population of approximately 287 persons (ABS Census 2011 Resident Population data).

The village is somewhat isolated from settlements, with the closest large settlement being Fingal approximately 25 kilometres to the south in the Fingal Valley. The village is used for access to the ski fields.

Lot Size and Built Form

Lot sizes range from around 1000m² for average residential allotments to about 3 hectares for a few of the larger vacant allotments which are within the Low Density Residential zone.



Settlement Pattern

Mathinna currently contains a significant amount of vacant land or 'paper subdivisions' with roads that are not constructed.

The village contains areas of open space (playing field, amenities, play equipment, shelter and gathering shed) and commercial development (including Mathinna Country Club) to support the local residents, as well as for visitors to the ski fields.

Development approval was recently given for a new Food premises/Kiosk further along Upper Esk Road (not within the area you could consider as the village of Mathinna), presumably for use by visitors to the ski fields.

Zoning under BOD Planning Scheme

The village contains two zones under the Planning Scheme, being Village and Low Density Residential. Surrounding lands are zoned Rural Resource.

Constraints

- Priority habitat lands adjacent to the settlement.
- Low lying lands to the west of the settlement.
- Potential Bushfire hazard due to existence of vegetation surrounding the township



Vision and Role of Mathinna

The Vision for Mathinna is:

A rural village settlement providing low density residential opportunities in a rural setting with low order retail and community services provided within the village.

The role of Mathinna is identified by this Land Use and Development Strategy as:

- Low growth scenario provided through infill development within the existing settlement boundaries;
- Focus infill residential opportunities to the east of the village.
- Provide visitor accommodation opportunities to support the nearby ski fields.



Opportunities for Mathinna

Housing

- The existing Low Density Residential zoning to the east is the preferred location for development rather than the western side of the village, which is low-lying and potentially flood prone. Council should undertake detailed site specific investigations to assess the option of 'back-zoning' those lands to the west of the settlement to Rural Resource to consolidate future development to the east. Potential Rural Living zoned land was originally identified under the Draft Planning Scheme. **(Map Ref 1)**
- Potential urban growth area through recognition of existing lot patterns as per the Settlement Hierarchy within the Northern Regional Land Use Strategy and as expanded on under this LU&DS.
- A small area of land is zoned Rural Living to the north of the settlement, which should be included in the Low Density Residential zone, subject to detailed consideration of site constraints.
- Potential for lands not affected by priority habitat or identified as national park or conservation area to the east of the settlement has potential for rural living zoning to provide a transitional buffer between the urban area and agricultural land uses.

Employment – Commercial and Industrial

- The extent of the village zone is considered to be adequate having regard to existing and future population levels and no further expansion is warranted.

Community facilities

- There is adequate land zoned for Community Purposes within the village and the Village zoning itself will allow for other community uses to occur within the village.

Recreation and Open Space

- There is adequate open space/recreation zoning within the village.

Environmental

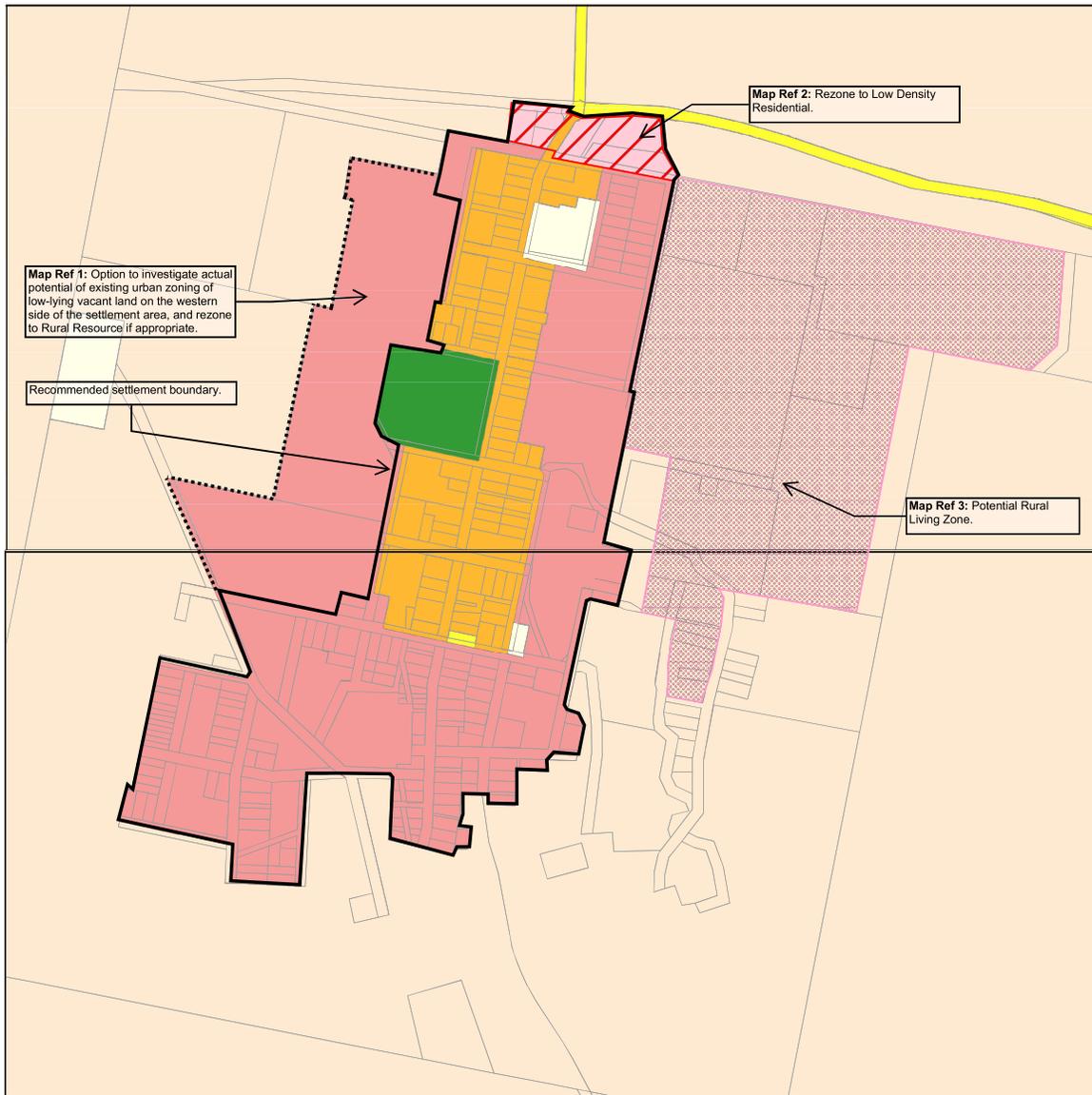
- When assessing future applications for dwellings and/or rezoning additional residential lands setbacks for potential bushfire effects and detailed assessment of priority habitat needs to be undertaken.

Infrastructure

- Isolation issues with difficulty in access to services. Consideration needs to be given to upgrading and sealing of local roads in the medium term.

Tourism

- The village could benefit from additional visitor accommodation to support visitors to the nearby ski fields. The Village zoning would allow this to occur.



**Break O' Day Land Use & Development Strategy
Mathinna Settlement Plan**

Break O' Day Zoning Map Reference: 82-83
Data Source: Break O' Day Council

Map Index	Village	General Industrial
Scheme Boundary	Community Purpose	Rural Resource
General Residential	Recreation	Utilities
Low Density Residential	Open Space	Environmental Management
Rural Living	Local Business	Port and Marine
Environmental Living	General Business	Particular Purpose
Future Urban Growth/Settlement Boundary	Potential Low Density Residential	
Potential Rural Living Zone		





Coastal (Environmental Living) Clusters

Four Mile Creek

Location and Characteristics

Four Mile Creek is a coastal settlement located directly east of St Marys and south of Falmouth. It is serviced by a single access road, known as Four Mile Creek Road and cul-de-sac development off the Tasman Highway.

The settlement is currently zoned Environmental Living as well as the majority of land surrounding it, under the new Planning Scheme. A single allotment to the south east of the area off Greenbank Drive is zoned Open Space.

There is a significant amount of land within the Environmental Living Zone to the west of the Tasman Highway which are identified as being either National Park or Reserve and contains significant priority habitat.

A recent development approval was given in 2012 for a motel/resort ('White Sands') on a 9.4 hectare site to the south of Four Mile Creek on Ironhouse Point off the Tasman Highway. The development includes a 60 room hotel with 1450m² of floor space. It adjoins or forms part of an existing tourist development consisting of residential holiday cottages, brewery, vineyard, tennis court and swimming pool on a 12 hectare site.

Opportunities

- Opportunity for identification of an area to the south of the existing township (containing the White Sands development and Ironhouse Point) and adjacent lands to the west as a tourist destination and future tourism site. Rezoning of this land is appropriate, given its current and intended future land use and that it is unlikely to be utilised for a rural land use within its current Rural Resource Zone. However, the inclusion within the Major Tourism zone would be dependent on support from the Tasmanian Planning Commission as the department has indicated a preference that only those sites already containing a major tourism function be included within the major Tourism zone. Further, detailed site specific investigations, including heritage investigations would be appropriate to confirm the suitability of such land. **(Map Ref 1)**

Seymour

Location and Characteristics

A coastal settlement located south of St Marys and north of Bicheno. The settlement is situated east of the Tasman Highway on Long Point. The area consists of two separate areas of land within the Environmental Living zone, separated by a large parcel of Environmental Management zoning within which the Seymour Swamp area is located. The area is surrounded by Rural Resource zoning to the west and Environmental Management zone along the coastline. There are a large number of vacant allotments located within the Environmental Living Zone.

Existing pattern of subdivision are of various sizes ranging from a few 1000-1500m² allotments in the west, and some 5000m² allotments scattered through the area, up to 4 hectare and larger allotments. The actual road locations do not necessarily following those provided on paper on Long Point, being the area directly on the eastern coastline.

The area contains potential acid sulphate soils and some flood affected lands, as well as some priority habitat and National Park or reserve sites.

Opportunities

- Given its coastal location and surrounding attractions, such as proximity to Bicheno and the Douglas Apsley National Park, there is some limited potential for infill development, however access to infrastructure and services is limited.
- The existing settlement boundary should be retained with no further expansion warranted.
- The Coastal Plan (TCG Planning, 2014) recommends that Long Point / Seymour should be retained as low density residential and farming in order to limit impact on remnant vegetation. There may also be potential for low impact tourism without impacting on remnant vegetation.
- Recommend there be no growth within this settlement area, other than potential for a small tourist facility such as camping ground or the like.

The Gardens

Location and Characteristics

A coastal settlement located to the north of Binalong Bay, at the southern entrance to the Bay of Fires. The area has limited capacity for growth according to the St Helens Structure Plan.

The headland and hinterland of The Gardens consists of previously cleared freehold farmland.

Currently zoned Environmental Living with surrounding lands zoned Rural Resource to the west and Environmental Management Zone to the east directly adjoining the coast, under the Break O' Day Interim Planning Scheme.

Opportunities

- Opportunity for some expansion to provide a different housing product and tourism opportunity aimed at the 'exclusive' end of the property market, to attract additional development to the area. There is a need for management of natural and coastal processes provided as part of any development proposal.
- Preparation of clear design guidelines which could cover other coastal environmental living areas such as Ansons Bay, Binalong Bay, Falmouth, Scamander, parts of St Helens (such as limiting the building heights to single storey).
- Potential for expansion of the Environmental Living Zone on the eastern side of Gardens Road, off Honeymoon Point Road – site currently part of a large single land holding but physically separated by the Gardens Road from the remaining lands (approximately 5.4 ha). Currently vacant or used for grazing. Any potential expansion would need to manage potential coastal impacts. **(Map Ref 1)**
- The Gardens will remain as an "unserviced" settlement, and residential development will be limited to infill development of single dwellings on existing residentially zoned land. Residential and visitor accommodation uses are encouraged. [Source: St Helens and Surrounds Structure Plan 2013]

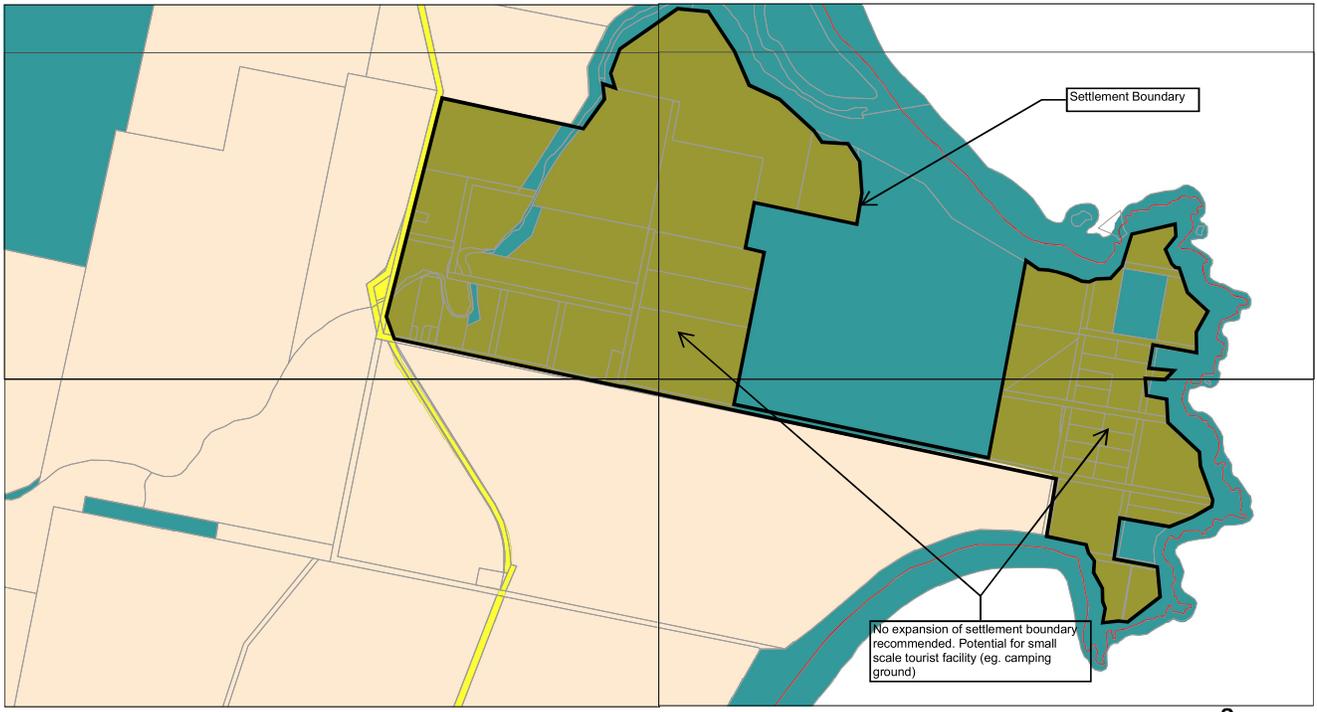
Vision and Role of Coastal (Environmental Living) Clusters

The Vision for Four Mile Creek, Seymour and the Gardens is:

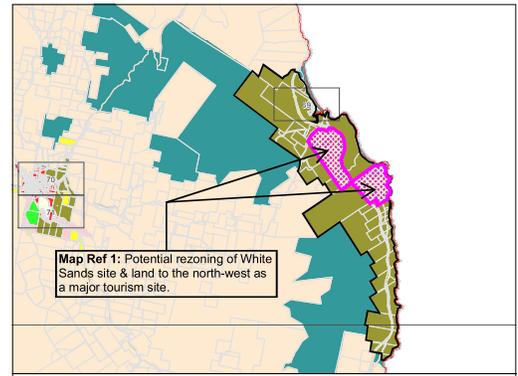
Settlements providing rural living opportunities in a coastal setting supported by services located in primary centres.

The role of the environmental living clusters is identified by this Land Use and Development Strategy as:

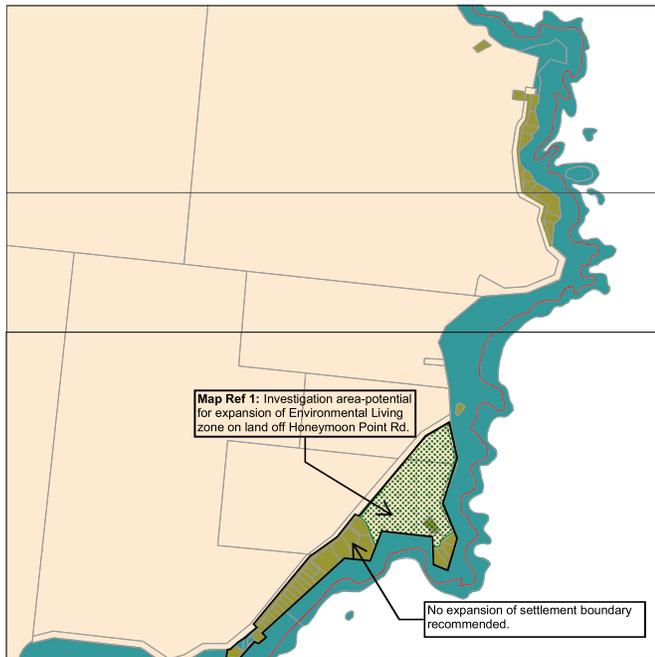
- Low growth scenario provided through infill development within the existing settlement boundaries;
- Settlements to provide diversity in the range of allotments provided in the municipality by accommodating larger allotments in a natural setting;
- Respected the ecological sensitivity of lands within such settlements.
- Expanded tourist development on key master planned sites.



Seymour



Four Mile Creek



The Gardens

**Break O' Day Land Use & Development Strategy
Seymour & The Gardens & Four Mile Creek Settlement Plan**

Break O' Day Zoning Map Reference: 72-75 & 36-37 & 8
Data Source: Break O' Day Council

- | | | |
|----------------------------------------------|--------------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary Zone | Potential Environmental Living | |
| Potential Tourist Development Sites | | |



Mangana

A rural living settlement located close to the village of Fingal, in the Fingal Valley to the west of St Marys. The settlement is currently zoned Rural Living under the Planning Scheme.

There are a substantial number of small vacant allotments within the Rural Resource zone adjoining the Rural Living area which are the result of historical subdivisions of land. Many of these allotments do not have separate title and are within state government ownership, as they contain significant priority habitat and/or are identified for national parks or conservation.

Opportunities

- Recognition of a settlement and its boundaries is needed for the Rural Living Cluster of **Mangana**, with inclusion of existing separate allotments as rural living zoned land on the western edge of the settlement area. **(Map Ref 1)**
- Possible long term expansion of the Rural Living zone to the north and south of the township, subject to detailed investigations into land capacity. **(Map Ref 2)**

Weldborough

Located to the north west of St Helens on the Tasman Highway which provides access north to Scottsdale then onto Launceston.

The settlement is located approximately halfway between St Helens and Derby, which is located outside the Break O'Day Municipality.

The settlement is currently zoned Rural Living under the New Planning Scheme, which includes the existing hotel.

Opportunities

- Recognition of the settlement and its boundaries is needed for the Rural Living Cluster of **Weldborough** which would result in the inclusion of additional land on the boundary of the existing settlement within the Rural Living **(Map Ref 1)**



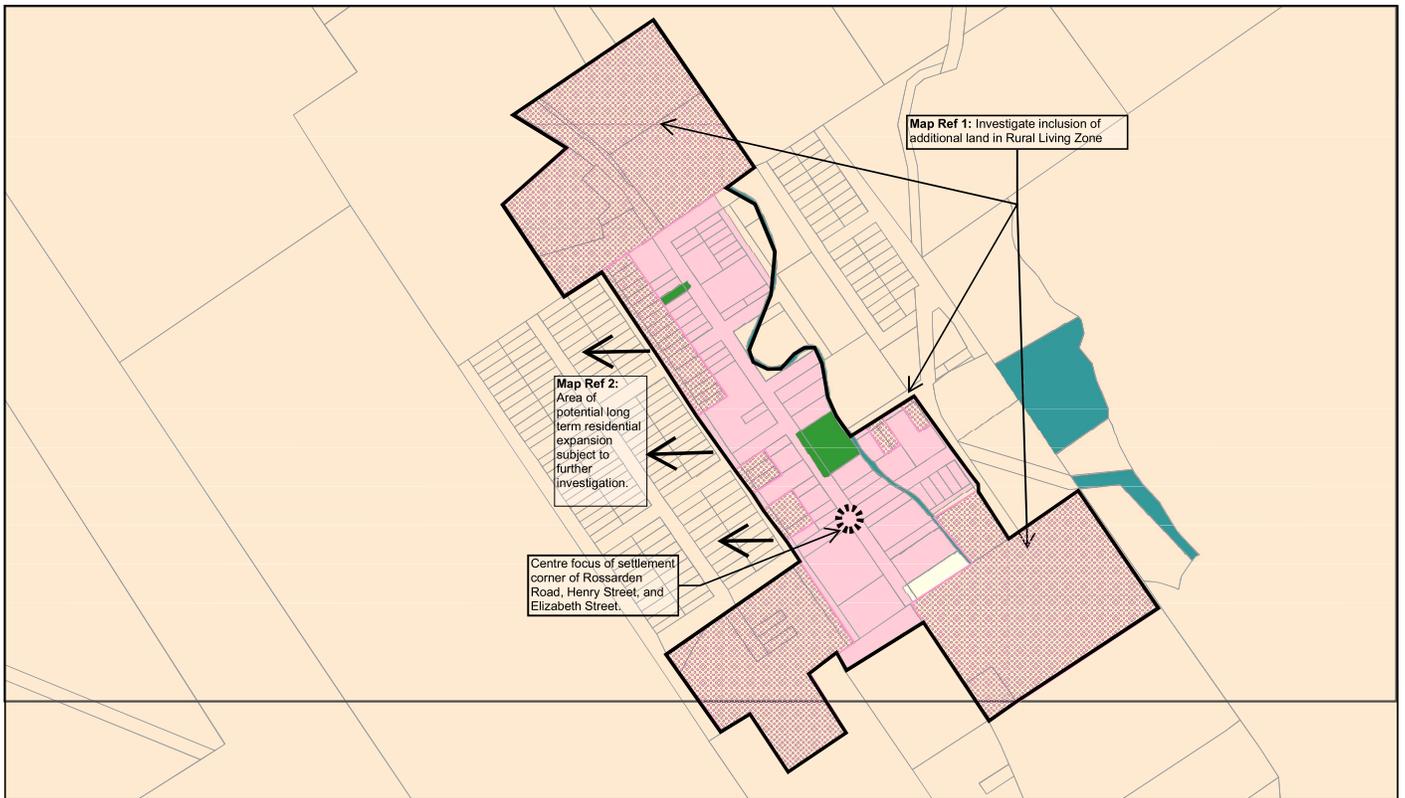
Vision and Role of Rural Living Clusters

The Vision for Mangana and Weldborough is:

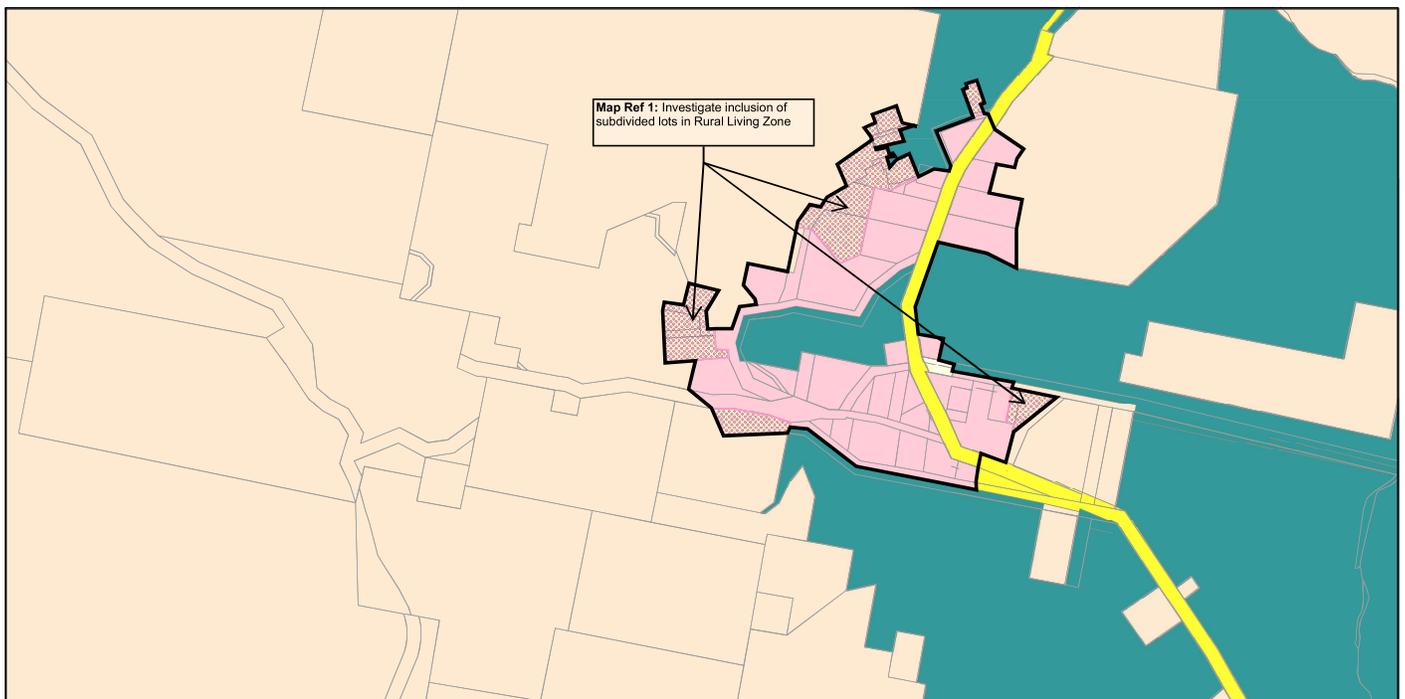
Settlements providing rural living opportunities in a natural setting supported by services located in primary centres.

The role of the rural living clusters is identified by this Land Use and Development Strategy as:

- Low growth scenario provided through infill development within the existing settlement boundaries;
- Settlements to provide diversity in the range of allotments provided in the municipality by accommodating larger allotments in a natural setting;
- Respect the ecological sensitivity of lands within such settlements.



Mangana



Weldborough

**Break O' Day Land Use & Development Strategy
Mangana & Weldborough Settlement Plans**

Break O' Day Zoning Map Reference: 81-84
Data Source: Break O' Day Council

- | | | |
|-----------------------------------------|-----------------------------|--------------------------|
| Map Index | Village | General Industrial |
| Scheme Boundary | Community Purpose | Rural Resource |
| General Residential | Recreation | Utilities |
| Low Density Residential | Open Space | Environmental Management |
| Rural Living | Local Business | Port and Marine |
| Environmental Living | General Business | Particular Purpose |
| Future Urban Growth/Settlement Boundary | Potential Rural Living Zone | |





Rural Settlements

Gray

Located directly south of St Marys township on the Main Esk Road, near Elephant Pass. The land is within the Rural Resource Zone. A few recent development approvals for dwellings have occurred in the area on existing rural allotments. The area has a large range of existing rural allotment sizes.

Opportunities

- Little development potential given its location very close to St Marys which provides services and facilities which would accommodate the residents of Gray.
- Expansion of development within the Rural Settlement of **Gray** is discouraged to ensure that the viability of adjacent agricultural lands is protected.

Pyengana

Located to the north west of St Helens just near the Tasman Highway, south of Weldborough.

Known for its cheeses and location near St Columba Falls State Reserve. The land is zoned Rural Resource under the Planning Scheme and contains vacant land and a paper subdivision is approved which is not apparent on the ground. The settlement contains a recreation ground for use by local residents, recently given development approval for a 'kiosk' (hotel and cafe), on St Columba Falls Road.

Opportunities

- Little development potential, given its isolation and also its reasonably close proximity to St Helens.
- Development within the Rural Settlements of **Pyengana** is discouraged to ensure that the viability of adjacent agricultural lands is protected.

Lottah

Located to the north west of St Helens near the Tasman Highway. Nearby rural settlements are Pyengana and Weldborough. The land is currently zoned Rural Resource and surrounded by Rural Resource zoning. The area is isolated from any major settlement area. The area is surrounded by bushland with potential bushfire issues and some priority habitat identified.

Opportunities

- Environmental Living Zones were proposed under the draft Interim Planning Scheme) however, were not included in the final endorsed Interim Scheme. Given the cluster is already subdivided and in different land ownerships, consideration of the application of an Environmental Living Zone could be considered.
- Further development within this Rural Settlement of Lottah is discouraged outside the existing subdivided pattern due to the isolation and potential environmental constraints.

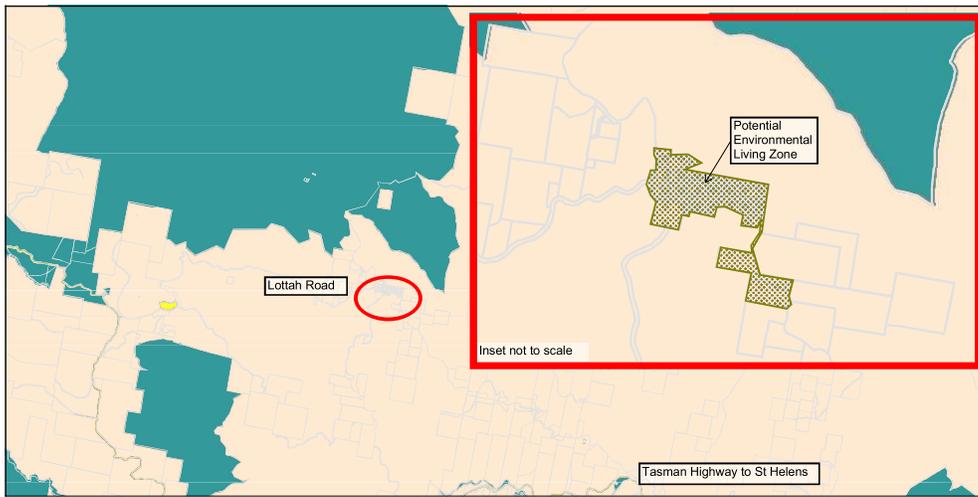
Vision and Role of Rural Settlements;

The Vision for Lottah, Pyengana and Gray is:

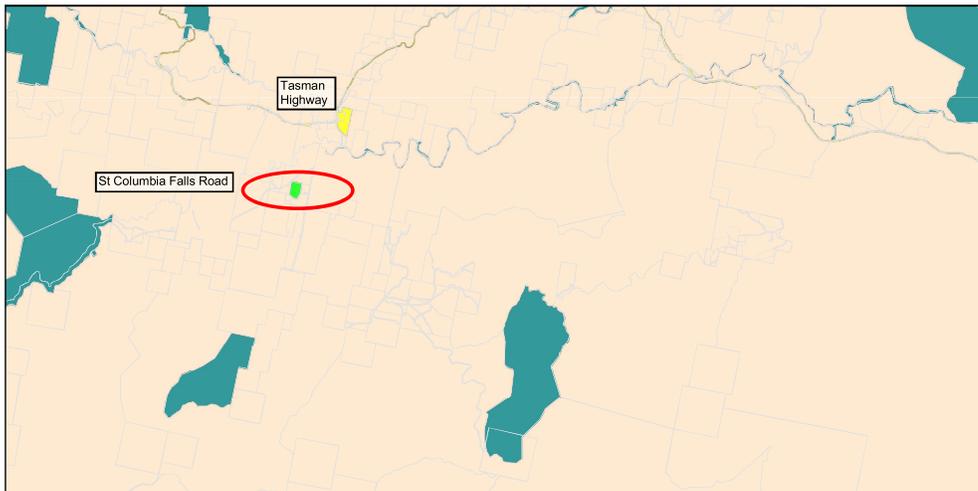
Rural settlements providing rural living opportunities bordered by agricultural and vegetated lands.

The role of the rural settlements is identified by this Land Use and Development Strategy as:

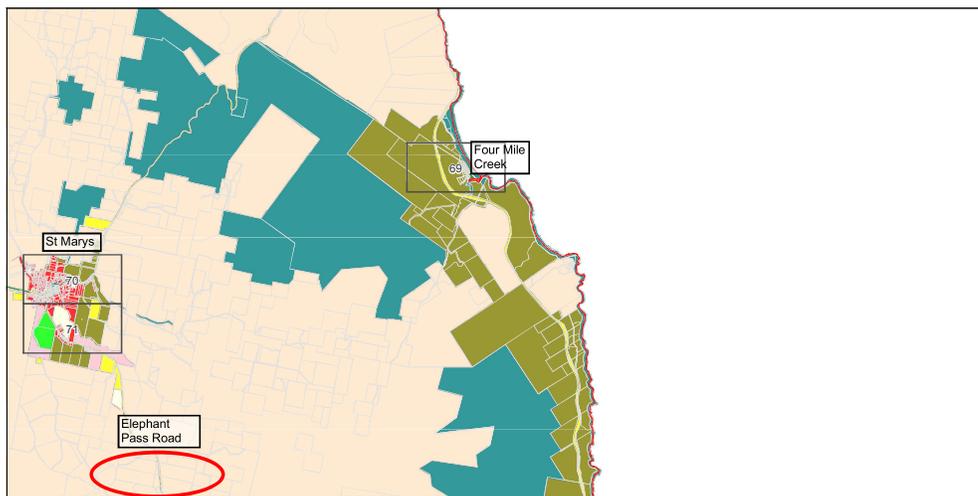
- No growth scenario with settlements maintaining their current status and size;
- Settlements providing opportunity for rural living on existing smaller allotments in an agricultural or vegetated environment.
- Protection of surrounding agricultural lands from further subdivision.



Lottah



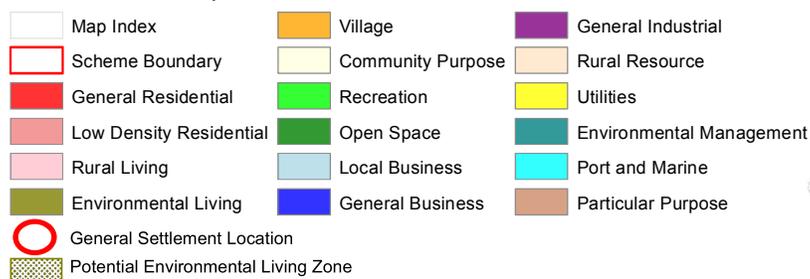
Pyengana



Gray

**Break O' Day Land Use & Development Strategy
Lottah, Peyngana, Gray Settlement Plan**

Break O' Day Zoning Map Reference: 8, 19, 18
Data Source: Break O' Day Council



Part C
Final Recommendations

Part C – Final Recommendations

17 Introduction

17.1 Purpose of this Part

The purpose of this **Part C – Final Recommendations** is to make recommendations and actions for the implementation of this Land Use and Development Strategy based on the investigations, analysis and recommendations provided in **Part A and Part B** of this Land Use and Development Strategy.

18 Recommendations

18.1 Summary

The intention of this Land Use and Development Strategy is to provide a review and overall policy document which will guide Break O'Day Council in decisions relating to land use and planning for future development. The Strategy makes recommendations for the rezoning of land which will require Council to consider as part of an amendment to their Planning Scheme. This Strategy itself does not rezone land. It makes recommendations for Break O'Day Council to consider which will require amendment to the Break O'Day Interim Planning Scheme 2013 (including community consultation and ultimate approval by the Tasmanian Planning Commission). Any land rezoning proposals would therefore be subject to detailed environmental investigations and subject to the identified further detailed controls and provisions required to be prepared by this Strategy for some areas (ie: coastal areas). Specific reference is made to the General Planning Scheme Objectives and in particular, to the Specific Planning Scheme Objective contained within the Purpose and Objectives of the Break O'Day Interim Planning Scheme 2013, being:

Objective g):

'Lifestyle' residential development is only to be allowed as part of comprehensive planning proposals that address issues of services, access, impact on the environment and management of natural resources and meeting community needs.'

Clearly there are a multitude number of actions/works already recommended in existing studies and strategies (especially the St Helens Structure Plan) that, once implemented, will enhance the character and guide development of the township and foreshore areas, and are therefore supported. The key recommended actions and works of previous studies and reports have been further developed with the preparation of this Strategy and also as part of the Urban Design Strategy work by TCG Planning for St Helens and St Marys.

In order to recommend changes to the Planning Scheme, the Strategy includes an analysis of land supply and forecast demand for local residential land, considers the extent to which certain areas or sites are suitable for residential development; and (where currently rural zoned land and used for general rural use) the conversion of land is necessary and is consistent with the provisions of the State Policy on the Protection of Agricultural Land. The Strategy then provides local settlement strategies for each settlement area, which will encourage and promote growth and development within the Break O'Day municipal area.

18.2 Guiding Principles of this Land Use and Development Strategy

This Strategy has identified a number of Key Guiding Principles based on the identified outcomes formulated as part of the Strategy preparation in relation to land use and development, as follows:

Guiding Principle No 1: Economic Growth

Encourage development that focuses on: facilitating economic growth; increasing the regional population; diversifying the industry base; developing the tourism market; and increasing the number of local jobs.

Guiding Principle No 2: Planning Scheme

Provide guidance on amendments to the current land zoning pattern for adoption in the Interim Planning Scheme.

Guiding Principle No 3: Scheme Objectives

Identify elements for inclusion in the Local Area Objectives and Desired Future Character Statements.

Guiding Principle No 4: Sustainable Growth

Encourage sustainable growth which supports the existing town and village settlements.

Guiding Principle No 5: Land Availability

Acknowledge the current land available for development within existing land zones.

Guiding Principle No 6: Rural Resource

Acknowledge and protect the rural and resource lands identified by zone in the Interim Planning Scheme, having regard to its economic, environmental and cultural values.

Guiding Principle No 7: Rural Living

Provide for Rural Living development as a buffer between urban growth and rural or agricultural areas.

Guiding Principle No 8: Environment

Recognise natural and physical constraints and limitations on future growth including areas containing priority habitat.

Guiding Principle No 9: Housing

Recognise existing subdivision and current and future settlement patterns in the zoning of land under the Planning Scheme and in the Regional Land Use Strategy.

Guiding Principle No 10: Housing

Plan for the majority of new housing growth to be focussed within or immediately adjacent to existing settlement areas.

Guiding Principle No 11: Housing

Plan for a range of different housing types to meet the needs of the future population including 'sea change' residents wishing to locate in the area and an aging population.

Guiding Principle No 11: Employment

Plan for a range of new employment opportunities so that residents have greater opportunities for working locally and within the region and to boost local communities.

Guiding Principle No 12: Commercial

Focus commercial and business development around existing commercial and business centres.

Guiding Principle No 13: Streetscape

Support improvements to the visual quality and streetscape of town and village centres in the public and private domain.

Guiding Principle No 14: Infrastructure and Services

Ensure proposed development can be efficiently and viably serviced.

Guiding Principle No 15: Traffic

Provide sustainable development that encourages connectivity and accessibility for vehicles, pedestrians and cyclists.

Guiding Principle No 16: Tourism

Encourage tourist development opportunities and proposals to boost the local economy and encourage visitors to the region.

Guiding Principle No 17: Amendment to Planning Scheme

Commence the process of implementing the zoning patterns and settlement boundaries provided in the Settlement Plans through amendments to the Break O'Day Interim Planning Scheme 2013 and associated maps, including providing Local Statements, Local Area Objectives, Desired Future Character Statements, Local Area Plans, Specific Area Plans; proposed rezoning or further studies in the short, medium and long term; changes to development standards where applicable and as provided in this Strategy.

19 Action and Implementation Strategy

The Break O'Day Land Use and Development Strategy will be implemented primarily through amendments to the Break O' Day Interim Planning Scheme. The recommendations of other key land use documents (such as the St Helens and Surrounds Structure Plan) which have been prepared independently of, or concurrently with, the Municipal Management Plan process have been incorporated into this Strategy.

The St Helens and Surrounds Structure Plan also made recommendations which would require funding from Break O'Day Council's budget, or through external sources of funding such as state and federal government grants and schemes. This Land Use and Development Strategy also identifies potential growth and development which would need to occur subject to market forces and demand, with contributions from private developers or landowners. It is anticipated that a regular review and update of the population growth forecasts and projections contained within this Strategy and within the associated Economic Development Strategy would need to be undertaken to determine when and where suitable land releases could occur.

Timeframes for implementation of the recommendations of this Strategy have been identified as follows:

- **Short term:** These actions are generally matters that can be implemented immediately.
- **Medium term:** These actions may be determined by external factors such as funding or additional investigations, but need to be implemented.
- **Long term:** In the case of some of the rezoning investigations that are contingent on the supply of existing suitably zoned land diminishing to a certain level, the timing may be in the order of 10 to 20 years or potentially longer, where identified as being outside the timeframe of this Strategy.
- **Ongoing:** Some actions contained within this Strategy will need to be implemented periodically by Break O'Day Council in order to ensure the recommendations of this Strategy can be met.

This illustrated in the Figure 4.

Figure 4; Strategy Implementation Timeframes

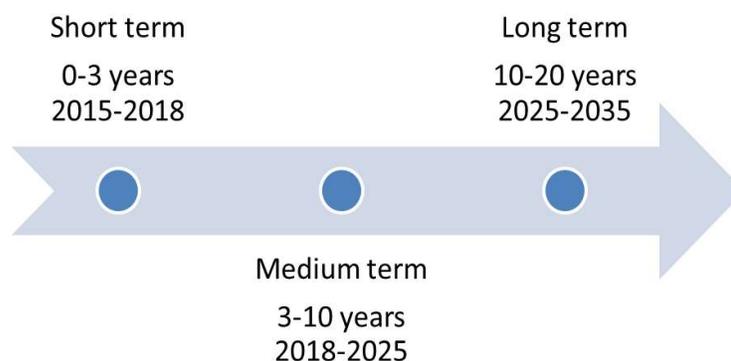


Table 21: Recommendations and Action Plan – Break O’Day Land Use and Development Strategy

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
General Opportunities (Source: Land Use & Development Strategy and St Helens and Surrounds Structure Plan)			
LU1	Endorse the Key Guiding Principles provided by the Land Use and Development Strategy based on the identified outcomes for land use and development.	S	Break O’Day Council (BODC)
LU2	Endorse the Key Objectives of the Land Use and Development Strategy.	S	BODC
LU3	Recognise the Settlement Boundaries/Urban Growth Area Boundaries for areas as identified by the Land Use and Development Strategy where supported by Council to enable proceeding to rezoning of land.	S	BODC in consultation with Northern Tasmania Development (NTD) Tasmanian Planning Commission (TPC)
LU4	Endorse Future Character Statements for recognised settlement areas which reflect an area’s unique character for inclusion in the Planning Scheme.	S	BODC in consultation with NTD & TPC
LU5	Undertake a detailed review of subdivision and development standards that will lead to the protection of environmental assets, recognise neighbourhood character and local distinctiveness.	M	BODC
LU6	Continue to participate in the regional planning initiatives as per the BODC Strategic Plan.	Ongoing	BODC
LU7	Undertake continual review of identified needs and likely future demographics, economic, environmental and social trends	Ongoing	BODC
LU8	Implement specific Town and Village settlement recommendations of the Land Use and Development Strategy as detailed in this Strategy	S, M, L	BODC in consultation with TPC
LU9	Monitor dwelling approval trends and the supply of vacant residential land.	Ongoing	BODC
LU10	Require land already zoned for residential purposes to be utilised before rezoning additional land.	Ongoing	BODC
LU11	Encourage residential development in to occur in locations where there is capacity within the reticulated infrastructure.	Ongoing	BODC & Ben Lomond Water
LU12	Monitor dwelling approval trends and the supply of vacant rural lifestyle land.	Ongoing	BODC
LU13	Promote infill development by utilising existing rural lifestyle zoned land before rezoning more land for rural lifestyle uses.	Ongoing	BODC
LU14	Encourage the more intensive use of rural lifestyle land where visual impacts can be avoided.	Ongoing	BODC
Proposed Amendments to the Break O’Day Planning Scheme Document			
LU15	Prepare Local Area Objectives and Desired Future Character Statements and incorporate into the Zone Tables of the Break O’Day Planning Scheme 2013.	S	BODC
LU16	Prepare Specific Area Plans based on the town and village maps provided in this Strategy and on endorsed Structure Plans proceeding independently of this Strategy.	M	BODC
LU17	Identify tourist road corridors for inclusion on the Planning Scheme Map overlays (and therefore land within 100 metres measured from each frontage)	M	BODC
LU18	Prepare a municipality-wide Heritage Study to: <ul style="list-style-type: none"> Review existing individual site listings under the Scheme and under the Tasmanian Heritage Register; Identify potential Heritage Precincts where appropriate for inclusion on planning scheme maps. Identify Local Heritage Places Outside Precincts as identified in 	M	BODC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>Table E13.2 of the Code.</p> <ul style="list-style-type: none"> Review current sites listed under the Tasmanian Heritage Register and recommend any new additional sites proposed. Investigate potential for a Heritage Trail. 		
LU19	<p>Amend the Planning Scheme to adopt the Major Tourism Zone on consideration of potential rezoning of tourism sites as provided by the Land Use and Development Strategy and subject to support from the Tasmanian Planning Commission.</p> <p>Ensure any proposal for development of land identified as a potential tourist site under this Strategy addresses any criteria contained in the St Helens and Surrounds Structure Plan (Section 4.8 of that Plan).</p>	S, M	BODC In consultation with TPC and private landowners.
LU20	<p>Increase residential building height limits in the General and Low Density residential zones – consider 9 metre maximum height limit with 7 metre ceiling height to encourage two storey developments within urban areas.</p>	S	BODC
LU21	<p>Amend the Break O'Day Planning Scheme to permit additional land uses in certain zones including consideration of the following:</p> <ul style="list-style-type: none"> Encourage home based business and employment opportunities as an alternative to rezoning of additional industrial and business lands. Ensure appropriate use and development controls allow for continued investment in General industrial, Rural Resource and Port and Marine zones. Allow neighbourhood shops in residential zones. Allow for certain Community facilities, Emergency and Educational land uses within the Use Tables for the Residential zones under the Planning Scheme, particularly to provide for the needs of small rural and coastal village or settlement areas where there are no identified community or business zones. 	S	BODC
Proposed Amendments to the Break O'Day Planning Scheme Maps			
LU22	<p>Endorse related MMP documents and consider recommendations for inclusion in the Break O'Day Planning Scheme.</p>	S, M, L as per relevant document	BODC
LU23	<p>Review and update Overlay Maps on a regular basis (periodic review every 1-3 years) based on the most up-to-date mapping available at the local, state and regional level including the priority habitat layer.</p>	Ongoing	BODC NTD TPC
Coastal Locations (Source: Coastal Plan)			
LU24	<p>Implement the Specific Actions for the Coastal Areas contained in the Coastal Plan prepared by TCG Planning in February 2015.</p>	S, M, L as per relevant document	BODC
LU25	<p>Implement the recommended actions within the Coastal Study through an 'integrated management' approach with the relevant agencies, led by Council. Ongoing lobbying by Council for consistent State and Federal funding for the provision of facilitated management and associated supported legislation should also occur.</p>	S, M, L as per relevant document	BODC State agencies
LU26	<p>Prepare detailed coastal design guidelines for incorporation within the Break O'Day Planning Scheme, to ensure that development adjacent to the coastline is sensitively designed and has an acceptable visual impact.</p>	S	BODC
LU27	<p>Implement the following three priority projects as recommended by the Coastal Plan for improvements to existing foreshore parklands to improve amenity for visitors and residents:</p> <ul style="list-style-type: none"> Development of the St Helens Waterfront Parklands, including activation, new playground equipment, improved access and parking, and marina/port improvements. Construction of a boardwalk/shared walking/bicycle track linking the St Helens Marina and Foreshore Park with Lions Park, with an extension to Akaroa (on the eastern side of Georges Bay). Improvements to the Binalong Bay Foreshore lands as proposed by the key projects proposed by the Masterplan. 	S	BODC State Govt
LU28	<p>All stakeholders (including Council and State Government Agencies)</p>	M	BODC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	to consider the following areas of land (as described further in the Coastal Plan) that have degraded ecological value, and are potentially suited to development along the coast (subject to detailed analysis/assessment on all issues of consideration, including environmental, social, economic impacts) include: <ul style="list-style-type: none"> West of Policemans Point, Ansons Bay The Gardens West of St Helens: Southern Scamander 		State agencies
Recreation and open Space (Source: Recreation and Open Space Strategy)			
LU29	Prepare an amendment to the Break O'Day Interim Planning Scheme 2013 to rezone identified sites which are underutilised or unusable for open space purposes, as detailed in the Recreation and Open Space Strategy.	S	BODC in consultation with TPC
LU30	Review the need for additional local parks adjacent to townships should additional urban growth occur in the medium to long term.	M-L	BODC in consultation with TPC
LU31	As future growth occurs within Break O'Day ensure that a local park is provided within 500m walking distance of all dwellings in urban areas.	M-L	BODC and landowners
LU32	Review the Break O'Day Interim Planning Scheme 2013 (Part E10.0 Recreation and Open Space Code) to allow for the imposition of a condition on approvals for new subdivisions requiring the dedication of land or open space purposes or the payment of a contribution.	Ongoing	BODC in consultation with TPC
LU33	Review the Break O'Day Interim Planning Scheme 2013 to include additional Acceptable Solutions/Performance Criteria to ensure that local parks dedicated within new estates are not severely limited by constraints such as detention basins. Further, encourage siting of open space areas adjacent to existing corridors of vegetation and/or provide selected tree cover within spaces for shade.	Ongoing	BODC in consultation with TPC
Specific Settlement Opportunities – St Helens (Source: Land Use and Development Strategy)			
St Helens	<u>General</u> <ul style="list-style-type: none"> Recognise Akaroa and Steiglitz as separate localities or settlement areas. Implement the recommendations of the Urban Design and Traffic Management Study for St Helens which address issues of traffic and pedestrian movement, key development or redevelopment sites, commercial/retail/business zone needs and key community facility issues. Encourage infill development, rather than expansion of the existing centre. 	S S, M S	BODC
St Helens	<u>Housing</u> <ul style="list-style-type: none"> Encourage shop top housing within the existing commercial centre. Review existing residential building height limits – consider 9 metre maximum height limit with 7 metre ceiling height to encourage two storey developments within urban areas. Consider proposed rezonings as provided in the Settlement Plan for St Helens which identifies that there is significant capacity for residential/rural living development of land within the urban boundary, and need for more medium density development within walking distance of the town centre. Amend the Planning Scheme to allow multi-unit residential development in the in the northern precinct of the town centre to be sited at the ground floor level or above, without requiring this use to be behind a shopfront. Alternatively, rezone this land to a Mixed Use zone. Investigate rezoning of site on the northern side of St Helens off Tully Street/Annie Street directly adjoining the town boundary and suitable and serviceable. A buffer would be required from industrial zoned land to the west of this area. Investigate rezoning of land on the southern side of Medeas Cove (some of which was previously identified for Rural Living 	S S S, M, L S S, M L	BODC BODC Private landowners

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>purposes under the Draft Planning Scheme). The site directly adjoins the General Residential zone and is currently underutilised Rural Resource land which is not agriculturally significant and partly Rural Living zoning. The site may have potential for rezoning to General Residential, Low Density Residential, Environmental Living or Rural Living. The St Helens and Surrounds Structure Plan identifies part of this area has having long term residential development potential with need for an access road linking Douglas Court and Leaside Drive. Any development of this site would need to address the criteria contained within Section 4.6 of the St Helens and Surrounds Structure Plan. Not required until long term or beyond.</p> <ul style="list-style-type: none"> Investigate potential to rezone land identified for Rural Living zoning to extend into additional areas off Ansons Bay Road to reflect existing contiguous rural living allotments which are unviable for agricultural use (currently zoned Rural Resource) and are less than 40 hectares. A maximum lot size for subdivision could be applied which is reflective of the area. Recognise land to the north-west of St Helens as a location for future rural living opportunities and a potential long term rural lifestyle growth front consistent with the St Helens and Surrounds Structure Plan. Any proposal in the long term for development in this area would be subject to the criteria provided in Section 4.9 of the Structure Plan. Investigate and review Environmental Living zoning to the west of St Helens on the southern side of Medeas Cove in terms of actual likelihood of development, given environmental constraints (coastal and vegetation) – Council would need to consider the implications of any back zoning of this land if in private ownership. 	<p>M</p> <p>L</p> <p>M</p>	
St Helens	<p><u>Employment – Commercial and Industrial</u></p> <ul style="list-style-type: none"> Prepare a report investigating opportunities to encourage redevelopment and urban consolidation (infill) on vacant or underdeveloped commercial sites in the CBD to encourage urban consolidation. Options include increased floor space opportunities or reduced Council rates. Rezone existing commercial zoned land in the northern precinct of the town centre to a mixed use zone. Consider rezoning of potential sites identified on St Helens Point Road for retail/commercial activities to service local needs and tourist demand (eg: food and drink premises) for Steiglitz/Akaroa residents, in consultation with existing land owners. Undertake detailed investigations into the rezoning of land at Aquaculture Drive from Rural Resource to an alternative zone which would allow for a range of uses suitable in this location (Industrial, Port and Marine, Tourism or Particular Purpose). Ensure sea level rise is considered in relation to the landside buildings associated with the aquaculture operations. Investigate long term relocation options for landside aquaculture facilities. Consider rezoning of additional light industrial land adjacent to the west of the existing industrial precinct (BeaBeau Street). Consider application of an environmental buffer around the existing airport, in line with relevant Municipality Management Plan reports. Investigate replacing the St Helens Wharf and potentially including floating marina berths for recreational boats as long as these do not impact on commercial boating facilities. Monitor industrial approval trends and the supply of vacant land for these uses. 	<p>S</p> <p>S</p> <p>M</p> <p>M</p> <p>Ongoing L</p> <p>M</p> <p>M</p> <p>M</p> <p>Ongoing</p>	<p>BODC</p> <p>BODC Aquaculture operators</p> <p>BODC MAST</p> <p>BODC</p>
St Helens	<p><u>Tourism</u></p> <ul style="list-style-type: none"> Seek funding to assist with the development of a Foreshore Precinct to accommodate motel/hotel/tourist accommodation, 	<p>S-M</p>	<p>BODC</p>

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>marina facilities, restaurants, open space reserves, tourist information centre etc. and to improve tourist accessibility.</p> <ul style="list-style-type: none"> Recognise and endorse the identified potential tourism development site to the south east of the St Helens settlement area. Any proposal to develop this site would need to include provision for a localised sewerage treatment package for the site and would need to address the criteria outlined in the St Helens and Surrounds Structure Plan under Section 4.8, in addition to any site specific constraints. Investigate support from the Tasmanian Planning Commission for rezoning of this land, or if supported, rezone at the time of assessment of a planning application. 	M	Private landowner
St Helens	<p><u>Community and health facilities</u></p> <ul style="list-style-type: none"> Create a community focal point through the identification of a town plaza to the south of the Pendrigh Place extension. Rezone land at Medeas Cove Esplanade/Anne Street to Community Purpose to allow for development of a new hospital. 	S S	BODC Joint Regional partnership opportunity
St Helens	<p><u>Recreation and Open Space</u></p> <ul style="list-style-type: none"> Implement the recommendations of the St Helens Foreshore Masterplan. Seek funding to upgrade the St Helens Foreshore in accordance with the Foreshore Masterplan. Continue to seek funding for the construction of a multi purpose indoor recreation and aquatic facility at St Helens Sport and Recreation Ground based on the Briefing Document and design prepared by Jennifer Binns. 	S, M, L S S	BODC
St Helens	<p><u>Infrastructure</u></p> <ul style="list-style-type: none"> Undertake detailed investigations into the access and servicing opportunities to link to Bay of Fires with St Helens and to market St Helens as the "Gateway to the Bay of Fires". Investigate funding opportunities for public realm improvements to provide leverage for private investment. Identify a land use buffer to the airport to minimise any existing or potential future conflict should future expansion occur (refer to recommendations of the Airstrip Redevelopment Feasibility Study). Investigate opportunities to improve tourism and local access to the domestic airport and regular bus service that links exchanges between small towns. 	S S M M	BODC
Specific Settlement Opportunities – St Marys (Source: Land Use and Development Strategy)			
St Marys	<p><u>General</u></p> <ul style="list-style-type: none"> Endorse the recommendations of the Urban Design and Traffic Management Study for St Marys with regard to issues of traffic and pedestrian movement, key development or redevelopment sites, commercial/retail/business zone needs and key community facilities. 	S, M, L	BODC
St Marys	<p><u>Housing</u></p> <ul style="list-style-type: none"> Undertake detailed investigations into the rezoning of identified sites for potential for urban/residential expansion of the town to boost the local population levels and provide for economic growth to the east and south of St Marys. Potential sites are a single 5 hectare site to the south of the town centre along Story Street/Harefield Road currently zoned Rural Living but could be suitable for urban or rural residential sized allotments up to 2000m². Additional potential suitable location to the east of the town on Gardiners Creek Road backing onto the Main Road currently partly zoned residential. Further investigations needed into value of rural resource lands in this location and proximity to sewer ponds. Undertake detailed investigations into the rezoning of allotments close to the centre of town along Gray Street which are near the school from current Environmental Living Zone to Rural Living with 1-2 hectare minimum allotment sizes to provide residential 	L	BODC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>development on large lots in a non-urban setting.</p> <ul style="list-style-type: none"> Investigate amending the Planning Scheme to allow for a dwelling entitlement on small vacant allotments with Rural Living potential with an unimproved land value. Such land must directly adjoin the existing urban area and be proposed for inclusion within the Settlement or Urban Growth Boundary area. 		
St Marys	<p><u>Employment – Commercial and Industrial</u></p> <ul style="list-style-type: none"> Endorse the recommendations of the St Marys Urban Design and Traffic Management Strategy to encourage consolidation of the existing town centre with a focus around the corner of Main Street and Story Street. Amend the Planning Scheme to incorporate more detailed design guidelines, including the application of a local heritage precinct to reflect the historical character of the town and to encourage sensitive redevelopment of key sites. Rezone identified key commercial site on Main Street, corner Cameron Street currently zoned Open Space and used as a small tourist information shelter. Prepare a report investigating opportunities to encourage redevelopment and urban consolidation (infill) on vacant or underdeveloped commercial sites in the CBD and urban consolidation needs to occur, such as through increased floor space opportunities or reduced Council rates. Amend the Planning Scheme in relation to land in the east of the town centre to allow multi unit development to be sited at ground floor level or above, without requiring this use to be behind a shop front. Alternatively, rezone this land to Mixed Use. 	<p>S</p> <p>M</p> <p>S</p> <p>S</p> <p>S</p>	BODC
St Marys	<p><u>Environmental</u></p> <ul style="list-style-type: none"> Undertake detailed review of the surrounds of St Marys currently within the Rural Resource zone or Environmental Living zone, which contain large areas of dense vegetation – potential for identification and protection of vegetation corridors (possible National Park or Reserve in public ownership) to inform the Planning Scheme and overlay maps. 	L	BODC in partnership with Regional and State government
St Marys	<p><u>Infrastructure</u></p> <ul style="list-style-type: none"> Commence detailed investigations of infrastructure upgrades required to improve pedestrian safety and endorse access linkages through the town, such as identified rear lanes. Investigate need for upgrading of STP at St Marys which is at capacity – could potentially be a major restraint on future urban development. 	L	BODC
St Marys	<p><u>Tourism</u></p> <ul style="list-style-type: none"> Commence design investigations and seek funding to allow for the implementation of a walking/cycling agricultural food trail from Fingal along or adjoining the railway reserve, up to Cornwall and through to St Marys. 	M	BODC
Specific Settlement Opportunities – Scamander (Source: Land Use and Development Strategy)			
Scamander	<p><u>Housing</u></p> <ul style="list-style-type: none"> Rezone land around Winifred Drive to General Residential on completion of the subdivision of the area. Encourage urban consolidation by not supporting rezoning proposals outside of the recommended town boundaries. Undertake detailed land capability analysis of land within the General Residential zoning at the northern extreme of the town on Wrinklers Drive and adjoining lands, south along the Scamander River frontage and south of Cherry wood Drive in terms of actual likelihood of development, given environmental constraints (vegetation) which exists. Council would need to consider the implications of any back zoning of this land if in private ownership. Undertake detailed investigations into the potential urban expansion of Scamander to the south of Winifred Drive along the eastern side of the Tasman Highway, addressing potential acid 	<p>M-L</p> <p>S</p> <p>L</p> <p>L</p>	BODC Regional and State government endorsement

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>sulphate soils and low lying localised flood or drainage issues.</p> <ul style="list-style-type: none"> Endorse a minimum lot size of more than 2 hectares for any existing or future Rural Living zone in Scamander. 	L	
Scamander	<p><u>Employment – Commercial and Industrial</u></p> <ul style="list-style-type: none"> Rezoning the existing caravan/tourist park site and a single isolated site in Scamander Avenue from Local Business to residential to encourage consolidation of the already dispersed commercial centres of Scamander and to allow for a wider range of land uses. Rezoning land to Mixed Use Zone along Scamander Avenue to provide land for a range of residential/commercial/ tourist or even light industrial activity (see next point). Commence detailed investigations into a Mixed Use zone along Scamander Ave on the southern side of the river to provide a mixed use employment area. 	M M M	BODC with Regional and State government endorsement
Specific Settlement Opportunities – Fingal (Source: Land Use and Development Strategy)			
Fingal	<p><u>Future Opportunities</u></p> <ul style="list-style-type: none"> Amend the planning Scheme to incorporate more detailed design guidelines, including the application of a local heritage precinct to reflect the historical character of the town and to encourage sensitive redevelopment of key sites. 	M	BODC Regional and State government endorsement
Fingal	<p><u>Housing</u></p> <ul style="list-style-type: none"> Encourage urban consolidation by not supporting rezoning proposals outside of the recommended town boundaries. Undertake detailed investigations into rezoning of land to accommodate urban growth of the town to the north east where there is existing Rural Living zoning. Undertake detailed investigations into rezoning of Rural Living areas to the south of the town reflecting existing road and subdivision layout patterns in line with the identified urban growth boundary. Given the long timeframe, it is likely that an updated assessment of take-up rates and the need for expansion of the rural living zone will need to be undertaken as part of the report preparation. 	S L L	BODC Regional and State government endorsement
Fingal	<p><u>Employment – Commercial and Industrial</u></p> <ul style="list-style-type: none"> Rezoning the current Village zoning to Local Business to reflect the hierarchy of the town. Commence detailed investigations into the rezoning of additional land to Industrial including the expansion of the existing industrial precinct in Flemming Street/Seymour Streets, or a larger new site further south between Carey and Robert Streets. Commence detailed investigations into the rezoning of land to the north of the town to accommodate a Mixed Use zone to support the establishment of agricultural produce industries, large scale commercial development or light industrial uses. Rezoning a single rural living allotment on the periphery of the industrial precinct to industrial to reduce land use conflicts. 	S M M M	BODC Regional and State government endorsement BODC in consultation with landowner
Specific Settlement Opportunities – Ansons Bay (Source: Land Use and Development Strategy)			
Ansons Bay	<p><u>General Opportunities</u></p> <ul style="list-style-type: none"> Consider identification of the Ansons Bay Shacks as a heritage precinct within the Break O'Day Planning Scheme. 	M	BODC
Ansons Bay	<p><u>Environmental</u></p> <ul style="list-style-type: none"> Undertake a review of the zoning of land surrounding Ansons Bay, within the Mount William National Park to identify lands which need to be recognised under the Planning Scheme such as with an Environmental Management Zone. 	M	BODC Parks and Wildlife
Ansons Bay	<p><u>Tourism</u></p> <ul style="list-style-type: none"> Commence detailed investigations into the identification of a site for a small tourist accommodation facility such as a caravan park and camping ground. Undertake investigations into the potential environmental issues and reports required to prepare a Masterplan and rezoning of 	M L	BODC in consultation with TPC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	Rural Resource land to the south of Ansons Bay on the Bay of Fires, in the form of a new settlement area such as for a high quality master-planned tourist and residential development opportunity. Any proposal to develop this site would need to include provision for a localised sewerage treatment package for the site and would need to address the criteria outlined in the St Helens and Surrounds Structure Plan under Section 4.8 as well as any additional site specific constraints.		
Specific Settlement Opportunities – Beaumaris (Source: Land Use and Development Strategy)			
Beaumaris	<u>Housing and Employment Lands</u> <ul style="list-style-type: none"> Ensure that future development within the area limits expansion of the urban area to the north, south or to the east of the Tasman Highway. Commence detailed investigations into the potential environmental issues and reports required to rezone vacant land located between the northern limits of Seabreeze Court Environmental Living development and the current residential zoning to the north. This land could potentially allow for residential development or a mixed use commercial/industrial precinct to support the needs of the local community, subject to population growth needs. 	Ongoing M	BODC BODC Regional and State government endorsement
Beaumaris	<u>Infrastructure</u> <ul style="list-style-type: none"> Rezone in consultation with the State Roads Authority, the current boundary of the Tasman Highway opposite Eastern Creek Road to reflect the actual location of the Highway and to enable minor expansion of the Village zoning in this area. Consideration needs to be given to priority habitat and Threatened Vulnerable communities, infrastructure and landownership as part of this process. 	M	BODC State Roads Authority
Beaumaris	<u>Tourism</u> <ul style="list-style-type: none"> Amend the Planning Scheme to allow visitor accommodation as a discretionary use within the Low Density Residential zone. 	S	BODC TPC
Specific Settlement Opportunities – Binalong Bay (Source: Land Use and Development Strategy)			
Binalong Bay	<u>General Opportunities</u> <ul style="list-style-type: none"> Prepare Urban design guidelines to include maximum densities for development particularly in the Environmental Living zone. 	S	BODC
Binalong Bay	<u>Housing</u> <ul style="list-style-type: none"> Endorse the clearly defined urban growth boundary provided in this Strategy in order to limit potential future growth. Undertake further analysis of land ownership in the existing Environmental Living zone to determine whether some allotments which are heavily vegetated and some which contain priority habitat should be rezoned to Environmental Management. Council would need to consider the implications of any back zoning of this land if in private ownership. 	S M	BODC
Binalong Bay	<u>Recreation and Open Space</u> <ul style="list-style-type: none"> Endorse the recommendations of the Binalong Bay Foreshore Masterplan. 	S	BODC
Binalong Bay	<u>Infrastructure</u> <ul style="list-style-type: none"> Undertake periodic review of potential population increases as a result of increased tourist activity, in order to ensure adequate investigations are made into servicing and infrastructure issues. Funding options should be explored. 	M	BODC in consultation with Servicing Agencies
Binalong Bay	<u>Tourism</u> <ul style="list-style-type: none"> Rezone land identified as a potential tourism site to allow for Visitor and tourist accommodation behind the foreshore (located within the Environmental Living Zone to the west of Binalong Bay and identified in the St Helens Structure Plan (note, vegetation limitations may impact on part of this site). Any proposal to develop this site would need to include provision for a localised sewerage treatment package for the site and would need to address the criteria outlined in the St Helens and Surrounds 	S	BODC in consultation with TPC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	Structure Plan under Section 4.8 as well as any additional site specific constraints.		
Specific Settlement Opportunities – Mathinna (Source: Land Use and Development Strategy)			
Mathinna	<u>Housing</u> <ul style="list-style-type: none"> To encourage the take up of more suitable land to the east consider the option of back-zoning identified western lands to Rural Resource to allow for the eastern lands to be considered for residential or rural residential development, however the legal implications of this would need to be thoroughly investigated. Undertake detailed investigations into the inclusion of lands not affected by priority habitat or identified as national park or conservation area to the east of the settlement within the rural living zoning to provide a transitional buffer between the urban area and agricultural land uses. Undertake detailed investigations into the rezoning of a small area of land which is zoned Rural Living to the north of the settlement. Land to be considered for inclusion in the Low Density Residential zone, subject to detailed consideration of site constraints. 	M-L M S	BODC in consultation with TPC
Mathinna	<u>Environmental</u> <ul style="list-style-type: none"> When assessing applications for dwellings and future rezoning of land undertake a review of setbacks required for bushfire mitigation and retention of priority habitat. 	Ongoing	BODC Parks and Wildlife & Tasmanian Fire Service
Mathinna	<u>Infrastructure</u> <ul style="list-style-type: none"> Investigate infrastructure needs with respect to upgrading and sealing of local roads. 	M	BODC State Roads Authority
Specific Settlement Opportunities – Falmouth (Source: Land Use and Development Strategy)			
Falmouth	<u>Housing</u> <ul style="list-style-type: none"> Rezoning land identified in the Strategy directly south of the Village currently zoned Environmental Living and already subdivided into allotments generally of 1500-1800m² to reflect their current and future use. 	S	BODC in consultation with TPC
Specific Settlement Opportunities – Cornwall (Source: Land Use and Development Strategy)			
Cornwall	<u>Housing</u> <ul style="list-style-type: none"> Commence detailed investigations into the rezoning of identified small sites to the south of the existing settlement to Low Density Residential, subject to investigations of quality of identified priority habitat in consultation with landowners. 	S	Northern Tasmania Development Board
Cornwall	<u>Environmental</u> <ul style="list-style-type: none"> Undertake a review of setbacks required for potential bushfire hazard reduction and for retention of priority habitat surrounding the settlement. Undertake detailed investigations and consultation with Parks and Wildlife into lands which are identified as priority habitat and within National Park or Reserve and which should be considered for Environmental Management zoning under the Planning Scheme. 	S M	BODC in consultation with Parks and Wildlife & Tasmanian Fire Service
Cornwall	<u>Infrastructure</u> <ul style="list-style-type: none"> Prepare a report identifying roads proposed for future sealing and timeframes. 	M	BODC State Road Authority
Specific Settlement Opportunities – The Gardens (Source: Land Use and Development Strategy)			
The Gardens	<ul style="list-style-type: none"> Prepare clear urban design guidelines for The Gardens, which will encourage a different housing product and tourism opportunity aimed at the upper end of the financial property market and attract tourist investment in the area. Undertake detailed investigations and studies into the expansion of the Environmental Living Zone on the eastern side of Gardens Road, off Honeymoon Point Road as identified in this Strategy. 	S M	BODC in consultation with TPC

Priority Action No.#	Key Action/Recommendation	Implementation (Short S, Medium M, Long L Term)	Responsible Authority
	<p>with detailed timeframes provided for appropriate land release.</p> <ul style="list-style-type: none"> Also include consideration of land on the western side of Gardens Road as very long term potential, if the existing farm becomes unviable in the future (in consultation with the landowner). 	L	
Specific Settlement Opportunities – Four Mile Creek (Source: Land Use and Development Strategy)			
Four Mile Creek	<ul style="list-style-type: none"> Commence detailed investigations into the rezoning of land identified to the south of the existing township (containing the White Sands development and Ironhouse Point) and adjacent lands to the west as a Major Tourist site. 	S	BODC in consultation with TPC
Specific Settlement Opportunities – Weldborough (Source: Land Use and Development Strategy)			
Weldborough	<ul style="list-style-type: none"> Recognise the existing settlement boundary and incorporate additional land within the existing boundaries within the Rural Living zone. 	S	BODC in consultation with TPC
Specific Settlement Opportunities – Mangana (Source: Land Use and Development Strategy)			
Mangana	<ul style="list-style-type: none"> Recognise the existing settlement boundary and incorporate additional land on the western edge of the settlement area within the Rural Living zone. Undertake detailed investigations into the expansion of the Rural Living zone to the north and south of the township, subject to detailed investigations into land capacity. 	S L	BODC in consultation with TPC
Specific Settlement Opportunities – Lottah (Source: Land Use and Development Strategy)			
Lottah	<ul style="list-style-type: none"> Undertake detailed investigations into the application of an Environmental Living Zone for fragmented lands in Lottah. 	L	BODC in consultation with TPC

Appendix 1 Overview of Relevant Documents

Overview of Existing Documents

The purpose of this section is to provide an overview and review of the content, outcomes and recommendations of existing local, regional and state-wide studies, strategies, documents and maps (including review of existing planning provisions) previously prepared, which are of relevance to the Land Use and Development Strategy. This task was an extensive project which recognises the vast significant work which Council and the regional Councils and agencies within the Northern Region of Tasmania have undertaken in order to encourage sustainable growth and development in the region. These documents must be considered as part of the consideration of land use planning, zoning and demographic issues which needed addressing as part of the preparation of the Land Use and Development Strategy. The following key documents have been reviewed and where considered appropriate, a response has been provided to specific requirements of State Policies and Regional Frameworks.

1.1 State Planning Legislation

Land Use Planning and Approvals Act 1993

The Land Use Planning and Approvals Act 1993 is the overarching state wide planning act which governs land use planning and development within Tasmania. All state policies, regional strategies and local planning schemes and policies must be consistent with this document. The Break O'Day Interim Planning Scheme has been prepared having regard to the provisions of the Northern Tasmania Regional land Use Strategy and in a manner which provides for coordinated and consistent zoning across municipal boundaries, which is consistent with the requirements of the Act.

1.2 State Policies

State Coastal Policy 1996

The State Coastal Policy applies to land within 1km of the high water mark (i.e. the 'Coastal Zone'). Three main principles guide Tasmania's State Coastal Policy, being:

- Natural and cultural values of the coast shall be protected;
- The coast shall be used and developed in a sustainable manner; and
- Integrated management and protection of the coastal zone is a shared responsibility.

The Policy provides a series of outcomes that embody the principles under the following four sections:

1. Protection of Natural and Cultural Values of the Coastal Zone;
2. Sustainable Development of Coastal Areas and Resources;
3. Shared Responsibility for Integrated Management of Coastal Areas and Resources; and
4. Implementation, Evaluation and Review.

State Policy on Water Quality Management 1997

The State Policy on Water Quality Management 1997 regulates water quality management of all surface waters, including coastal waters, and groundwaters (excluding privately owned waters that are not accessible to the public and are not connected to waters that are accessible to the public and waters in any tank, pipe or cistern). The Policy aims to achieve water quality objectives that further the objectives of Tasmania's Resource

Management and Planning System, manage sources of water pollution, ensure efficient monitoring programs are conducted and facilitate integrated catchment management.

Part 4 of the Policy specifies outcomes to achieve water quality objectives under the following divisions:

- Division 1 – Measures to Achieve Policy Objectives;
- Division 2 – Management of Point Sources of Pollution;
- Division 3 – Management of Diffuse Sources of Pollution.

State Policy on the Protection of Agricultural Land

The purpose of this State Policy is to “*conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.*”

The objectives of the Policy are:

To enable the sustainable development of agriculture by minimising:

- (a) *conflict with or interference from other land uses; and*
- (b) *non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.*

The Policy includes a set of eleven (11) guiding principles (section 3) by which interim planning schemes may be assessed. The following principles would be applicable to the BODC Municipality and relevant in the preparation of this Land Use and Development Strategy:

1. *Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.*
5. *Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.*
7. *The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.*
8. *Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.*
9. *Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11 (relating to Plantation Forestry).*
11. *Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.*

It should be noted that the BODC Municipality does not contain any ‘prime agricultural land’ as defined in the Land Capability Handbook Guidelines produced by the Department of Primary Industries, Water and Environment (1999) as being of land capability Class 1, 2 or 3, therefore the guiding principles of this document specifically referencing ‘prime agricultural land’ would not need to be applied and have not been detailed above. This has

specific and strategic importance for any future development scenarios which may be proposed as part of this Strategy.

National Environmental Protection Measures

National Environment Protection Measures (NEPMs) are automatically adopted as State Policies under section 12A of the State Policies and Projects Act 1993 and are administered by the Environment Protection Authority. They are developed under the National Environmental Protection Council (Tasmania) Act 1995 and outline nationally common objectives to protect or manage aspects of the environment relating to any one or more of the following:

- ambient air quality;
- ambient marine, estuarine and fresh water quality;
- the protection of amenity in relation to noise (including motor vehicle noise and emissions);
- general guidelines for the assessment of site contamination;
- environmental impacts associated with hazardous wastes; and
- the re-use and recycling of used materials.

1.3 Planning Directives and Advisory Notes

Planning Directive 1 – The Format and Structure of Planning Schemes (December 2003; Am. 18 June 2014)

Planning directives are developed and assessed under Part 2A of the Land Use Planning and Approvals Act 1993. The Break O'Day Interim Planning Scheme applies to the Break O'Day Municipality and came into effect in 2013. The document is consistent with the Northern Region Planning Scheme Template which has included the structure and provisions of the Planning Directive 1 Template. Changes to this Planning Directive came into effect on 28 June 2014 which modified the Directive to clarify the operation of [clause 9.1.1](#) to give the planning authority the discretion to approve minor development subject to appropriate tests. The modifications also insert a new [clause 9.2 Development for Existing Discretionary Uses](#). This clause allows the planning authority to treat a minor or inconsequential development (excluding subdivision) associated with an existing use that has a discretionary use status as being permitted subject to appropriate tests. The modifications have no anticipated impacts on the preparation of this Land Use Strategy.

Planning Directive 4.1 – Standards for Residential Development in the General Residential Zone (latest version 18 June 2014)

This Planning Directive replaced Planning Directive 4 from 28 February 2014 as it applies to interim planning schemes and includes provisions for multiple dwellings. The latest amendments to the Directive came into effect on 18 June 2014 (to clarify how [Clause 10.4.3 A2\(e\)](#) is to be interpreted). The provisions of Planning Directive 4 were originally incorporated into the General Residential Zone, which allows single dwellings that comply with the acceptable solutions of Planning Directive 4 as 'No Permit Required'. Planning Directive 4.1 introduced provisions relating to multiple dwellings and also specifically identifies frontage road setbacks for specific areas within a General Residential zone under the Break O'Day Interim Planning Scheme 2013. This has minimal implications for a broad land use strategy.

Planning Advisory Note 13 – The Planning Scheme Template for Tasmania Drafting Instructions (Tasmanian Planning Commission, June 2011)

The purpose of this Advisory note is to provide guidance on the preparation of a planning scheme using the Planning Scheme Template for Tasmania established under Planning Directive No.1: The Format and Structure of Planning Schemes.

Local Planning Authorities are able to include local area objectives and desired future character statements as part of the purpose of each zone in the Planning Scheme for individual locations. Local area plans, master plans, structure plans or development plans can be used as the basis for these and can also lead to specific standards for certain localities and provide guidance in the consideration of discretionary use.

The Planning Directive provides a framework for including specific area plans which can vary considerably in content, from a neighbourhood or local area plan, a structure plan for the development of a new residential area, a development plan for subdivision (road, footways, cycle paths and open space layout), to a detailed design masterplan for a town centre.

Specific area plan provisions are designed to implement more detailed planning controls and apply in addition to the underlying zone or zones and any overlying codes. Where there is a conflict, the provisions of specific area plans override zone and code provisions.

1.4 Regional Policies and Plans

Vision East 2030 (partnership) – The East Coast Land Use Framework (December 2009)

The Vision East 2030 document is the land use framework for the east coast of Tasmania. This document not only encompasses Break O' Day, including adjoining municipalities of Glamorgan Spring Bay, Tasman and Sorell. The document provides guidance for the implementation of new planning schemes to provide consistency across the East Coast region. The aim of Vision East 2030 seeks to enhance the community and economic potential of the East Coast, to manage its natural assets, set up a settlement hierarchy and investigate transport links between these settlements.

The Land Use Framework for the Break O Day Municipality as stated in the Vision document is to "*promote St Helens as one of the sub-regional service centres and improve tourist accessibility whilst maintaining a sense of seclusion to protect the iconic coastal landscapes*". The Framework classifies St Marys as an existing and proposed 'Township' with a medium growth scenario. Scamander is recognised as a 'Village'. 'Planning Actions' to ensure that each settlement fulfils the role and function identified in the Settlement Hierarchy are provided and includes identification of a settlement boundary, preparation of a structure plan and a commercial centre strategy, as well as provision of detailed requirements for built form.

The document acknowledges that urban settlements have generally developed in coastal locations and it is expected that household size will decline and the population will continue to be dominated by the older cohorts. This will demand a range of housing types. Many of the issues for the future within the document relate to coastal areas.

The Framework does not specify heritage sites and places, however notes the various protection legislation and mechanisms, and identifies that sites can be at risk from inappropriate development. The long term viability of many of the region's industries (including mining and forestry) is recognized as an issue for the future. With respect to transport linkages the Framework indicates that other transport options (including sustainable options) within the region are limited. Road and road condition is noted as the primary issue for the region. The Framework document indicates that Infrastructure is limited to main settlements.

The document also refers to an alternative road hierarchy to that currently used (specifically primary arterial roads), however no improvements to these road linkages are proposed. Key policies within the Framework are to "ensure the roads are managed in accordance with their classification in the road hierarchy and the state's Road and Rail Asset Schedule" and to "ensure roads service the higher order centres (district towns, towns and tourist precincts) in the Settlement Hierarchy as a priority".

Regional Land Use Strategy of Northern Tasmania (Northern Tasmania Development and JMG Engineers and Planners, 2011)

The Regional Land Use Strategy of Northern Tasmania, which includes Break O'Day municipality, was prepared by Northern Tasmania Development and JMG Engineers & Planners as a final document in September 2011. The document is a 20 year strategic plan for the region's future development and planning to 2032 for integrated infrastructure, land use development and transport planning based upon economic, social and environmental strategies. The purpose of the RLUS is to create the regional strategic planning land use policy intent for the future planning directives of the development of Northern Tasmania, derived from the vision for the State as outlined in by Tasmania Together, objectives of the Tasmanian Resource Management and Planning System (RMPS), and the Land Use Planning and Approvals Act 1993. The desired regional policy outcomes are integrated and holistic and appear in the document under the following headings:

- Regional Settlement Network;
- Regional Activity Centre Network;
- Regional Infrastructure Network;
- Regional Economic Development;
- Social Infrastructure and Community;
- Regional Environment.

Population projections are provided, based upon municipality or Council area only. Break O'Day is expected to experience a 1.6% annual growth rate to 2032. The Regional Land Use Framework provides the strategic context at a regional level for planning schemes within the region and contains strategies for the future use and development of land within the region. The various settlements are given to a hierarchy, where St Helens (including Stieglitz, and St Helens Point) is classed as a District Centre, St Marys is classed as a Rural Town, with Fingal and Scamander classed as Rural Villages (p45). Part 4.5 'Regional Activity Centres Network' identifies a town and village hierarchy for Break O'Day Municipality.

This Strategy has been completed, however a report has recently been produced by the Working Group of the Northern Region Planning Initiative Management Committee which reconsiders some of the Strategy recommendations (see below).

Report to consider revisions to the Regional Land Use Strategy of Northern Tasmania – Rural Living, Urban Mixed Use and Major Tourism zones (Working Group of the Northern Region Planning Initiative Management Committee, March 2013)

This report reconsiders some of the Strategy recommendations, due to the inconsistencies between different Council Draft Interim Planning Schemes produced since the Strategy was prepared. This report considers revisions to the RLUS that articulate the northern region's strategy in development and application of the relevant zones. This is necessary to clarify those matters that reasonably further the objectives of the RLUS through the development of planning schemes. These comments have been recently made available for public comment (March 2013), however feedback from these comments had not been provided at the time of writing this report. The review of this document will have significant implications for the review of Council's Planning Scheme and directly identifies changes which may be recommended as part of the Land Use and Development Strategy.

In summary the document addresses:

- Rural and Environmental Living zones as part of the residential suite of zones;
- Urban Mixed Use Zone as a transition area for commercial uses to urban activity centres and as a reflection of historical township land use patterns;
- Major Tourism as a new zone to reflect the potential significance of particular tourism activities, and;
- The Furneaux group of islands (unrelated to Break O'Day Municipality).

Northern Tasmania Regional Model Planning Scheme Template

Northern Tasmania Regional Planning Scheme Template (referred to in Section 30E of the Land Use Planning and Approvals Act 1993) specifies mandatory common (designated in green) and common optional (designated in blue) provisions, then allows for local provisions (designated in red) where justified.

The Break O'Day Interim Planning Scheme is based on the Regional Model Planning Scheme, which is derived from the Regional Land Use Framework. This provides the mechanism by which land use strategies for sustainable economic, environmental and social outcomes are delivered at a regional level, through the appropriate allocation of zones and the inclusion of regionally consistent development controls for use and development.

The application of zoning responds to the unique circumstances of the Northern Region with the settlement hierarchy reflected in some zones only being relevant to the population densities of Launceston urban area and the principal use of the Rural Resources Zone reflecting the highly dispersed and variable nature of the Region's productive rural resources. Each of the zones contains regionally consistent core elements in the provisions that respond to the regional strategies.

Extract from the Northern Tasmania Regional Model Planning Scheme Template:

The purpose of this planning scheme is:

- a) to further the Objectives of the Resource Management and Planning System and of the Planning Process as set out in Parts 1 and 2 of Schedule 1 of the Act; and
- b) to achieve the planning scheme objectives set out in clause 3.0 by regulating or prohibiting the use or development of land in the planning scheme area.

The Northern Region is comprised of the eight municipal areas of the Launceston, Northern Midlands, Meander Valley, West Tamar, George Town, Dorset, Break O' Day and Flinders councils. The Northern Regional Land Use Framework provides strategic context at a regional level for planning schemes within the region and contains strategies for the future use and development of land within the region.

This planning scheme is based on the Regional Model Planning Scheme, derived from the Regional Land Use Framework, the mechanisms by which land use strategies for sustainable economic, environmental and social outcomes are delivered at a Regional level, through the appropriate allocation of zones and the inclusion of regionally consistent development controls for use and development.

Table 1: North East Coast Recommendations

Facility	Recommendation	Rationale
St Helens Wharf	St Helens Wharf replacement with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats.	St Helens wharf and marina comprises the commercial, recreational, tourist and maritime focus for the town. The St Helens Bar way and channel entrance are a constraint to deeper shaft vessels.
	Optimize parking arrangements through dedicated trailer parking.	Opportunity to foster the image as game fishing capital through provision of quality marine facilities particularly in St Helens.
Burns Bay Boat Ramp	Improve parking arrangements and provide waiting facility in consultation with Parks and Wildlife Service, Councils, Fishing Clubs and MAST.	Open ocean outside the St Helens bar way offers nationally recognized game fishing for 9 months of the year. Due to popularity the parking overflow is impacting on the recreational reserve.
Binalong Bay Boat Ramp/Jetty	Improve parking and access arrangements in consultation with Parks and Wildlife Services	Existing reported trailer parking congestion during peak periods. Tourist opportunity to leverage off international image and the Bay of Fires brand.
Stieglitz Boat Ramp	Investigate options to improve accessibility at low tide and improve all weather access with shelter from N and NE winds. Consideration to be given to a further lane on the ramp.	Georges Bay also offers sheltered family friendly boating with diverse fishing options with 29 known fish species in the Bay.
Scamander/Bicheno	Additional public ramp- investigate Iron house Brewery as option subject to adequate access	Only notable gap in the even distribution of public boat facilities along the East coast.
Bicheno Boat Ramp / Jetty and Landing	Extend walkway to increase berthing capacity. Master plan for the redevelopment of a marine/tourism precinct around the Gulch.	Opportunity to leverage off planned golf club/residential and to provide a focus of tourism and fishing including professional and recreational fishing, diving and departure point for penguin tours.

Table 2: Extent of Regional Level Planning in Northern Tasmania

Multi Theme	NTD Strategic Plan 2007
Sustainability	North Eastern Sustainable Coastal Camping Strategy 2000, promoting sustainable recreation.
	NRM North Weed Management Strategy 2004 – preserving agricultural and environmental sustainability.
	NRM North Strategy 2005- promoting the use of natural resources
Competiveness	NTD Economic Development Plan 2002- increasing the regional economic profile by facilitating the development of new and existing businesses.
	Northern Tasmanian Integral Management Plan 2003 (draft) providing a long term vision for the regions transport systems.
	NTD Invest Annual Action Plan 2007- maintaining a consistent economic and regulatory environment for regional investment.
	NTD Tourism Development Plan 2007- enhancing the range of quality visitor experiences, events and activities in the region.
	Launceston Airport Master Plan 2009- Site specific development plan.
Livability	NTD Regional aquatic Strategy 2002- accessing aquatic facility provision and operation
	Northern Tasmania Regional Recreation Strategy 2002, adopting a regionally coordinated approach to lifelong recreational participation.
	Northern Tasmania Regional Recreation Trails Strategy 2004- developing an integrated multiple use regional trails network.

East Coast Marine Infrastructure Strategy 2013 (GHD for Dept Economic Development, Marine and Safety Tasmanian and Local Councils, 2013)

The East Coast Marine Infrastructure Strategy aims to deliver a regional approach to provision of and investment of a practical, economic, and efficient network of marine infrastructure and supporting land facilities to address the identified needs of recreational and commercial users. This includes identification of a priority programme over the next 10 years from 2012-2022 for the upgrade of existing infrastructure and for proposed new infrastructure, including land based facilities and priority opportunities for major new private sector investment, as provided in Table 1 and Table 2.

Policy and strategic framework

The vision that was developed for this strategy within the East Coast Region which responds to the feedback received from the community, councils and other stakeholders.

“To develop a effective network of marine infrastructure that provides for the short and long term needs of both recreational and commercial users by siting to respond to coastal vulnerability and sea level rise, maximizing the effective use of existing infrastructure, supporting land based facilities and realizing identified opportunities for major new private sector investment.”

Discussion Paper – Clarification of the Tools and Methodologies and Their Limitations for Understanding the Use of Agricultural Land in the Northern Region (AK Consulting for Northern Tasmanian Development, September 2012)

The purpose of the paper is to clarify;

- the characteristics of agriculture in the Northern Region.
- the land and water resources required to support agriculture.
- the tools and their limitations for understanding and defining productive agricultural land.
- the combination of background information, analysis and methods available which provide guidance on determining the most appropriate zone for individual titles.

The paper summarises definitions and analysis undertaken to date;

- Potentially Available Agricultural Land (PAAL).
- Agricultural Profiles.
- Constraints Analysis.

The paper provides case studies to demonstrate examples of “viable” farms, hobby farms and lifestyle blocks and the appropriate planning responses demonstrating:

- the protection of land that can be practically used for agriculture from conversion to non-agricultural uses,
- opportunities for rural living by identifying areas that already demonstrate rural living characteristics and have limited capacity to contribute to productive agriculture.

Potentially Available Agricultural Land (PAAL) (for development) is the very conservative ‘first cut’ of the land that may be suitable for agriculture. PAAL is a term defined by AK Consultants in the work undertaken for Northern Tasmanian Development in September 2010, and is identified using the following criteria:

- Private Land within the Rural Zone.
- Land Capability Class 6 or better.
- TasVeg (2.0) code indicating agricultural use or previously cleared land.
- Not under formal reserve.
- Area of such land within a parcel greater than 1 ha.

Under this analysis, a ‘Holding’ may comprise more than one parcel, and has a unique Property Identification number. The definition of a ‘viable farm’ was one producing sufficient income to provide for a family and provide full time employment for one person. AK Consulting provided that a farm with a turnover of less than \$150,000 is often not independently viable.

Agricultural Profile Break O’Day Municipality (AK Consultants, December 2010)

The purpose of the Agricultural Profile was *“to provide an understanding of the nature and distribution of agricultural land use and activities across the Municipality, and the economic value of agriculture to the economy of the Municipality.”* The aim of the analysis was to identify land potentially available for agricultural use, in line with recognising land of local and regional significance to meet the requirements of Principle 7 of the State Policy on the Protection of Agricultural Land 2009.

The Profile was produced spatially (ie. utilising mapping) using published datasets available to determine parcel size, land capability and vegetation cover, ABS statistics (refer to discussion on previous document titled “Discussion Paper – Clarification of the Tools and Methodologies and Their Limitations for Understanding the Use of Agricultural Land in the Northern Region (AK Consulting for Northern Tasmanian Development, September 2012).”

The Profile provides the following for Break O’Day:

- Land in private ownership:
Private parcels of land in the Rural Zone account for 27% of the area of the municipality.
- Size distribution of the parcels and holdings:

87% of parcels and 83% of the holdings are less than 40 hectares in area.

59% of the land area of parcels and 79% of the land area of holdings are greater than 100 hectares.

- Potentially available agricultural land:

13% of the municipality (47,051 hectares.)

Most of the land with potential agricultural use is in Land Capability Class 5 (48%) and there is no Class 3 or better land.

From a regional perspective there is relatively limited irrigated agriculture and this situation is unlikely to change.

- Major (based on geographical extent) land-uses on private land:

Pasture and hay crops for animal production, which provide the majority of the total value of production (90%).

Plantation forestry.

Grazing of sheep and cattle.

Dairying is based on the Pyengana area where the soils, rainfall and water resources favour pasture production.

Cereal cropping – a relatively large area of cereals and two establishments with poppies and some small areas of fruits nuts and vines, however, other than cereals, cropping activities are very limited.

- Total number of agricultural establishments (ABS 2006) is 77

Total EVAO is \$14.6m indicating an average EVAO of \$189,781, a level of production likely to be viable.

- Significant number of "part-time" or "hobby farms"

Operators depending on off-farm income. Based on the number of holdings (476) there are many "farms" producing very little primary production income.

- Plantation Industry:

Using employment figures, there are 132 people employed in Agriculture alone not including services to the industry or plantation forestry. This accounts for 8% of the total employment in the Municipality. In addition there are 39 people employed in forestry and logging, some of whom would be employed in plantation forestry on Private Land. If the total forestry and logging employment figure of 39 is considered this adds an additional 0.1% employed in agriculture in the Municipality. This suggests agriculture is a relatively minor contributor to the economy of the Break O' Day Municipality and plantation forestry is a small component of this.

Conclusions:

The analysis of the available datasets undertaken as part of this project lead to the following conclusions:

- Grazing with cattle is expected to continue to be the major land use, because the combination of Land Capability, remoteness and lack of water resources limit diversification.
- Broadacre cropping is limited to cereals and poppies.
- Horticultural crops are constrained by the remoteness of the area, poor Land Capability and lack of water for irrigation. While there are areas suitable for specialised crops development will depend on the motivations of the people in the business.
- The favourable climate (higher temperatures and lower frost risk, than other Municipalities) makes the Municipality attractive for vines, however areas exposed to the coast will require protection from wind.

There are also areas suitable for stone fruit and olives although relatively high summer rainfall will reduce the scope for cherries.

- The remoteness discourages development of nurseries, cut flowers and turf.

Northern Tasmania Industrial Land Study (only Stage 1 released as at July 2014)

This document reinforces the need for strategic planning to better identify major development opportunities to ensure long term supply of industrial land is adequate for economic growth. The provision of industrial land supply helps increase the economic well-being of the region. Implications can arise from too little supply or too much supply of industrial land. The Northern Tasmania Regional Plan identifies the need for effective long term planning projections. Specifically, the strategy addresses the need for enough vacant land to meet the demand for a 15 year period.

Stage 1 - This stage was intended to identify and assess the existing supply of vacant industrial land in Northern Tasmania and to compare this supply to future projected demand for industrial land over a 5, 15 and 30 year period. This analysis would consider current industrial sites that may be vacated and their likely future use and constraints to vacant industrial land.

Stage 2 - The second stage was intended to develop a strategy for industrial land use for Northern Tasmania by identifying and assessing options for future locally and regionally significant sites to meet demand for the next 15 and 30 years. This 'State of the Area Report' addresses Stage 1 only. Stage 2 was not yet available at the time of writing this Strategy.

Opportunities and challenges

There are a number of opportunities and challenges that need to be faced when planning and providing for sufficient and suitable industrial land to support regional economic growth.

The key issues relate to;

- Supporting sustainable economic growth and consolidated land use patterns;
- Potentials for land use conflict;
- Potential impacts of climate change;
- Capturing possible flow-on effects from the roll-out of the regional irrigation schemes; and
- Responding to emerging trends and developing industry types.

Assessment of suitable Industrial land

It was identified that the slope of the land impacts development potential. For example, a slope of 10% or more makes the land unsuitable for most industrial uses or development. Sensitive land categories have been identified that conflict with industrial uses. These sensitive land classes are as follows:

- Residential (including future residential);
- Community Facilities, including some parks and foreshores;
- Environmental Protection, including natural areas with conservation values and water catchments;
- Tourism, land areas with primary uses, including vineyards open to visitation and tastings.

Break O'Day

Stage 1 of the Study recognises the two existing industrial precincts (identified by their land zoning under the Planning Scheme), totalling 63 allotments with a total land area of 24 hectares. There are 14 allotments identified as being vacant, representing a total area of 6.8 hectares, with 4 hectares (1 lot) of vacant land being in Fingal and the remaining 2.8 hectares (13 lots) in St Helens. The study identifies that there was no slope data available

for the land at St Helens and recognises that there is a sufficient buffer from the nearby environmental management zone in this area. The Study is silent on the proximity of the industrial area to the General Residential Zone and the need for a buffer and states there is 'unlikely to be a risk to land use conflict'. The Study states that the industrial area at Fingal is surrounded by rural land and is located away from any obvious sensitive uses.

Land Development Projections

There were two scenarios that were developed for projecting the future demand for industrial land in Tasmania over the next 30 years. The low scenario assumes that population growth will follow the medium population growth scenario by Demographic Change Advisory of Tasmania (DCAC), whereas the high scenario population growth will be strong in line with the DCAC high growth scenario.

The findings of Stage 1 of the Study are:

"The vacant industrial land parcels in Break O'Day are in principle suitable for industrial use. However, these sites are a distance from the main economic centres and transport corridors. The industrial sectors that exist within St Helens and Fingal are primarily used to support local service industries."

Unfortunately at the time of writing this document, Stage 2 of the Study had not yet been finalised, therefore further detail on identification of sites etc. could not be used in this process, therefore the recommendations of this Land Use and Development Strategy relating to industrial land in Break O'Day stand separate and may or may not align with future recommendations of the regional study.

Sustainable Tourism Plan

The Councils of Break O'Day, Dorset, and Glamorgan Spring Bay, in partnership with the Australian Government, are preparing a Sustainable Tourism Plan for the coast and adjoining hinterland of Tasmania's East Coast. The Planning for Sustainable Tourism project comprises three key parts.

- 1 Assess what opportunities there are for sustainable tourism on Tasmania's east coast, and look at what barriers there might be to this development occurring.
- 2 Detail the cultural heritage and environmental characteristics of the areas and processes that might be hindering development. It will also make recommendations for what types of development might be appropriate in different areas and what parameters and steps any proposals would need to take.
- 3 The Sustainable Tourism Plan, will bring together all these considerations and provide a 'roadmap' for what types of development might be appropriate where. Importantly, it will also identify what changes to planning schemes or governance might be needed to facilitate the preferred outcomes, in a way that doesn't cause unnecessary delays or duplicate processes across different departments.

The aims of the project are to:

- Enhance the protection and conservation of the environment particularly matters of national environmental significance. Reduce the regulatory burden for developers and investors in tourism infrastructure and attractions.
- Increase the long-term sustainability of the region, and promote liveability for the community.

The plan will identify sustainable investment opportunities in the region, seeking win-win outcomes that create jobs and improved environmental protection. The project will not propose specific developments but will help

to streamline investment in areas where it can be managed in a way which doesn't compromise the natural characteristics of the area. Tourism development provides significant employment in the area, and is one of the key industries for the region, now and in the future. (Source: www.bodc.nsw.gov.au).

Tourism development provides significant employment in the area, and is one of the key industries for the region, now and in the future. The project complements the Land Use and Development Strategy and improves planning for matters of national environmental significance and the outstanding universal value of World Heritage properties. The following documents have recently been prepared as part of this Project:

- *East Coast Tasmania Trail Feasibility Assessment prepared by Hansen Partnership and Tim Nott (January 2015)*
- *Report 1 - Sustainable Tourism Options Report prepared by Geografia, Hansen Partnership, Context and Coliban Ecology (June 2014)*
- *Component 2 - Preliminary Biodiversity and Heritage Evaluation prepared by Context and Coliban Ecology (February 2015)*
- *Component 3 – Sustainable Tourism Plan prepared by Hansen Partnership Pty Ltd (January 2015)*

The final endorsed outcomes and recommendations of these reports will be considered in any proposal for development of sites identified by this Land Use and Development Strategy and will be recognised by the overarching Municipal Management Plan.

1.5 Local Plans and Policy Documents

Break O'Day Strategic Plan 2011-2015

The Break O'Day Strategic Plan draws on an extensive community consultation process undertaken in 2011 to guide future direction. The document links closely with the Tasmania Together 2020 Vision statement, ensuring consistency with all levels of government to benefit the Break O'Day community.

The Plan identifies 5 key result areas with 5 key goals to ensure Council fulfils its Mission Statement, to be addressed by Council to 2015. The key result areas, their goal and the relevant Tasmania Together 2020 objectives are shown in Table 3 below:

Table 3: Extract from the Break O'Day Strategic Plan 2011-2015, pg 11

Key Result Area	Key Goals	Tasmania Together 2020
1. Community Building	Build capacity to improve community spirit and enhance a sense of wellbeing.	Vibrant, inclusive and growing communities where people feel valued and connected.
2. Environment and Planning	Ensure sustainable management of natural and built resources is respectful to our unique location.	Built and natural heritage that is valued and protected
3. Leadership and Governance	Provide strong and informed leadership and effective management of community resources, empowering and involving the community at all levels.	Open and accountable government that listens and plans for a shared future
4. Economic Development	Achieve sustainable economic	Thriving and innovative industries driven

	development	by a high level of business confidence
5. Asset Management	Ensure the efficient and effective provision of appropriate community assets	A reasonable lifestyle and standard of living for all Tasmanians

Of specific relevance to the Land Use and Development Strategy is the Environment and Planning Goal, which is provided in Table 4 below.

Table 4: Extract from the Break O'Day Strategic Plan 2011-2015, pg 11

GOAL: ENVIRONMENT AND PLANNING		
Ensure sustainable management of natural and built resources is respectful to our unique location		
STRATEGY	ACTIVITIES	MEASURES OF SUCCESS
1. Provide a sound framework for strategically planned and orderly future development by updating and improving Land Use Strategy and Planning Scheme.	<ol style="list-style-type: none"> 1. Continue to participate in the regional planning initiatives. 2. Review land use zoning for the municipality in regard to identified needs and likely future demographics, economic, environmental and social trends 3. Prepare a revised Land Use strategy (Settlement) based on review. 4. Prepare amendments to planning scheme and seek relevant government approval. 	<ul style="list-style-type: none"> Review has been completed and strategy and planning scheme updated The review has considered all relevant past plan/strategies Ongoing reviews have been undertaken to test appropriateness of the Planning Scheme.
6. Minimise the impacts of climate change	Develop climate change strategy (Link to MMP) that would include:- <ol style="list-style-type: none"> 1. Identification and plan for threats/impact from climate change. 2. Review of land use zones to ensure they take account of identified threats and impacts from climate change. 	<ul style="list-style-type: none"> Climate change adaption strategy and policy is complete.

The Plan also provides support for access to quality services, facilities, health, education and information that meet the needs of all age groups and communities particularly youth, people with disabilities and our ageing population, in order to build capacity to improve community spirit and enhance a sense of wellbeing.

Break O'Day Tourism Development Strategy 2012-2017 (Adam Saddler Consulting, June 2012)

The Strategy was developed through Community and Stakeholder consultation and an analysis of industry data both nationally and locally. It is intended that the document and action plan will form the basis of Council's strategic direction for both management and development over the next 10 years

The purpose of the Strategy is to identify clear and achievable strategies to establish Break O'Day Council area as a key tourist destination and business investment centre. The document focuses on the economic benefits of tourism and its inter-relationships with the community's sense of place and environmental values.

The Strategy provides for:

- Forward planning - investments, change facilitation, brandings;
- Visitor Services – Visitor Information Centre, information points, other information mechanisms including publications, website, etc; and
- Council infrastructure – new, upgrading, maintenance.

Break O’Day Natural Resource Management Strategy (Tasmanian Government, NRM North and BODC Partnership, 2012)

This Strategy has recently been endorsed by the NRM Special Committee and the Break O’Day Council. The strategy is an important document for guiding positive natural resource outcomes in Break O’Day. The Natural Resource Management Strategy aims to support the long term sustainable use and enjoyment of the region’s land and natural assets. The Strategy sits within the NRM North Strategy. The Strategy documents the various values and physical aspects of the region, including climate, resources, geology, water catchments, and atmospheric conditions, as well as land tenure and demographic profile. The Strategy identifies objectives, goals and actions for managing (a) biodiversity, (b) the coastal and marine environment, (c) soil, and (d) water.

Break O’Day Settlement Strategy (Break O’Day Council, November 1996)

Council’s current adopted Settlement Strategy sets out matters to inform the Break O’Day Planning Scheme 1996, with the underlying principle that all development should be economically, socially and environmentally sustainable. A vision was developed for each township, as well as direction for rural development, urban design, town centres roads, major tourist developments, forestry, farming and reserves. A settlement strategy map was established which demonstrated areas of resource management, and resource production across the region. Detailed investigations including natural resource assets, and population projects were included to inform the planning scheme.

Review of Break O’Day Settlement Strategy - Recommendations for Future Action (Planet Planning Pty Ltd, November 2008)

This review of Council’s Settlement Strategy recommended that Council:

- Complete Urban Design Frameworks for St Helens CBD, Binalong Bay and Ansons Bay that provide an integrated approach to land use, built form and movement and clarify the local and regional roles of these places and the need for improvements to both public and private space.
- Consolidate urban development in St Helens and Scamander that maximises existing infrastructure and defines the growth boundaries of urban settlements.
- Develop Local Area Plans for St Marys, Fingal and other towns to identify assets, values and objectives to guide the future development of these towns.
- Propose to introduce a Mixed Use Zone to stimulate investment in shopping centres.
- Prepare a Public Open Space Strategy for urban areas which should consider open space links between settlements.
- Encourage housing diversity and choice in population centres that have social infrastructure and services required by an ageing population.

This review did not include a survey of commercial zones within town centres, however, made various specific recommendations based on field observations relating to major commercial centres, specifically St Helens,

Scamander, St Marys, Binalong Bay and Ansons Bay which will be used to inform the Land Use and Development Strategy.

Break O'Day Planning Scheme 1996

Land-use planning in Tasmania is governed by the Land Use Planning and Approvals Act 1993 (LUPAA) which forms part of the Resource Management and Planning System of Tasmania (RMPS). The RMPS is a suite of legislation with common objectives that seek to achieve sustainable outcomes for the use and development of the State's natural and physical resources.

Council is then responsible for preparing and administering Planning Schemes which guide and regulate proposals for new use or development. Council assesses and approves applications for planning permits for the use and development of land in accordance with a Planning Scheme. The planning scheme is one mechanism to implement the Council strategic plan, while providing support and consistency with other council policies and strategies.

The Planning Scheme comprises:

- written requirements in respect to use and development in different zones and special areas; and
- plans which show the different zones and special areas.

All new planning schemes are required to be in a standard template format that was introduced by Planning Directive No.1 in December 2003. The template is aimed at providing more consistency between planning schemes and greater certainty for developers, business and the community, of the 'rules of development'. As this current Planning Scheme has now been replaced by the Break O'Day Interim Planning Scheme, the 1996 scheme no longer holds significance. However, review of background documents which informed the transfer from the 1996 to the Interim Scheme has occurred in the current review to ensure that the Land use and Development Strategy incorporates any justified recommendations which were unable to be incorporated within the scheme transfer.

Break O'Day Interim Planning Scheme 2013 (Final Version submitted to the Planning Commission February 2013)

This document has superseded the Break O'Day Council Planning Scheme 1996. Prior to adoption the Tasmanian Planning Commission (TPC) provided feedback to the draft Interim Planning Scheme and a Final Draft scheme was then endorsed by Council in February 2013, with changes made to the document as a result of the TPC's comments. The formulation of this document resulted in the identification of a number of key changes to land use and development in the Break O'Day area which could not be included in the Planning Scheme review. It is anticipated that these changes, where considered relevant and where they meet the area's clear future policy directions, will be further discussed in detail and considered as part of the Land Use and Development Strategy. This may include the potential for expansion of certain zonings or identification of additional land uses in particular zones under the Scheme.

(Draft) Break O'Day Interim Planning Scheme 2011 – Consideration of compliance with sections 20, 21 and 30E of the Land Use Planning and Approvals Act 1993 (Interim Planning Scheme Advisory Committee of the Tasmanian Planning Commission, September 2012)

A number of significant rezoning changes were proposed by Break O'Day Council in the initial Draft Interim Scheme submitted to the TPC, which the TPC deemed to not comply with the Regional Land Use Strategy and hence were amended to only reflect a 'translation' of current zoning:

- Rural Living Zone at multiple locations;
- Village Zone at Weldborough;
- Rural Resource Zone and Rural Living Zone at Mathinna;
- Environmental Living Zone, Environmental Management Zone and Rural Resource Zone at Lottah;
- General Industrial Zone at Fingal;
- Environmental Living Zone at Stiegletz;
- General Residential Zone at Scamander;
- Rural Resource Zone at Cornwall;
- Low Density Zone at Falmouth; and
- Major Tourism Zone at Iron House Point.

Supporting Policy Assessment Report on the (Draft) Break O'Day Interim Planning Scheme 2011 (JMG Johnstone McGee & Gandy incorporating Dale P Luck & Associates, 14th March 2012) – Original Planning Scheme Submitted

This Report was prepared for Council as a support document to the Break O'Day Interim Planning Scheme 2011 ('the Interim Scheme'). It assesses the compliance of the Interim Scheme with relevant sections of the Land Use Planning and Approvals Act 1993 ('the Act'), relevant state and regional planning and land use policies applicable to the Break O'Day region. The document also provides some detail into the background of how the Model Planning Scheme, including the new zones, local clauses, provisions and codes have been applied to Break O'Day provided in the Interim Planning Scheme (note this is not the latest Scheme now in effect).

Land supply:

Based on historical growth figures in the NTRLUS Break O'Day would need to contribute 840 dwellings towards the 10,000 dwelling target by 2032. The existing Urban zone includes a number of Greenfield development sites that have been retained in the Residential Zone under this interim scheme. Whilst these total 149.5ha, due to bushfire, slope and access constraints it is estimated that these lots would only yield a total of 639 dwellings (refer to Appendix G). The shortfall would be catered for by infill development within existing urban areas equating to 25% infill/75% new ratio. However, as some of the Greenfield sites are within established urban areas, they are more correctly categorised as infill development (e.g. Greenfield site 'A') which would improve this ratio. Also some sites are reliant on development of other sites to provide access and services (such as Greenfield site P) which will also stimulate infill development. The higher than normal average lot size (gross) reflects the constrained nature of the Greenfield sites.

Break O'Day Interim Planning Scheme 2013 (Break O'Day Council, Version 3 current as at August 2013) and Previous Versions

This Land Use Strategy does not focus heavily on any comparisons between the previous and new Planning Scheme, however, it is recognised that there needs to be some analysis undertaken of the intentions of the new Planning Scheme and whether it achieves Break O'Day's needs in terms of future population growth. Below is a

summary table provided by BODC which describes a simple zone conversion from the current Planning Scheme to the Interim Planning Scheme.

Table 5: Summary of Zone Conversion from BOD Planning Scheme 1996 to Interim BOD Planning Scheme 2013

Existing Zone	Interim Scheme Zone	Comments
Urban	General Residential Low Density Village	Serviced areas Unserviced areas In Mathinna
Commercial	General Business Local Business Village	St Helens only St Marys & Scamander Fingal and Beaumaris
Industrial	General Industrial	None
Natural Resources	Rural Resources Rural Living Environment Living Industrial Environment Management	Industrial is the specific site in Fingal (Council depot), Other as per above detail
Environment Protection	Rural Resources Rural Living Environment Living Environment Management	As per above detail

Zone Analysis under the Interim Break O'Day Planning Scheme June 2013

Different versions of the Interim Planning Scheme were publically advertised in September 2011 with the final gazetted version in force being publicly exhibited in June 2013. The Interim Planning Scheme is largely a translation of the existing Scheme, with limited expansion of existing settlements. It contains further specific local policies and mapping to achieve appropriate controls for the use, development and protection of land which are broadly consistent with the Northern Regional Land Use Strategy approach as well as the Vision East 2030 sub-regional strategy. Clause 30E(6) of the Land Use Planning and Approvals Act 1993 provides that “A *draft interim planning scheme and an interim planning scheme are to be consistent with, and likely to further the objectives and outcomes of, the regional land use strategy, if any, for the regional area in which the schemes are to apply.*”

The following zones were applied to sites where the primary use of the land was clearly apparent (eg: a sports ground was zoned Recreation, etc.):

- Community Purpose (existing community facilities, including schools)
- Recreation
- Open Space
- Utilities
- Port and Marine
- Particular Purpose Zone in Ansons Bay for existing waterfront shack sites on small freehold titles (~530sqm down to 250sqm)
- Utilities (all state roads and rail and the Airport)

General Objectives:

Each zone is provided with mandatory objectives under the Template, with Councils able to include additional local objectives.

Specific objectives are provided for:

- Settlements;
- Resource Development;
- Environmental Protection;
- Transport and Infrastructure;
- Commercial and Industrial Development.

The Scheme provides for the inclusion of Local Area Objectives under each land use zone, some of which were included in the Interim Planning Scheme and were largely based on the existing Objectives for the Urban Zone under the current planning scheme and are aimed at providing guidance for achieving the Zone Purpose. The Objectives include direction to avoid creating ribbon development along the coast (which is possibly more of a perceived than a real problem in comparison to other coastal areas in Tasmania), protect residential amenity in terms of visual and acoustic impacts, overlooking and overshadowing, serviced lots on the western side of the existing coastal highway, protect coastal environmental values and historic resources and promote innovative urban design.

Desired Future Character Statements were prepared for St Helens, Scamander, St Marys and Fingal in the original version of the Interim Planning Scheme but were not incorporated into the final Planning Scheme (June 2013). These will be considered for inclusion in the final Desired Future Character Statements to be prepared as part of this Land Use and Development Strategy.

The Planning Scheme provides Codes of development for the following land constraints:

- Bushfire hazard Code
- Potentially contaminated land Code
- Landslip Code
- Road and railway Code
- Flood prone areas Code
- Car parking and sustainable transport Code
- Scenic management Code
- Biodiversity Code
- Water quality Code
- Open space and recreation Code
- Environmental impacts and attenuation Code
- Airports impact management Code
- Heritage Code
- Coastal Code
- Sign Code
- Onsite wastewater management Code

The Scheme also allows local Councils to include Specific Area Plans which may apply within a locality. The Scheme in its current form does not contain any Specific Area Plans. This Land Use and Development Strategy may consider whether inclusion of certain Plans may be warranted in order to provide for future growth and development in specific areas.

The Scheme contains a significant tree register. These were identified in the previous Planning Scheme however the Scheme does not identify any Heritage Precincts. A local mapping layer is also included which indicates obstacle limitation surfaces for the St Helens Airport.

1.6 Additional Detailed Reports and Papers

A number of specific strategies, studies and reports previously prepared have been used in the preparation of this Land Use and Development Strategy, which have not been detailed. This includes, but is not limited to the following:

- Zone Translation exercise prepared by Council staff for Tasmanian Planning Commission response to letter of 12 September 2012 (20 November 2012);
- Supporting Policy Assessment Report on the Draft Break O'Day Interim Planning Scheme 2011 (JMG Johnstone McGee & Gandy incorporating Dale P Luck & Associates, 14th March 2012);
- Draft Break O'Day Interim Planning Scheme 2011 – Consideration of compliance with sections 20, 21 and 30E of the Land Use Planning and Approvals Act 1993 (Interim Planning Scheme Advisory Committee of the Tasmanian Planning Commission, September 2012);
- Draft Transport Master Plan (June 2013); and
- Report to consider revisions to the Regional Land Use Strategy of Northern Tasmania – Rural Living, Urban Mixed Use and Major Tourism zones (Working Group of the Northern Region Planning Initiative Management Committee, March 2013).

Documents which particularly relate to the development of specific areas or localities which have been incorporated into the discussion in this State of the Area Report on Settlement Hierarchy include:

- Falmouth Community Settlement Strategy Review;
- St Helens and Surrounds Structure Plan (Urbis, March 2013);
- Feasibility Study for an Indoor Sports and Aquatic Centre (Thompson Tregear Ltd, 2004) – it is noted that a brief has recently been prepared and funding;
- Feasibility Study for the Development of an Aquatic Centre in the Break O'Day Municipality (David H Brown, 2005);
- Ansons Bay Shack Sites Assessment – November 2000; and
- Celia St and Quail St Streetscape.

Other documents, of which their recommendations have been incorporated into other more recent strategies and documents under preparation or prepared as part of this Project, such as those relating to specific environmental issues, urban design etc. issues, including:

- Regional Economic Development Plan: Northern Tasmania, Department of Economic Development, Tourism and the Arts (DEDTA);
- An Economic Development Profile of the Break O'Day Municipality (St Marys and St Helens and District Chambers of Commerce, 1995);
- Tasmanian Coastal Adaptation Pathways Project – Georges Bay (SGS Economics and Planning, July 2012);
- Break O'Day Coastal Inundation Vulnerability (Pitt and Sherry, 2011); and
- Northern Tasmanian Regional Recreation Strategy 2002-2007.

1.7 Municipality Management Plan Reports

The outcomes and recommendations of the various strategies and studies completed or under preparation as part of the Municipal Management Plan project will impact on the preparation and recommendations of the Land Use and Development Strategy. A summary of the relevant issues are provided below, which will be used to inform the final Strategy document.

Economic Development Strategy (MCA, Sept 2013)

The Economic Development Strategy outlines major indicators and trends, and identifies key issues for the region and for future economic development. In summary, the Strategy focuses on the following as key priorities:

- maintaining and diversifying agribusiness (including value added processing);
- maintaining fishing activity, developing the port and further developing aquaculture;
- developing light industry linked to regional markets;
- redeveloping the tourism market; and
- maintaining the regional role of St Helens (retail, business services, government funded services -health, education).

This requires a broader regional approach (to economic development, business attraction and tourism). The Strategy has a long term horizon of 15-20 years, however it also needs to address short and medium term issues to provide a foundation for sustainable growth. This is consistent with the goals of the broader regional strategy for the Northern Region prepared by Department of Economic Development, Tourism and the Arts (DEDTA).

The Strategy identifies a slow-down in the regional economy over the last 5-6 years by the two of the major drivers of the regional economy (population and tourism). The Strategy identifies there is a clear two-way linkage between population growth and jobs. A loss of jobs and no replacement jobs encourages people/families to move out of the area to other locations that offer job prospects. This outmigration slows the overall growth of the population (and the local market) and has feed-back impacts on local demand for services. The lack of jobs also discourages persons (other than retirees) from moving into the area. In summary:

- Services - the major areas of employment are in-person services that are servicing a local population (eg. retail, education, health and community services etc.)
- Much of industry located in the industrial areas (mainly in St Helens) is light industry servicing local and regional industries (eg. linked to agriculture, mining, building and construction, fishing/boating) or servicing the regional population.

- Tourism is important for St Helens and other locations in the LGA. However the sector has been under pressure with declining visitor numbers (particularly interstate visitors). The sector remains highly dependent on the summer and Easter peak periods.
- Most businesses are small and a large number of these are owner operated with no employees (or family only). The few large employers in the region are in agribusiness, retail, hospitality and health and aged care.
- The only major industry development in the region is the Hard Rock Coal development, which will generate around 60-70 direct jobs in the construction phase and up to 200 direct jobs when fully operational.

The following is a brief overview of strategies and actions from the Economic Development Strategy that will be specifically discussed in the preparation of the Land Use and Development Strategy. The preparation of the Land Use and Development Strategy will include a review of the land uses and zones proposed in the Interim Planning Scheme, as well as lot size provisions, in order to identify where changes can be made to assist Council in achieving these.

Town Hierarchy

- Continue to develop St Helens' strategic role as a District Town and as regional service centre.
- Precincts - improve town centres and traffic movements (eg. St Helens and St Marys).
- Industrial land – development of industrial land at St Helens and Scamander. (Note: From an infrastructure perspective, the St Helens and Surrounds Structure Plan identifies that the industrial estate at St Helens has limited scope for expansion due to closeness to residential areas. While there are some vacancies and no immediate demand for additional space, longer term provision needs to be made for additional space with appropriate buffers from residential precincts).

Transport

- St Helens Airstrip - maintain the facility and identify requirements for future long term uses.
- Transport - upgrade of roads linking the north east region.

Agribusiness sector

- Potential for horticulture production – vines, viticulture, nurseries, cut flowers, poppies, fruit.
- Farm gate sales and links as part of a regional food and wine trail and make them a focus for tourism promotion.
- Regional approach to development of agribusiness activity.

Seafood sector

- Need to maintain and expand the sector, specifically maintain and encourage St Helens as a commercial port for fishing activity.
- Encourage the region as a recreational fishing hub and major centre for fishing.

Mining

- Maximise local employment opportunities.

Manufacturing

- Food and beverages sector needs to further developed.
- A major long term issue is ensuring there is adequate industrial land available.

Construction

- Population growth and housing requirements recognised as having a direct influence on businesses and jobs.
- Growth in the region needs to be encouraged.

Tourism

- Tourism is a significant economic activity and investment in tourism infrastructure needs to improve at major destinations such as Steiglitz, Binalong Bay, St Helens and Scamander.
- Waterfront (St Helens) - development of facilities covering the wharf area, marina, and the precinct. Activate the area while ensuring it is maintained as a commercial port.
- Extend bike paths and develop mountain bike trails and walking tracks to link areas and to utilise national park areas.
- DEDTA has partnered with Marine and Safety Tasmanian (MaST), Tasman, Sorell, Glamorgan Spring Bay and Break O'Day Councils to develop an East Coast Marine Infrastructure Strategy.
- Better linking of the coastal experience and activities – food trails, cycling, walking trail, regional diving trail, golf trails, fishing experiences, etc.
- Addressing gaps in tourism infrastructure and services including accommodation options, cafes and restaurants, port area, other facilities and attractions.
- Specific to St Helens – waterfront area/boardwalk, access to marina and port area, café options on the water, bike track access.

Retail

- Encourage continued growth in coastal areas and St Helens.
- Retailers will benefit from tourism initiatives and marketing which leads to an increase in visitors (both overnight and day visitors).
- Better planning of town centres can have a positive impact on retail and activity and retail mix.
- An attractive retail precinct attracts residents, holiday and regional visitors.
- Town centre improvements important for the retail sector in St Helens and St Marys.

Business services

- As the major population centre, St Helens will continue to be a major hub for business services firms that target the broader region.
- Potential to attract professionals to the area and market Break O'Day as a lifestyle change location for businesses and professionals.

Government funded services

- Regional service role needs to be maintained.
- Ageing population has particular requirements for services including health services and aged care services (including residential aged care options and home based care).

Airstrip Feasibility Investigations (MCa and Aurecon, October 2013)

The purpose of this report is to investigate options for the upgrade of existing airside infrastructure/facilities at St Helens Aerodrome, including the runway (and associated lighting), taxiway and apron, in order to achieve compliance with Civil Aviation Safety Authority (CASA) regulations for existing and future aircraft operations. The report identifies specific site or aerodrome engineering constraints that may impact on undertaking the detailed design and construction works associated with potential infrastructure/facility upgrades in the future.

The report considers the environmental impact (including noise) and the appropriateness of the existing St Helens Aerodrome site, taking into account local Land Use Planning Regulations. It also considers the appropriateness of the existing St Helens Aerodrome site to accommodate the future expansion of St Helens (including access).

Below is an extract from the St Helens Aerodrome Technical Planning and Facility Upgrade Report (Aurecon, April 2013) which clearly identifies opportunities for the airport facilities and the potential impact of recommended options on future land use needs:

Current Planning Controls

St Helens Aerodrome is currently located wholly within the Environment Protection Zone pursuant to the BODC Planning Scheme. The Environment Protection Zone allows a range of use classes including Business and Civic; Environmental Management; Recreation; Residential; Utilities and Resource Development. Industrial development is prohibited within the Zone. Surrounding land to the south and east is also zoned for Environment Protection.

The aerodrome currently abuts an Urban Zone to the north-west. The Urban Zone primarily incorporates single dwellings on moderate sized allotments. On this basis it is unlikely that any future expansion of the aerodrome will be possible to the north.

Future Planning Controls

Under the latest publicly available version of the Interim BODC Planning Scheme (as of 7 May 2013), the western portion of the subject land is to be zoned Utilities Zone whilst the eastern portion is to be zoned Environmental Management Zone. The existing aerodrome falls within the proposed Utilities Zone. The existing aerodrome land use is classified as 'Transport Depot and Distribution' which is a permitted use class within the Utilities Zone. The zone supports appropriate aerodrome related development at the existing St Helens Aerodrome site. Any development proposal is likely to be subject to a conventional statutory planning approval process, and may be subject to public notification and the allowance of third party appeal rights should the use and development standards within the Utilities Zone not be met. The land use 'Transport Depot and Distribution' is a prohibited land use within the Environmental Management Zone. Should any expansion works be proposed in this area, a Planning Scheme Amendment will be required to rezone land to Utilities Zone.

A portion of the existing St Helens Aerodrome site in proximity to the existing Terminal Building is affected by a Priority Habitat Overlay. A small area of the western-most portion of the land is affected by landslip hazard.

Under the Interim BODC Planning Scheme, the land surrounding the eastern portion of the existing aerodrome site is proposed to be Environment Management Zone whilst land to the south and west of is proposed to be Utilities Zone and land to the north is to be General Residential and Rural Living Zones. Land surrounding the aerodrome will be subject to the Airports Impact Management Code which aims to ensure that the use and development within identified areas surrounding aerodromes does not restrict the ongoing security, development and use of aerodrome infrastructure.

The Vision East Land Use Framework identifies local airports/aerodromes (including St Helens) as important infrastructure and stipulates that planning schemes should include land zoned for potential expansion of the airports/aerodromes. It recommends that should any land outside of the proposed Utilities Zone be required

for future expansion that a Planning Scheme Amendment be undertaken to rezone additional land to Utilities Zone as required.

Environmental Information

Any expansion of the existing aerodrome activities may require studies relating to aircraft noise, flora, fauna, soil hydrology and cultural/aboriginal heritage. Additional studies may also be required by relevant government authorities. The study identifies recorded threatened species considered to be of conservation significance and a number of Listed Migratory Species have been identified in the vicinity of the existing St Helens Aerodrome site. The site is also within 10km of a RAMSAR wetland (Jocks Lagoon). These environmental matters are likely to require further investigations at such time as any expansion of operations are proposed.

The existing St Helens Aerodrome site is located clear of the St Helens township, however the 08 Runway End is aligned in a direction where aircraft departures (and some approaches) fly directly over residents on the southern edge of George's Bay, resulting in aircraft noise impacts in these areas. The existing St Helens Aerodrome site has potential to expand to the west and south in the future, subject to environmental studies.

Responding to Climate Change Report (EMC)

The objectives of the Responding to Climate Change Study (response to Climate Change) are to:

- a) Establish Council's approach to climate change as a future challenge to the Municipality and its community.
- b) Identify and communicate Council's concerns, aims and strategies for responding to climate change related issues and plan priorities for action.
- c) Build on Council's early response since 2008 including leadership, business adaptation, corporate sustainability and Lower George Flood Risk Plan.
- d) Provide a strategy which is in line with identified principles being governance and leadership, research and innovation, advocacy and awareness, infrastructure and planning/regulation.

Also relevant to this study is flood mapping recently completed for St Helens adopted by Council and included in the new planning scheme, and ongoing involvement in the Tasmanian Climate Adaption Project (TCAP).

The report builds on the previous work and incorporates input from Council and the community to identify and quantify the risks that a changing climate poses to Break O'Day. Strategies have been suggested to reduce and manage those risks that are identified as high or extreme. These risks will change over time with regard to the likelihood and consequence of specific events. This means that risks will have to be re-evaluated regularly. The best way to ensure this occurs is to include climate change risks in BODC existing risk processes. The key changes to climate within Break O'Day are:

- Annual average temperatures are projected to rise by between 1 to 1.5°C by 2070.
- The number of days per year above 25°C will double by 2100 and the temperature of very hot days will increase by 3-4°C.
- Summer and spring rainfall will decrease by up to 10% by 2070. Rainfall intensity and associated flooding may increase, and there may be longer periods between rain events.
- An increase in fire-weather risk is likely with warmer and drier conditions.
- East coast water temperatures are projected to increase by up to 2 to 3°C by 2070 relative to 1990 levels.
- By 2100, the sea level may have risen by as much as 76 cm relative to 2010 levels putting over 1000 homes at risk in Break O'Day.

- The number of days of frosts is expected to reduce substantially.

The key risks identified include:

- Temporary or permanent loss of access to towns and surrounding areas.
- Changes to primary production both in terms of agriculture, fisheries and aquaculture.
- Flooding of the pumps and ponds of the sewage treatment works in St Helens.
- Sea level rise affecting the Bay of Fires and related tourism.
- Inundation of homes and loss of property value.

A treatment option was proposed for each High and Extreme risk to reduce either the likelihood or consequence until the residual risk was acceptable. The treatment of each risk formed the basis of a climate change action plan. For the plan to be effective suitable resources need to be allocated and a person within BODC made responsible for maintaining and executing the plan. The climate change action plan will have a bearing on many parts of BODC business implying a team approach will be necessary. Resources are always in demand for local councils both in terms of people, finances and skills. There is strong interest in the community to contribute to addressing climate change. Individuals and groups in the community combined with State and Federal organisations can be drawn on to reduce the burden on Council.

In relation to the impact of this Study on the preparation of the Land Use and Development Strategy, the Study includes:

- Identification and plan for threats/ impact from climate change.
- Review of land use zones and current and future land use opportunities to ensure they take account of identified threats and impacts from climate change.

Specifically the following immediate list of Actions identified relate directly to the Land Use and Development Strategy:

Table 6: List of Actions from Responding to Climate Change Study (EMC, 2013)

Flooding - Access	Identify alternate route to airstrip If necessary protect the land required for an alternate route to the airstrip through planning restrictions Identify alternate route or methods of raising and hardening Binalong Bay causeway Budget for future roads works for causeway hardening and alternate route development
Flooding – Property damage	Change planning restrictions to reduce the number of new properties being exposed to future risks such as temporary flooding, permanent inundation and erosion risks Develop longer term resettlement plan for properties at risk of permanent inundation
Fire Risks	Work with the Tasmanian Department of Primary Industries, Parks, Water and Environment to identify any threatened, vulnerable and endangered species. Develop a set of local actions to reduce the risks to these species.