



Break O'Day Council Municipal Management Plan

June 2016

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Background

1 Introduction

1.1 Background to the MMP

The Break O'Day Municipal Management Plan (MMP) comprises the preparation and integration of a number of specialist studies and establishes priorities for works on public land and infrastructure for a 10-20 year period. The Plan will ensure that future development in the Municipality is undertaken in a strategic and integrated manner.

Engagement with key focus groups, being the community, business groups, government agencies and key stakeholders, has been a major component of the project. Effective engagement has ensured that the MMP responds to community needs; has involved various sectors of the Break O'Day community at appropriate stages in the project; has provided opportunities to participate in a variety of ways; and has ensured that information on the project has been readily accessible.

This project has been a collaborative effort involving a wide range of specialist consultants, as referenced in this document. The project has involved

document review, field investigations and consultation which have provided an appreciation of the issues relevant to each project component in the context of the Break O'Day Municipality. This has culminated in the preparation of a number of comprehensive studies which have informed the Municipal Management Plan, thereby ensuring that the future vision for Break O'Day and its townships is realised.

The Plan will also be a key document in supporting funding applications by demonstrating strategic planning and community demand for the identified projects. It is recognized that external funding support is likely to be required to implement many of the priority works.

In order to ensure ongoing achievement of the MMP's aims, the MMP will include an annual review system to monitor progress and the plan's effectiveness in meeting the growth needs of the Municipality until 2035.

1.2 Objectives of the MMP

The Objectives of the MMP as provided by Break O'Day Council are to:

- **Provide an appropriate level of infrastructure for residents and visitors to the area, including road assets.**
- **Promote ongoing tourism, whilst acknowledging and protecting the values of the natural environment.**
- **Achieve Council's vision for its townships and surrounding areas in the built form.**
- **Promote townships which are desirable and liveable and create a sense of community.**
- **Encourage economic growth and future prosperity.**

1.3 Components of the MMP

In addition to relying on the findings and recommendations of existing previously prepared documents, the Municipal Management Plan process has included the preparation and/or incorporation of the associated plans and studies listed in Table 1.

Table 1: MMP Reports

| Component/Study | Consultant Team |
|--|--|
| Economic Development Strategy | McA (Michael Connell and Associates) |
| Airstrip Redevelopment Feasibility Study | Aurecon and McA |
| Stormwater Management Plan (for Binalong Bay, St Helens, St Marys, Scamander, Beaumaris and Immediate Surrounds) | Northrop |
| Responding to Climate Change | Energy Made Clean |
| Urban Design Framework and Traffic Management Strategy for St Helens | TCG Planning and Bitzios Consulting |
| Urban Design Framework and Traffic Management Strategy for St Marys | TCG Planning and Bitzios Consulting |
| Civic Centre Feasibility Study | AEJ |
| Coastal Plan <ul style="list-style-type: none"> - Vegetation Management Plan - Coast Park Concept Plan | Environmental Service and Design (ES&D) and TCG Planning |
| Recreation and Open Space Development Plan | TCG Planning |
| Arts and Cultural Strategy | TCG Planning |
| Land Use and Development Strategy | TCG Planning |
| Community Infrastructure and Design Guidelines | AEJ |
| East Coast Marine Infrastructure Strategy | GHD for Dept Economic Development, Marine & Safety Tasmania and Local Councils |

1.4 Background Documents

The following reports have been also prepared by TCG Planning as background documents which have informed the preparation of the MMP:

- Consultation Strategy October 2012;
- Project Status and Issues Paper – Stage 1, January 2013;
- Consultation Outcomes – Stages 1 and 2, April 2013
- Project Status and Issues Paper – Stage 2, May 2013.



The Break O' Day Region

2 The Break O' Day Region

2.1 Snapshot of the Municipality

Break O' Day Municipality is located approximately 150 kilometres east of Launceston, on the east coast of Tasmania (refer **Figure 1**). It is characterised by the spectacular east coast beaches and national parks, as well as small local settlement areas. Towns and villages which offer game fishing and diving attractions dot the coast line and bushwalking, local produce and wineries

are recognised attractions of the municipality. A few of the main tourist destinations in the municipality include St Helens, The Bay of Fires, Mount Williams National Park (north), 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.

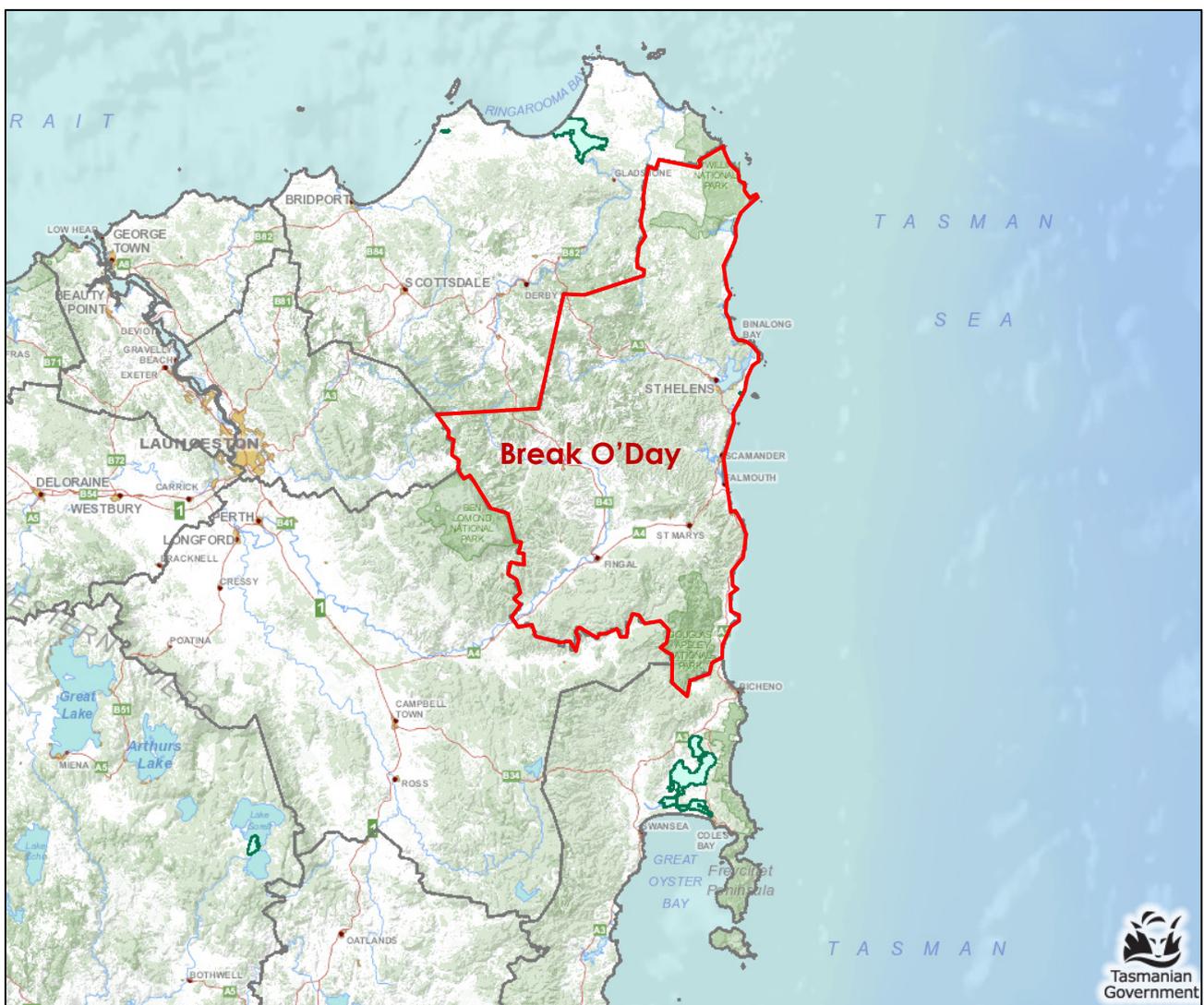


Figure 1: Aerial photo of local government boundary areas (Source: <https://www.thelist.tas.gov.au/>)

St Helens is the largest urban area in the Municipality and is famous for its bushwalks, beaches, game fishing 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. Part of the Bay is located within the Mount Williams National Park.

2.2 Shaping the Future

The future of Break O'Day will be shaped by the strategies, plans and policies implemented by governments at all levels. **Figure 2** provides an illustration of the hierarchy of many of the major documents related to the MMP at the state, regional and local level. As noted in Figure 2, a local government reform process is currently underway which will result in the introduction of a new state-wide planning scheme. Where this MMP recommends matters for inclusion within the Break O'Day Planning Scheme such matters should be considered when the planning scheme is amended in line with the state template.

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.

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.

A more detailed summary of the issues identified in each of the background documents and their impacts on each separate component of the MMP is provided in each individual document.

An analysis and review of the content, outcomes and recommendations of the various background documents provided the basis for this MMP document. This task was an extensive project which recognises the significant work which Break O'Day Council, together with the councils and agencies within the Northern Region of Tasmania have undertaken, in order to encourage sustainable growth and development.

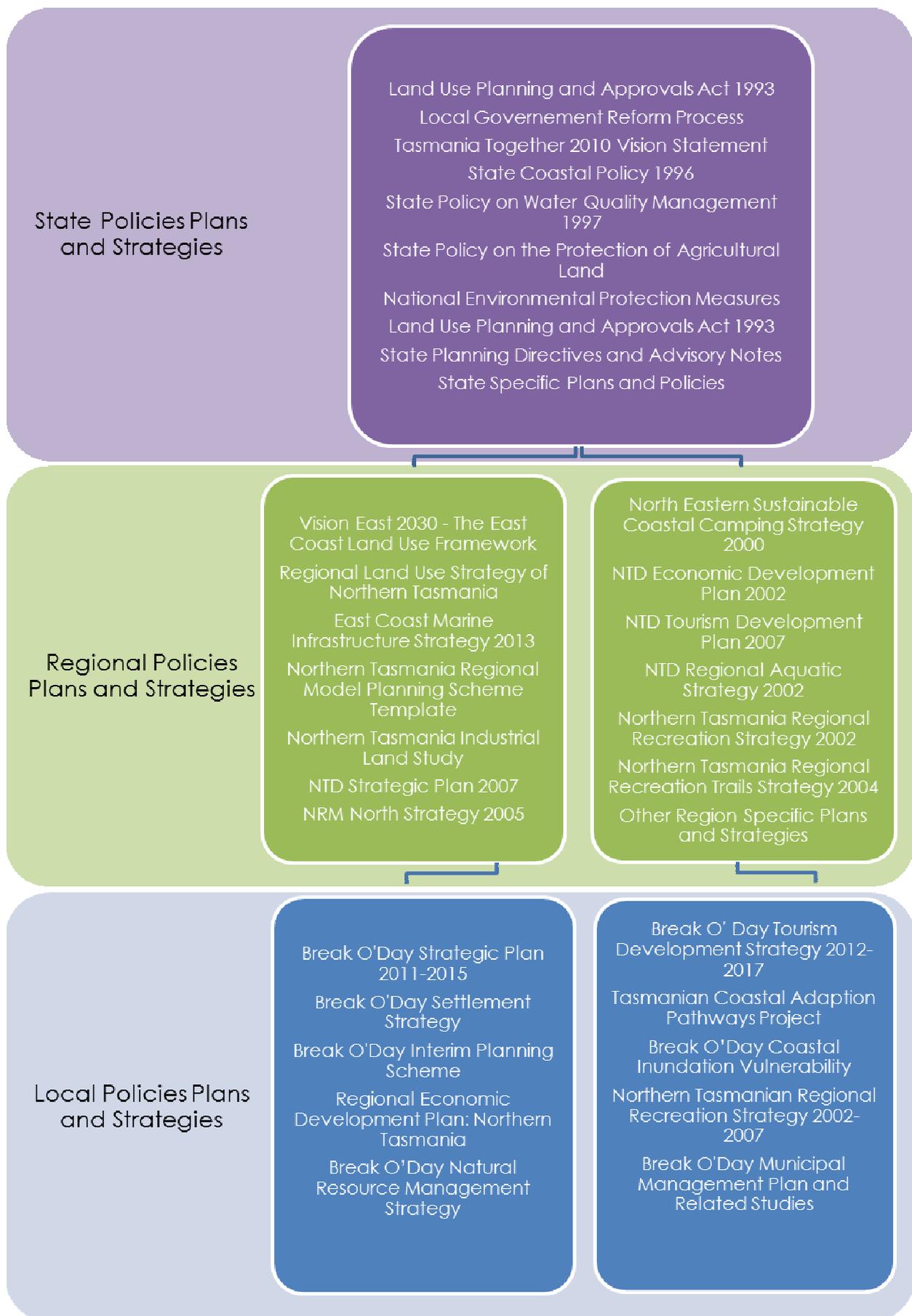


Figure 2: Flow chart indicating major relevant state, regional and local plans and strategies.



Regional Challenges

3 Regional Challenges

3.1 Introduction

This Chapter contains a summary of the regional challenges currently facing the Break O'Day municipality, which have been identified based on an analysis of constraints and zone mapping,

3.2 Population and Housing

A Demographic Snapshot

In recent years Break O'Day's coastal populations have been growing, while some inland areas have been losing population. In 2011 over three quarters of the population was located in coastal towns, with St Helens being the major centre containing 35% of the LGA's population. 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, there is increasing demand for coastal development and housing diversity and choice. The average household size has declined from 2.4 persons to 2.1 persons between the years of 2001-2011.

In relation to age structure, the population of the 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 up to 2011 has been static, based on the ABS National Regional Profile from November 2011. Break O'Day displays a limited level of cultural diversity within the area and is identified as having a higher level of socio-economic disadvantage than Tasmania as a whole (MCa, 2013).

Break O'Day is in the second decile for the Index of Relative Socio-economic Disadvantage (for Tasmania) according to the ABS SEIFA Index of Relative Socio-economic Advantage and

background studies and consultation. These challenges may include local, regional and state wide issues which will impact future growth and development.

Disadvantage, 2011 and is ranked as the third most disadvantaged LGA in Tasmania (and the 48th most disadvantaged in Australia). This ranking reflects a number of factors including income levels, education levels and occupational mix. Further detailed comparison with nearby LGAs is provided in the Economic Development Strategy (MCa, 2013).

These characteristics were exacerbated by a slow economy leading up to the 2011 census, with 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 this period are linked to the impacts of a slow economy and weakening visitor market on businesses in the area.

More recent analysis of the strength of the market recognises high growth over recent years in the tourism sector. The most recent Tasmanian Visitor Survey (TVS) (online survey database TVS Analyser) provides a profile of the characteristics, travel behaviour and expenditure of international and domestic visitors to Tasmania. According to the Tourism Tasmania website (www.tourismtasmania.com.au) the survey is acknowledged as the most reliable source of statistical data on visitors to Tasmania, being based on an exit sample of more than 9 000 visitors to Tasmania each year. As an island, visitors to

Tasmania can be counted as they depart from Tasmania's air and sea ports - a real advantage for data collection.

A review of the database indicates that the east coast region of Tasmania, incorporating Break O'Day, saw the largest total increase in tourism numbers at 15.5% from the period 2012 to December 2015, measured at 12 monthly intervals. This is higher, according to the database, than the 8% state wide total increase over the same period. Specifically looking at Break O'Day, the survey provided that St Marys had a total increase of 31.9%

in visitors to the area (tourism growth) and St Helens had a total increase of 22.5% over the same period. This equates to a significant turn in the tourism market for Break O'Day, providing a great economic boost for the tourism sector.

The Economic Development Strategy, which was prepared by Michael Connell and Associates (MCA) in 2013 as a component of the MMP project, 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 just over 6000 persons in 2011.
- **Growth** - the period 2001-2006 was one of growth but the population was largely static between 2006 and 2011.
- **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**. 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. This is higher than broader state-wide trends which show that in the last 10 years persons aged 55 and over increased from 23% of the Tasmanian population in 2001 to 29% in 2011. The median age in Tasmania has also increased in the last 10 years, from 36 in 2001 to 40 in 2011.
- The number of younger persons (aged 25-44 years) and 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.
- 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 retirement).

Future Projection

Future projection scenarios are useful in predicting demand for residential accommodation, services and facilities within the region. 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].

Population projections for the period 2016 to 2031 are shown in **Table 2**, with this table showing that a population increase of 14.5% is predicted for Break O'Day during this period. The Demographic Change Advisory Council has also estimated that this level of growth in Break O'Day will equate to a 20% increase in population between 2011 and 2031.

The Economic Development Strategy prepared by MCA as part 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 2031 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 have been revised. Such revised projections also more closely align with the long term population projections prepared by Urbis in the Structure Plan for St Helens (refer **Table 3**), which estimate that the total population of the Break O'Day municipality will be 7,309 persons by 2030 (although it is noted that this report only provides a prediction to 2030 and not 2031).

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

| 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 |

(Source: Demographic Change Advisory Council Projections 2010)

Table 3: Population Projections – selected LGA's 2011- 2030

(Source: St Helens Structure Plan – Background report Urbis 2013).

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

Housing and Settlement

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. 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. Holiday homes represent around 38% of dwellings.

St Helens is the largest town within Break O'Day with the population in St Helens/Steiglitz currently containing 45% of the total population of the local government area. 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 containing 13% of the total population of Break O'Day. **Scamander** and **Fingal** are identified as villages, with Scamander having a greater level of growth than Fingal, with 12% of the total BOD population. 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** and **Mathinna**.

Land outside the boundaries of recognised settlements contains a variety of land use types

3.3 Economic

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."

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 which 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.

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 (compared to 54.5% within Tasmania), 37.5% were employed part-time (compared to 32.9% within Tasmania) and 10.3% were unemployed (compared to 3.7% within Tasmania). 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 walking (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.

3.4 Environment

The Break O'Day Municipality is an area containing 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.

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.

3.5 Infrastructure

Road Rail and Air

The Tasmanian State Road Hierarchy is specified by DSG (Department of State Growth, formerly known as 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 restricted internal charter flights in St Helens. There is a limited freight rail service for Cornwall Coal 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.

The region contains the southern portion of the Blue Tier Mountain Bike Track, which extends from the Blue Tier Reserve, through Weldborough, leading in a north-east direction beyond the municipal border. Further, 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 from Blanche Point Beach into the entrance of the channel which leads to Georges Bay and St Helens. It

has been identified that ongoing dredging is needed for clear boat access for fishing and tourism.

Sewer and Water

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.



Community Consultation Outcomes

4 Community Consultation Outcomes

4.1 Outline of Consultation Process

The consultation process for the Break O Day Municipal Management Plan has involved:

- Review of Break O'Day Strategic Plan Review responses (2010).
- Consideration of issues raised at focus group meetings and workshops.
- Consideration of community feedback from "drop-in" sessions.
- Consideration of written responses to a community survey for the MMP.
- Consideration of individual written responses as part of the MMP consultation process.
- Recognition of the Break O'Day Council's response to the consultation.
- Determining the overall community view on growth in the Break O'Day Municipality.

4.2 Consultation Issues Raised

A wide range of issues and suggestions were raised in the consultation feedback and document review which resulted in distinct "themes" or categories as provided in the following summary table (**Table 4**). A comprehensive list of issues raised is contained in the Consultation Outcomes report prepared by TCG Planning in 2013.

The main emerging issues were an overall concern in relation to a lack of infrastructure and services

required in order to support future employment, tourism and housing growth in the region, particularly in outlying and coastal areas. It was identified that the long term environmental and economic sustainability of the region needs to be considered and addressed in order to ensure adequate opportunities are provided for employment and housing growth to continue.

Table 4: Summary of Consultation Issues

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|---------|---|
| Coastal | <p>Potential issues</p> <ul style="list-style-type: none"> ▪ Additional facilities provided or need improving - Erosion control; Rebuild access steps; Better road access; Improved toilet facilities; Improved picnic areas /Better managed camping facilities; Better viewing areas for tourists and locals; A break wall built in the Scamander River mouth; Revegetation of dunes from fire destruction south of Scamander River. ▪ Gravel roads – major issue cannot take hire cars on these roads. ▪ The area needs better signage – including signs and trails in the reserves/forests. ▪ Break walls are needed to help with the issue of erosion reduction. ▪ There are currently no recycling facilities available. People are being charged to dispose of green waste at the tip so they are dumping it into the bush which is creating weeds. ▪ The foreshore should be utilized more (St Helens.) ▪ Parks and Wildlife need to develop better walking tracks. ▪ Tidal pool could be provided rather than a swimming pool. ▪ The need for more toilets along the main highway and also coastal walking tracks. ▪ The community needs to take care of the intrinsic value and beauty of flora and fauna. ▪ Need a welcoming station at Bay of Fires. There is vacant land on corner of Reids Road and Garden Road. There should be a roofed gazebo for locals to talk to visitors. ▪ Issues with campers on the foreshore- used to take visitors for picnics but unable to use area due to campers. ▪ Need to keep camping well back from the foreshore. |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|----------------------------------|--|
| | <ul style="list-style-type: none"> ▪ At Harbour Point there are only two (2) tables which is not sufficient especially for caravanners etc. ▪ Inadequate parking for trailers- people forced to walk on road- should have shared pedestrian roadway. ▪ The need for two (2) rock walls at opening at Scamander - will create fishing and surfing opportunities. ▪ Area to south of opening has been burnt out twice in one year (to the rear of the life surfing club) - needs to be re-vegetated. ▪ Walkway is needed between Falmouth and Scamander following Old Coast Road. ▪ Ownership issue with PWS. ▪ Beaches should be retained in current state. ▪ Need more maintenance of walking tracks (e.g. snakes) ▪ The issue of people throwing rubbish into bush. ▪ The need for maintenance and cleaning of beaches by the parks and wildlife sector of Council. Trouble walking dog along the beach due to high amounts of sea grass present on beach. ▪ Council could deposit a few truck loads of seagrass to inland towns such as St Marys and Fingal so that residents can collect it for garden mulch. ▪ Provision of additional marine facilities at Sloopy Rock and Taylors Beach associated with master planning for the Bay of Fires; ▪ Upgrading boat ramps at St Helens Wharf, Burns Bay, Binalong Bay, Steiglitz and Bicheno to enhance tourism and recreational boating opportunities as well as an additional boat ramp between Scamander and Bicheno. <p>Potential issues specific to Binalong Bay</p> <ul style="list-style-type: none"> ▪ Binalong Bay area needs proper tasteful management; ▪ Car Park – not enough parking- can't drive through with trailers; ▪ Council not listening to people regarding the viewing platform at Binalong Bay; Lack of facilities- current facilities at are over used; ▪ The track from main foreshore: there is a need for a walkway to beach that is easily accessible and safe; ▪ Park bench is needed at top of Main Beach at Binalong Bay. Only two picnic tables (1 under tree has been removed). It would be good for the elderly who enjoy views. More bench seats also needed at North east of foreshore. ▪ Gum trees are not appropriate between houses and foreshore -dangerous. Encourage low growing shrub; ▪ Council should be looking at fire reduction and a secondary fire access should be provided at the back of the Binalong Bay in King Street; ▪ Low shrubs at foreshore are needed instead of taller trees. ▪ There should be a sign at entrance of Binalong Bay saying no camping. ▪ There is no overall map of Binalong Bay for visitors. ▪ Need clear pathways through carpark to toilets at Binalong Bay. |
| Recreation and Open Space | <p>Potential issues</p> <ul style="list-style-type: none"> ▪ Appropriate signage re: safety issues at river mouth ▪ Cycling track extended ▪ Safer walking areas along roads especially upper Scamander ▪ Tennis court /Basketball/ Netball court. ▪ Arthritis therapy pool/Swimming pool for residents use/An indoor pool ▪ Roof on equestrian arena ▪ Well marked bush walking and horse riding trails /Long distance walking/cycling tracks. ▪ Walks to local attractions that are well sign posted. ▪ A professional golf course ▪ A gym ▪ Break wall at Scamander River ▪ Picnic areas ▪ More wheelchair accessible walkways and more activities for disabled people <p>Supporting sport and community facilities</p> <ul style="list-style-type: none"> ▪ Increasing participation in sport and activity through strategic planning and development of community sport and activity projects; ▪ Methods for improving awareness of existing facilities and investigating additional programs to improve participation at existing facilities; ▪ Addressing need for active programs for youth, including access to facilities and programs. <p>Enhancing existing facilities</p> |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|---------------------------|---|
| | <ul style="list-style-type: none"> ▪ 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. ▪ Funding for additional facilities to be analysed which potentially could include: <ul style="list-style-type: none"> ▪ Indoor aquatic centre; ▪ Outdoor court at St Helens for basketball / netball / tennis; and ▪ Walking and cycling tracks. ▪ Improvements for disabled access and activities. ▪ Investigating programs, activities and facilities for seniors. |
| Development | <p>Potential 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. ▪ 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. |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|--|--|
| | <ul style="list-style-type: none"> ▪ 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. |
| 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. ▪ Clear zoning for light industry/ commercial and retail. ▪ Reconsider zoning options to allow for smaller blocks outside agricultural areas. <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 Georges 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. <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. <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. |
| 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 Marys – 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 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. |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|-------------------------------------|---|
| | <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. |
| <p>Aerodrome Feasibility</p> | <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. |
| <p>Subdivision</p> | <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. ▪ Excessive amount of vacant lots that aren't being utilised (Land that is environmentally sensitive). ▪ To remain a holiday friendly town (no new subdivisions). |
| <p>Sustainability</p> | <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. |
| <p>Connectivity</p> | <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. |
| <p>Arts and Cultural</p> | <p>Identity</p> <ul style="list-style-type: none"> ▪ Enhance the arts and cultural strengths that are present within Break O'Day. ▪ Need something that individualizes the area - e.g. football match at Fingal, with different locations for different activities e.g. school activities/open gardens. ▪ Develop a main attraction for the towns eg. Such as a glass blower. Look for specialized individuals/groups that may be interested. <p>Events</p> <ul style="list-style-type: none"> ▪ Hold a festival at the sporting complex. ▪ More events required – eg. proposed Mardi Gras being organized by the Chamber of commerce for November 2014. ▪ Farmers event held in hall on Australia Day. ▪ Enhancement of the Bay of Fires Art Prize to encompass all types of media such as textiles, media and sculpture. ▪ Develop and enhance potential of existing festivals. Individualize festivals for the St Helens and St Marys Area especially within the quieter/colder months during winter (eg. a jazz festival). ▪ Textiles is a big trend within the Break O Day region Look at the potential of having a textiles event more frequently such as an arts and crafts show to allow people to sell their work or raise money for groups. ▪ Have a film festival and more frequent films. ▪ Hold circus events. ▪ More visiting shows and concerts in general are needed. |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|-------|---|
| | <ul style="list-style-type: none"> ▪ International connection festival – eg. international students from universities in Hobart/Launceston; Chinese visitors (ancestors on Gold Fields). ▪ "100 Mile Dinners", support local produce and arts and crafts. ▪ Historical tourism and events (Fingal Valley, re-enactment picnics at "The Glen", Jane Austin Festival) ▪ Revive small agricultural shows. <p>Facilities and Infrastructure</p> <ul style="list-style-type: none"> ▪ Not many galleries and exhibition opportunities available within Break O'Day. ▪ Utilise a range of facilities, eg. schools and open gardens. ▪ Many raised the issue of the need for expansion and redevelopment of existing infrastructure to create larger gallery spaces, including opportunities for larger public art space facilities (supported by Council – Sun Coast Gallery is too small and is not large enough to showcase art works). ▪ Incorporation of coffee making facilities to encourage loitering and interaction within gallery spaces. ▪ Utilization of the neighborhood house for a variety of different community based groups. The renovation could involve a sound proof room to allow musicians to develop their skills. ▪ Enquire about bringing back the Break O'Day cinema. ▪ Allow businesses to be open on the weekends. If most businesses were open on the weekends it might encourage more visitors. ▪ Portland Hall as a potential gallery space - hold an annual exhibition at Portland Hall. ▪ Look at the Portland Hall as a potential space to allow each community group to have their own permanent space within the building. Include individual storage capabilities to allow groups such as the stitches and quilting group to keep their materials and machines there. ▪ Infrastructure is ageing and in need of upgrading/repair. ▪ Provide an Aboriginal Centre. ▪ A larger space is needed for the history museum (former St Marys railway station) in order for it to start showcasing larger models such as planes and cars/transport. ▪ Walking track from St Marys to Mt Nicholas or St Marys to Fingal with points of history along the way. ▪ Create an area into a small working historical village with onsite crafts people showing their talents. <p>Management</p> <ul style="list-style-type: none"> ▪ Create a Council committee to meet and greet residents (BOD Stitches, Garden Club, and Bus Trips). ▪ Employment of an art curator to manage the larger gallery spaces and gallery exhibitions and events ▪ Employment of an arts/cultural officer hired to carry on the responsibility and who is adequately trained, (administrative and promotional support). ▪ Develop programs to help support and encourage young artists wishing to develop their skills such as an artist mentoring program. ▪ Secure various sponsorship agreements to achieve funding goals. ▪ High levels of unemployment within the Break O Day area – limitation. ▪ Break O Day Council is by itself - it may be better to amalgamate with other councils instead of being such a small one alone. ▪ Council takes a long time to implement any actions. ▪ Lack of appropriate funding and advertising of facilities. ▪ The opinion that council is not proactive in embracing the arts and cultural sector within Break O'Day. ▪ Provide a "welcome pack" to Break O Day, aimed at small and large performance groups which includes all information which visiting groups would require (accommodation, audience profile, details of venues – stage floor plan/dimensions and lighting facilities etc). ▪ Funding, funding, funding! ▪ Challenges of weather conditions <p>Promotion</p> <ul style="list-style-type: none"> ▪ Council should have a broader focus on how it promotes the Break O 'Day area. ▪ The area lacks in opportunities for the youth. ▪ Develop strategies to improve local community awareness eg. a greater level of advertising ▪ Develop more opportunities to encourage and promote different organizations and activities as attractions, such as the youth community dance and drama group in St |

| Theme | Summary of Suggestions, Issues and/or Opportunities |
|-------|---|
| | <p data-bbox="448 203 1463 264">Marys, Develop more opportunities for the younger generation especially for younger teenagers, to encourage more socialization.</p> <ul style="list-style-type: none"> <li data-bbox="400 264 1463 353">▪ Promote unique historical and cultural significance for each town (eg. Cornwall miner's heritage; Gary: last stronghold of Tasmanian Tiger; Falmouth – health retreat/holiday destination; Bay of Fires: Aboriginal heritage).¹ <li data-bbox="400 353 1463 414">▪ Funds for marketing of the area as a region of diverse cultural activities seeking new performances and events. <li data-bbox="400 414 1463 452">▪ Council tends to promote the coastal experience not so much the hinterland. <p data-bbox="400 452 550 470">Connections</p> <ul style="list-style-type: none"> <li data-bbox="400 470 1463 508">▪ Develop opportunities to enhance community connections between townships. <li data-bbox="400 508 1463 598">▪ Develop linkages with other museums in the area to encourage tourists to visit attractions that meet the needs of their interests - the incorporation of an arts trail which pin points each event/ restaurant or gallery on a map for tourists to follow. <li data-bbox="400 598 1463 658">▪ Develop more education opportunities for the younger demographic- incorporate local schools in this strategy. (Need events for the under 20 age bracket) <li data-bbox="400 658 1463 719">▪ Develop more opportunities for cultural learning and cultural experiences to promote the embracement of other cultures. <li data-bbox="400 719 1463 779">▪ Develop and implement appropriate transportation options such as a community bus. <li data-bbox="400 779 1463 817">▪ Develop opportunities for partnership with schools within the community. <li data-bbox="400 817 1463 907">▪ Need to encourage more networking between trends/mediums. Networking events where local artists, musicians and businesses are involved in arts and cultural and businesses can come together. <li data-bbox="400 907 1463 967">▪ Some new comers to the community don't feel like it's a welcoming environment-the different townships are still segregated. <li data-bbox="400 967 1463 996">▪ The Break O Day region needs to embrace and welcome new people to the area. <li data-bbox="400 996 1463 1025">▪ People feeling isolated and not part of the community. |



Vision for the Future

5 Vision for the Future

5.1 The Vision for Break O'Day to 2035

Pursue a proactive approach to guiding economic growth and sustainable development through encouraging private investment and employment opportunities, while recognising the rural landscape and environmental features of the Municipality.

5.2 Aims of the Municipal Management Plan

The Break O'Day Municipal Management Plan will guide economic growth and sustainable development within the region over the next 20 years. The aims of the Plan are to:

- Ensure that future development in the Municipality is undertaken in a strategic and integrated manner.
- Establish priorities for works over a 10-20 year period in order to provide appropriate infrastructure for residents and visitors to the area.
- Promote ongoing tourism while acknowledging and protecting the values of the natural environment; Improve the physical appearance and functionality and livability of the towns.
- Encourage economic growth and future prosperity of the Municipality.
- Provide a comprehensive strategic planning document that will provide an action plan to achieve the identified priorities.

5.3 Role of Break O'Day Council

Break O'Day Council has a role across a number of key strategies and areas of policy which shape Break O'Day's long term future. These include:

- Prioritising and influencing policies and actions of other tiers of government.
- Secure funding support for programs and initiatives.
- Implementing policies and programs to ensure continued economic growth.
- Implementing planning-related policies including the Planning Scheme.
- Managing the environment, resource use and resource impacts.
- Delivery of a range of local services to the Break O'Day community.
- Supporting and facilitating the communities response to the recommendations of the MMP.

5.4 Municipal Management Plan in Summary

Break O'Day's Municipal Management Plan has encompassed the review of existing plans, policies and other documents, as well as included the preparation of various supporting documents in order to provide an overarching and all-encompassing document. The MMP provides guidance for the planning of settlement including for new areas and for existing areas including:

- Infrastructure and road connections;
- Improving access by walking, cycling and public transport;
- Introducing local shopping;
- Providing for a greater mix of land uses;
- Identifying additional employment land.

The key goals of the Break O'Day MMP which will inform the preparation of a new Strategic Plan and business plan for Break O'Day Council are provided in **Figure 3**.

Figure 3 – Key Goals of the Break O'Day Municipal Management Plan



Main Recommendations and Strategic Directions of the MMP

- Foster a broad regional approach to **economic development**, business attraction and tourism.
- Long term focus on increasing the regional population, diversifying the **industry base**, developing the **tourism** market and increasing the number of **local jobs**.
- Allow for movement and **accessibility** for residents and visitors between home, employment, services, facilities and recreation;
- Provide for a variety of **housing choice and availability**;
- Deliver new **infrastructure** which supports our community as it grows, and strategic infrastructure that also strengthens the economy;
- Recognise and protect the value of our unique **environmental assets** - the coast, our mountains, open spaces and rural lifestyle;
- Improving **liveability** of the towns and villages: through recognising the importance of place; and improving infrastructure and connectivity.

Table 5: Identification of Existing Assets and Opportunities Identified in Masterplan

| Component | Identification of Asset and Opportunities |
|---|---|
| ROADS | <p>Regional Access/Arterial Roads Tasman Highway and the Esk Main Road - Category 3 – Regional Access Roads which are intended to facilitate:</p> <ul style="list-style-type: none"> ▪ 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. <p>Roads (Other) Identifies other roads which carry through traffic external to a specific area or between multiple specific areas and other main road.</p> |
| ST HELENS REGIONAL AIRPORT | <p>Opportunity to provide a new flexible runway and taxiway (longer and wider), upgrade pavement - strengthen and bituminous spray/seal, and new lighting. The redevelopment would not allow regular direct passenger services but would increase airside capacity, supporting small commercial charters, sight-seeing flights and expanded freight operations, as well as meet all Royal Flying Doctor Service (RFDS) requirements. Recommend identifying a land use buffer to the aerodrome and investigate opportunities to improve tourism and local access to the aerodrome such as with regular bus links.</p> |
| RAILWAY | <p>Identifies the location of the existing railway linkage in Break O'Day.</p> |
| PROPOSED HISTORICAL AND CULTURAL PRECINCTS | <p>Fingal Heritage Precinct 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.</p> <p>St Marys Arts, Cultural and Heritage Precinct and Agricultural Food and Wine Trail Incorporates a museum, picnic and recreation areas at the western gateway entrance to St Marys along the Esk Main Road. Opportunity to encourage agricultural produce industries such as wineries, orchards, local produce etc.</p> <p>Ansons Bay and Eddystone Point Precinct Detailed heritage assessment opportunity incorporating existing shacks in Ansons Bay, Picnic Rocks and including the historical and archaeological significance of Eddystone Point (Larapuna).</p> |
| TOURISM DEVELOPMENT OPPORTUNITIES | <p>Existing and potential tourism opportunities include:</p> <p>Ansons Bay Southern Foreshore Potential tourism or redevelopment area with opportunity for landmark urban design features respecting coastal and foreshore values.</p> <p>The Gardens and Honeymoon Point Foreshore Potential tourism or redevelopment area with opportunity for landmark urban design features respecting coastal and foreshore values.</p> <p>Binalong Bay Site to the south-west of Binalong Bay identified due to its views as topographically the highest point in the region.</p> <p>St Helens Foreshore Precinct to accommodate motel/hotel/tourist accommodation, marina facilities, restaurants, open space reserves, tourist information centre etc. and to improve tourist accessibility.</p> <p>Diana's Basin Site on the coastline to the south of Stieglitz and Akaroa and north of Diana's Basin due to its desirable coastal location and proximity to major settlements.</p> <p>Ironhouse Point Site at Ironhouse Point, Four Mile Creek which contains the White Sand tourist development and adjacent lands.</p> |
| FORESHORE AND RECREATIONAL IMPROVEMENT PLANS | <p>St Helens Foreshore Recreational Area and Georges Bay Parklands Recreation precinct fronting Georges Bay and linking St Helens to Steiglitz and Akaroa via the foreshore area. Includes a series of park areas, walking and cycling trails and boardwalks (multi-user track) with sustainable stormwater and environmental solutions.</p> <p>St Helens Sport and Recreation Ground Continue to seek funding for the construction of a multi-purpose indoor recreation and aquatic facility at St Helens Sport and Recreation Ground.</p> <p>Binalong Bay Township Foreshore Improvements Binalong Bay Foreshore Masterplan – management of foreshore areas and future development potential.</p> |

| Component | Identification of Asset and Opportunities |
|--|--|
| | <p>Coastal Locations Specific coastal built form guidelines to be formulated to ensure that development adjacent to the coastline in foreshore areas is sensitively designed and has an acceptable visual impact (including for example Seymour and Four Mile Creek).</p> |
| RAMSAR WETLAND | Ramsar List of Wetlands of International Importance identifies the Jocks Lagoon Ramsar Site to the south-east of Stieglitz. |
| SCENIC MANAGEMENT – TOURIST ROAD CORRIDOR | The area of land within 100 metres measured from each frontage to the scenic management corridor road, currently applies to Tasman Highway and Esk Main Road indicated on the planning scheme maps. Potential to undertake further detailed investigations into other 'Scenic Management Corridors' or 'Local Scenic Management Areas' under the Scheme. |
| COASTAL LOCATIONS | Prepare coastal built form guidelines for inclusion within the Planning Scheme to ensure that development adjacent to the coastline in foreshore areas, particularly in areas such as Scamander, Anson's Bay and the Gardens, is sensitively designed and has an acceptable visual impact. |
| COASTAL CATCHMENT | <p>Area to the east of the Tasman Highway identified as the 'Coastal Road', and extending to the east of North Ansons Bay Road. Includes St Helen's, Beaumaris, Binalong Bay, Scamander, Falmouth, Seymour and Anson's Bay.</p> <p>The history of the coast involved industry in forestry and commercial fishing. Natural features that surround the area include populated bays, inlets and lagoon surrounded by marine sanctuaries, national parks, with endemic and endangered flora and fauna. Major tourism in these areas includes game fishing, bushwalking and bird watching. There is a large influx in the population over the holiday period.</p> |
| COUNTRY CATCHMENT | <p>Area to the west of the Tasman Highway with main access off the Esk Highway identified as 'the Country Road'). Includes St Marys, Fingal, Pyengana, Mathinna, Mangana, Cornwall and Weldborough.</p> <p>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.</p> |



Economic and Employment Growth

6 Economic and Employment Growth

6.1 Background

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.

6.2 Outcomes

Analysis of Retail/Commercial/Business Land Use

Based on population and employment projections in the period to 2030, estimated future commercial/retail floor space needs are predicted by MCA as part of the Economic Development Strategy as follows:

- 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).

Analysis of Industrial Land Use

The Break O'Day Interim Planning Scheme contains a number of land use zones which support industrial land uses, being the General Industrial, Rural Resource and Port and Marine zones. St Helens and Fingal currently contain the only areas of industrial land use recognised as a General Industrial Zone.

Commercial, Business and Industrial Growth

The pattern of existing commercial and business settlement is dispersed across the Municipality, focussed in the major population areas recognised by the Break O'Day Interim Planning Scheme 2013 and the Regional Land Use Strategy of Northern Tasmania. The drivers for change and settlement in the 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.

Small scale boutique businesses are provided for in most residential zones.

A regional industrial land strategy titled 'The Northern Tasmania Industrial Lands Study' was completed by SGS in 2014 and notes that the St Helens and Fingal 'General 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 existing industrial areas in St Helens and Fingal, as well as providing independent recommendations on the Rural Resource and Port and Marine Zones within Break O'Day. With respect to the identification of additional industrial zoned lands, the 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 focussing 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 an 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 (recently undertaken) 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.

Economic Growth and Development

Trends leading up to the 2011 census as detailed in the Economic Development Strategy (MCA) linked to the impacts of a slow economy and weakening visitor market on businesses in the area. There is a clear two way linkage between population growth and employment. A loss of jobs and no replacement jobs encourages people/families to move out of the area to other locations that offer job prospects. The outmigration slows the overall growth of the population (and the local market) and has feedback impacts on local demand for services. The lack of jobs also discourages people persons (other than retirees) from moving into the area.

The Economic Development Strategy prepared by MCA in association with the MMP, while spanning trends and growth for the life of the MMP, focuses attention on the short term and medium term issues to provide a foundation for sustainable growth. Key

areas within the Economic Strategy have directed focus on specific industry sectors within the region. These sectors include resource based industries (e.g. agribusiness, forest products, seafood and mining), goods producing industry (e.g. manufacturing and construction) and service industries (e.g. tourism, retail, business services, government services).

The focus on tourism in the region has undergone a shift since the 2011 Census and also since the preparation of the Economic Development Strategy. As provided previously in this Plan, more recent analysis of the strength of the market recognises high growth over recent years in the tourism sector. The most recent Tasmanian Visitor Survey (Tourism Tasmania) (online survey database TVS Analyser) indicates that the east coast region of Tasmania, incorporating Break O'Day, saw the largest total increase in tourism numbers at 15.5% from the period 2012 to December 2015, measured at 12 monthly intervals. This is higher, according to the database, than the 8% state wide total increase over the same period.

Specifically looking at Break O'Day, the survey provided that St Marys had a total increase of 31.9% in visitors to the area (tourism growth) and St Helens had a total increase of 22.5% over the same period. This equates to a significant turn in the tourism market for Break O'Day, providing a great economic boost for the tourism sector.

Key priorities are:

- 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 to support recent increases in tourism demand; and
- maintaining the regional role of St Helens (retail, business services, government funded services - health, education).

6.3 Actions for Employment and Economic Growth

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

- ❖ Key priorities for economic growth are maintaining and diversifying agribusiness (including value added processing); maintaining finishing activity; developing the port and further developing aquaculture; developing light industry linked to regional markets; and redeveloping the tourism market.
- ❖ 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.
- ❖ Encourage tourism investment (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).
- ❖ Retail and business development needs to be highlighted in Scamander, Fingal and St Marys.
- ❖ Mixed use employment areas (retail/commercial/industrial) are needed for smaller settlements to support local needs (eg Scamander).
- ❖ Encourage home based business to provide employment opportunities.
- ❖ 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 the Land Use and Development Strategy prepared in association with this MMP.



Transport, Infrastructure and Services

7 Transport, Infrastructure and Services

7.1 Background

The Break O'Day region is serviced by the Tasman Highway and Esk Main Road which are regional access/arterial roads providing connection between its towns and settlement areas. Within Break O'Day key transport, infrastructure, service and access needs are significant issues which affect the economic growth and sustainability of the region. Flooding, landslip and bushfire periodically impact access for residents and visitors.

Similarly, the fishing and tourism industries are reliant on year round access to the harbour at St Helens and the continuation of sand build is one factor impacting on the ability of the fishing industry to prosper.

At present, access to the region via Launceston airport is good, providing services for tourist visitors

and connecting residents to the mainland. Regular direct flights into the aerodrome at St Helens require a sustainable market for travel into and out of the region, together with an airstrip which is of a standard to accommodate such. The airstrip should also be capable of accommodating year round air access without interruption, to ensure that the residents of Break O'Day have appropriate access to medical care.

Local traffic management is also a key issue to ensure that the road network continues to function at an appropriate level and that clear and identifiable access is available to key tourist locations.

7.2 Transport Outcomes

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 utilize 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, particularly given the relative isolation of the Break O'Day region and due to its reliance on tourism, mining, forestry and agriculture industries.

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 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.

St Helens & St Marys Traffic Management Strategies

The Urban Design Framework and Traffic Management Strategy for St Helens (TCG Planning and Bitzios Consulting, 2014) confirms that the town experiences traffic and parking issues during peak holiday periods, particularly during the summer months. The provision of suitable infrastructure is therefore challenging given the broad range of utilisation expected across the year. Regardless of the annual traffic profile, there are a number of fundamental transport principles that should be deployed for the St Helens District Centre. These principles have been targeted towards addressing key existing issues experienced 'all year round' which will benefit the town during both 'peak' and 'off-peak' periods. The key principles for St Helens are aligned with regional strategies and are as follows:

- Better manage road safety;
- Better manage the urban footprint;
- Improve bus access;
- Improve the coastal cycleway;
- Separate traffic types;
- Create a place for pedestrians;
- Improve parking legibility; and
- Improve signage.

The Urban Design Framework and Traffic Management Strategy for St Marys (TCG Planning and Bitzios Consulting, 2014) confirms that St Marys town centre has the potential to attract tourists as a 'drop in' destination when 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. The key principles for St Marys are aligned with regional strategies and are as follows:

- Improve the pedestrian experience;
- Ensure road safety is maintained;

- Integrate traffic mixes;
- Better manage existing parking;
- Improve connectivity; and
- Provide a Town Centre identity.

Coastal Infrastructure

Access by sea is also intermittently impacted by sand build up from Blanche Point Beach into the entrance of the channel which leads to St Helens. It has been identified that ongoing dredging may be needed for clear boat access to Georges Bay through Pelican Point, Dora Point and the Barway for fishing and tourism.

In 2014 Break O'Day Council engaged Dr Robert Noakes to prepare an Investment/Business Case for the 'Marine Infrastructure Development Project for St Helens: Pelican Point and Barway'. The Report provides an economic analysis and business case supporting investment in major engineering infrastructure works for Georges Bay, St Helens including extension of the existing Barway breakwater, dredging of the channels linking Georges Bay to the Tasman Sea and construction of a new retaining wall at Pelican Point. Without these works, the report states that within three years, access to Georges Bay will close and the commercial fishing industry in St Helens will no longer be able to operate.

The East Coast Marine Infrastructure Strategy 2013 (GHD for Dept Economic Development, Marine and Safety Tasmania and Local Councils, 2013) identifies a priority program for upgrades and new infrastructure to 2022. This included recommendation for replacement of the **St Helens Wharf**, with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats. There is also a need to optimize parking arrangements through dedicated trailer parking.

Also provided by the East Coast Marine Infrastructure Strategy 2013 (GHD for Dept Economic Development,

Marine and Safety Tasmania and Local Councils, 2013) are the following recommendations in relation to **boat ramps** and associated parking/facility upgrades:

- Burns Bay Boat Ramp - Improve parking arrangements and provide waiting facility in consultation with Parks and Wildlife Service, Councils, Fishing Clubs and MAST.
- Binalong Bay Boat Ramp/Jetty - improve parking and access arrangements in consultation with Parks and Wildlife Services
- Scamander/Four Mile Creek - Additional public ramp- investigate Iron house Point as option subject to adequate access.

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, widening and lengthening of the airstrip is warranted to provide a 23m wide and 1200m long runway, with pavement upgrade (ie Option 3 of the study) to allow for

7.3 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.

The 'Responding to Climate Change' report prepared by EMC in 2013 also identifies the need to investigate options to upgrade or relocate the pumps and ponds

expansion of the charter industry and to support the ongoing operations of the Royal Flying Doctor Service.

Further, a review of the zoning of land around the airport should be undertaken in line with the Airstrip Feasibility Study (Aurecon and MCA, 2103) to incorporate all required land in the Utilities zone and to ensure that 'Transport Depot and Distribution' is a permitted use. 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 St Helens airstrip, including potential for seafood industry freight and additional tourist charter flights, the Airstrip Feasibility Study recommended that, in the long term, alternate options for access to the airstrip from St Helens Point Rd should also be investigated.

in the sewerage treatment works in St Helens, which are at risk from flooding with climate change.

To address the adequacy of the stormwater infrastructure in or around Binalong Bay, St Helens, St Marys, Scamander, Beaumaris and immediate surrounds a Stormwater Management Plan was prepared by Northrop Consulting to identify the adequacy of the existing infrastructure and to specify the works required to mitigate or improve problems areas. Northrop reviewed industry best practice and performed an initial 'gap analysis' on the physical and procedural issues that could affect good stormwater management practices for Break O'Day Council. A major inventory analysis was undertaken to determine the main stormwater infrastructure needs existing and

identify gaps in the current processes with the view to addressing the following '8 Guiding Principles':

1. Maintain stormwater runoff quality;
2. Manage development increases in runoff rates;
3. Protect people and property from flooding;
4. Protect habitats, maintain environmental flows and support the natural water cycle;
5. Identify and manage existing environmental constraints;
6. Respond to the potential effects of climate change;
7. Clear and relevant stormwater guidelines for development planning, design and approval;
8. Maintain, Plan and Future-Proof Stormwater Infrastructure.

The Stormwater Management Plan contains guidelines to be used in the development assessment process and in the delivery and maintenance of

7.4 Other Community infrastructure

The MMP investigations have identified that there is a need to prepare guidelines to assist in the establishment of a marketable regional identity and to create consistency in the selection and implementation of **community infrastructure** throughout the Region. The Community Infrastructure and Design Guidelines were therefore prepared by AEJ as part of the MMP process, to address key public infrastructure issues in the Break O'Day.

'Coastal' and 'Country' catchment areas were developed (refer **Figure 5**) to incorporate the large cross section of natural, industrial, cultural and social characteristics of the Break O'Day population.

Council projects. The Plan also identifies current drainage problems and provides a priority works program based on extensive field work. The Plan recommends a series of activities to address the '8 Guiding Principles' relating to 'Stormwater Management Values' and the 'Education, Regulation and Operation' aspects of Council. The Action Plans are extensive - and provide a description, suggested timeframe, the parties to be involved with implementation and key performance measures for the respective activities. The key actions of this study have been incorporated within the MMP Action Plan.

Community recognition and adoption of these themes will assist in creating a region that can be promoted and marketed for increased tourism and investment in the Break O'Day. The selection of infrastructure will be functional, durable and visually suitable and will cater for a variety of ages and abilities, including the elderly, the disabled and less mobile.

7.5 Actions for Regional Transport and Infrastructure

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

- ❖ Achieve unimpeded access to Georges Bay through Pelican Point, Dora Point and the Barway. Develop an ongoing maintenance program for Georges Bay (Pelican Point) and the Barway 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 wide and 1200m long 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 medium to 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.
- ❖ Adopt and implement the recommendations of the St Helens Urban Design and Traffic Management Strategy (TCG Planning and Bitzios, 2014).
- ❖ Adopt and implement the recommendations of the St Marys Urban Design and Traffic Management Strategy (TCG Planning and Bitzios, 2014).
- ❖ Implement the recommendations of the Action Plans contained within the Stormwater Management Plan to address the '8 Guiding Principles' relating to the 'Stormwater Management Values' and the 'Education, Regulation and Operation' aspects of Council. These include activities such as implementing specific Conditions of Planning Approval – that are targeted to achieve industry-accepted standards in controlling the quality and quantity of runoff from new development and works; Education Programs; Rebate Programs; and ways to increase the level of technical input (from both Proponents and Council) - through the development assessment, approval and certification phases.
- ❖ Implement (where required) and support the recommendations of the East Coast Marine Infrastructure Strategy 2013 (GHD for Dept Economic Development, Marine and Safety Tasmania and Local Councils, 2013) which provides a priority program for upgrades and new infrastructure to 2022, including:
 - 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.
 - Burns Bay Boat Ramp - Improve parking arrangements and provide waiting facility in consultation with Parks and Wildlife Service, Councils, Fishing Clubs and MAST.
 - Binalong Bay Boat Ramp/Jetty - improve parking and access arrangements in consultation with Parks and Wildlife Services.

- 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.
- Scamander/Four Mile Creek - Additional public ramp- investigate Ironhouse Point as option subject to adequate access.
- ❖ Investigate and recommend appropriate infrastructure items to be utilised in accordance with the Community Infrastructure Design Guidelines (AEJ) including suppliers for off the shelf (proprietary) and purpose designed (bespoke) items.



Housing and Growth

8 Housing and Growth

8.1 Background

The Economic Development Strategy (MCA) and the Land Use and Development Strategy (TCG Planning) have been prepared as part of the MMP and make a number of recommendations relating to land use and settlement in the Break O'Day Municipality. These documents, along with other plans and policies prepared previously in relation to housing and growth, address 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 region. Other supporting trends influence how towns and villages are categorised in terms of their services and facilities, including community uses, recreation and open space use.

8.2 Outcomes

Population Growth and Housing

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, with predictions that additional residential land would likely be required within a 20 year period. These findings were supported by the Economic Development Strategy (MCA) which identified that the drivers for housing change are 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). Based on the predicted supply and demand for housing, recommendations for additional residential zoned land are provided in the Land Use and Development Strategy prepared by TCG Planning in 2015.

St Helens (including Steiglitz/Akaroa) will continue to operate as the Regional Service Centre and this role should be strengthened by accommodating 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.

There will not be significant increases in population to stimulate housing demand due to the level of residential zoned land which currently remains available, however due to changes in population structure; there is a need for provision/allowance of different housing options to:

- Support an 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.

Housing Demand and Supply

Based on a population figure of approximately 6000 persons 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).

The population is ageing, with a continued projected increase in persons aged 55 and over, and with younger persons (aged 25-44 years and mainly family groups) 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. (MCA, 2013). The supply of housing will need to reflect the demands

of this ageing community and the reduced household size as the younger population move out of the local area to seek employment. Variety in household types, for example, small lot housing, villas, townhouses, apartments which require lower

levels of maintenance will be in higher demand, reflecting the needs of the ageing community and the reduced household size.

Table 6: Population Projections 2011-2030 and Number of Dwellings

| Population | Break O Day | No. Dwellings | St Helens | No. Dwellings | St Marys | No. Dwellings |
|--------------------|-------------|---------------|-----------|---------------|----------|---------------|
| Projections | | | | | | |
| 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.

(Extract (refer to Table 12) from the Land Use and Development Strategy)

An additional 531 dwellings (ie a total of 3480 dwellings) are therefore anticipated to be needed by 2030 to meet the growth needs of the population. Table 5 indicates that 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 occupancy rate of 2.1 persons per dwelling). 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.

Changes in population structure also identify the need for provision of different housing options (small lot housing, villas, townhouses, apartments and seniors housing) 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. Analysis of recent development approvals for Break O'Day were concentrated in the towns of St Helens, Binalong Bay and on rural land. An increased level

of activity can also be seen in towns such as Ansons Bay, Falmouth and Seymour.

The Land Use and Development Strategy provides that it would be reasonable to assume that a proportion of existing vacant land would or could not be developed based on either a lack of owner motivation or due to site constraints. Hence, the Strategy recommends the rezoning of a conservative amount of additional land for housing 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.

Settlement Hierarchy

The Land Use and Development Strategy provides a recommended Settlement Hierarchy which has been largely based on the settlement hierarchies and regional activity centre hierarchies identified within existing overarching documents such as the Vision East 2020 – The East Coast Land Use Framework (Dec 2009) and the North East Regional Land Use Strategy Regional (NRLUS, Oct 2011). The recommended hierarchy also recognises the smaller settlement areas as providing support for the growth

and population of the Break O'Day municipality. The Settlement Hierarchy, which is shown in Figure 5, also details the anticipated level of growth for each settlement over the next 20 years to meet the needs of the future population. Further discussion on each

Future Growth Locations

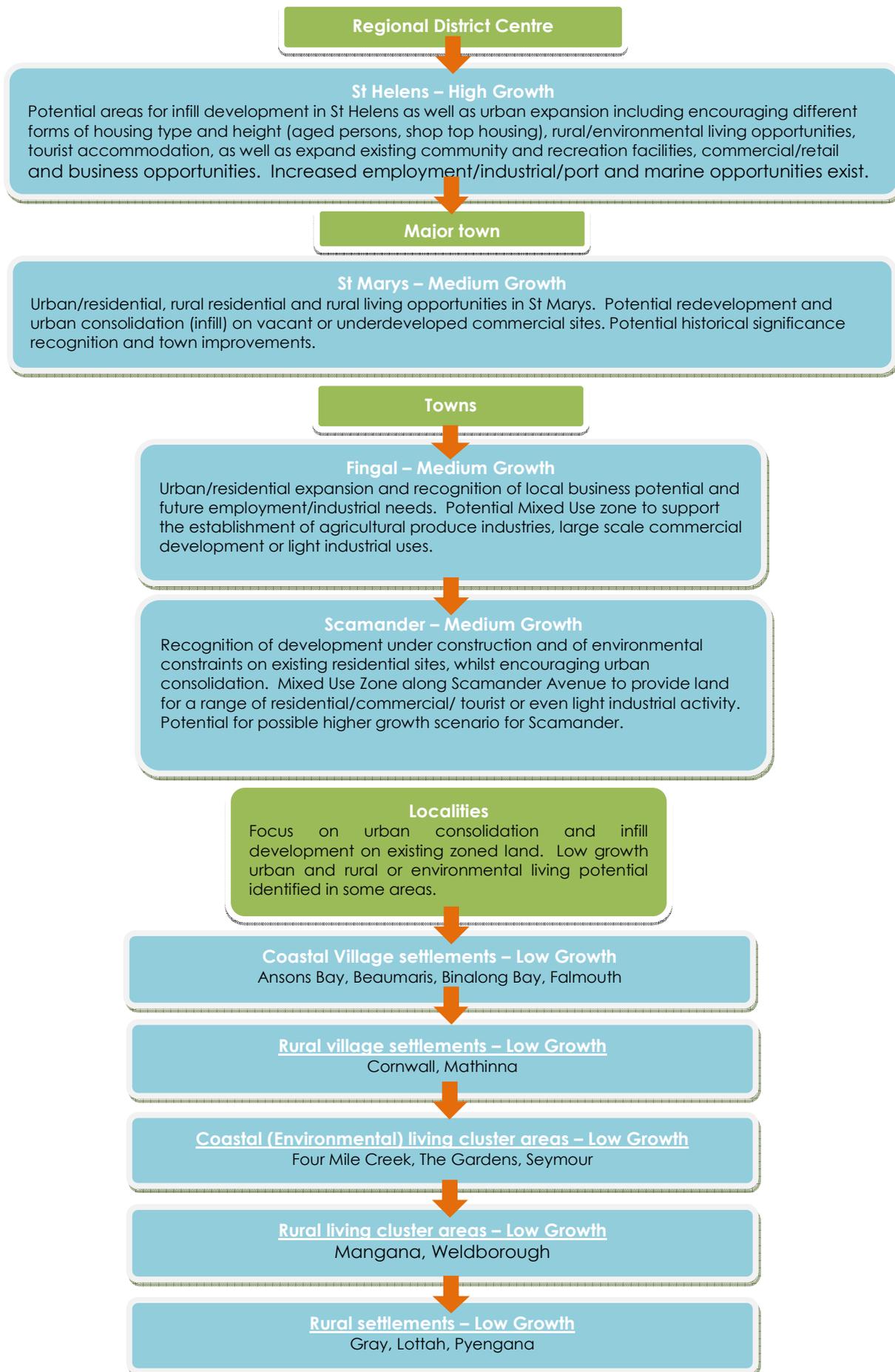
Urban growth area or settlement boundaries have been identified as part of the Land Use and Development Strategy which extend across the life of the MMP to 2035. Based on the analysis undertaken as part of the Land Use and Development Strategy it is recognised that a number of existing small coastal settlements within Break O'Day will reach capacity before 2032. The Strategy therefore recommends potential opportunities for land use changes in the short, medium and long term which can be considered by Break O'Day Council to ensure the sustainable and efficient use of land.

Specifically, the Land Use and Development Strategy provides a snapshot of the current and future state and potential growth for each town and village settlement area within the Break O'Day local government area, taking into account general or specific physical or environmental constraints. The Settlement Plans within the strategy

settlement and the detailed recommendations proposed, are provided in the Land Use and Development Strategy (TCG Planning, 2015).

show a range of locations where residential, rural & environmental living commercial/retail/business and industrial growth is recommended to occur, through either infill development and expansion of existing urban areas. The Land Use and Development Strategy 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 to confirm site capability and suitability. Recommendations include changes to land use zones and to existing development controls contained within the current Break O'Day Interim Planning Scheme which are proposed in the short, medium and long term.

Figure 4: Recommended Settlement Strategy for the Break O'Day Municipality



8.3 Actions

The following recommendations are made with respect to urban growth areas, general housing and rural and environmental living areas to ensure that future growth requirements are appropriately accommodated:

- ❖ 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 in accordance with the recommendations of the Break O'Day Land Use and Development Strategy (TCG Planning, 2015) 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) by amending the 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 opportunities to be located within a 1-5km radius of existing urban centres. Currently the Regional Land Use Strategy provides for a radius of 5km from larger settlement areas and 1km for smaller settlement areas.
- ❖ Provide land suitable for different housing choice such as rural living for hobby farms, or for lifestyle housing (sea change opportunities) in accordance with the recommendations of the Break O'Day Land Use and Development Strategy (TCG Planning, 2015)
- ❖ Permit rural residential development on specified land close to services in a Rural Living Zone in accordance with the recommendations of the Break O'Day Land Use and Development Strategy (TCG Planning, 2015). Allotment sizes should range from 4000² up to 1 or 2 hectares to provide residential development on large lots in a non-urban setting.
- ❖ 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 being lost to agriculture.
- ❖ Endorse the Key Principles for Urban Development as detailed in the Land Use and Development Strategy (TCG Planning, 2015).
- ❖ Incorporate within the planning scheme an Acceptable Solution which requires that 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 of buildings in coastal locations or areas of high scenic value.
- ❖ Ensure that developers of new subdivisions contribute towards, or provide the required infrastructure including roads, drainage and open space.



Rural Resource and Landscape

9 Rural Landscape and Rural Communities

9.1 Background

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 potatoes.
- 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.

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*). The Break O'Day municipality does not contain any Prime Agricultural land (ie Class 1, 2 or 3) when assessed at the regional and state level. In preparing the Break O'Day Interim Planning Scheme the Rural Resource Zone was applied to lands that are currently genuinely used for agriculture. The Rural Living, Environmental Living or Environmental Management Zones were applied to other 'rural' land that was not being used or appeared to be lost to agriculture.

9.2 Outcomes

Significant Agricultural Lands

The Land Use and Development Strategy which was prepared by TCG Planning in 2015 as part of the MMP project considered the application of a Significant Agriculture zone within the municipality. This strategy recommended that zone not be utilised in Break O'Day due to the absence of Class 1, 2 or 3 agricultural lands and the inability of existing agricultural lands to meet the objectives of this zone. In addition, 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. Further detailed reasoning is provided in the Strategy document.

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 report recommends the

need to identify alternate crops for a warmer and dryer climate, in consultation with the Department of Primary Industries, Parks, Water and Environment.

Land Use Zoning Review

The Land Use and Development Strategy also undertook 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 this strategy concludes 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 generally recommended, primarily for smaller hobby farms, although this was considered on a town by town basis and based on the need for this form of housing within a particular location. The Land Use and Development Strategy contains

detailed recommendations regarding the siting of additional Rural Living and Environmental Living zones to meet the needs of a growing community and the desire for varied allotments sizes.

Principles for Rural and Environmental Land Use

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.

9.3 Actions for Rural and Environmental Land Use

The recommendations for the rural lands within the Break O'Day Municipality as provided by the Land Use and Development Strategy 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 the 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.
- ❖ 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.
- ❖ Ensure that land zoned for Rural Living or Environmental Living purposes adheres to the recommendations of the Land Use and Development Strategy (TCG Planning, 2015) to minimise the loss of agricultural lands and conflicts with agricultural pursuits.



The Environment

10 The Environment

10.1 Background

Break O'Day is rich in a diverse range of environmental and natural features which form the backdrop for the town and village settlements located across the municipality. Areas of significant vegetation, including corridor linkages containing a range of biodiversity, flora and fauna species need

to be recognised, protected where practicable, and nurtured. Future development in Break O'Day needs to have regard to areas which contain threatened and priority species and habitats, a role which is the responsibility of both Council and relevant regional and state government bodies.

10.2 Outcomes

Natural Vegetation and Biodiversity

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 is a need to balance this outcome with the competing need to promote employment generating uses such as agriculture, forestry, and also tourism.

To ensure that appropriate consideration is given to the retention of critical habitats and priority vegetation the MMP recommends that Council continue to implement the provisions of the Biodiversity Code (E8.0) which applies to land identified as priority habitat on the Break O'Day Interim Planning Scheme maps and which limits the clearing of vegetation in such areas. Council needs to ensure that its natural assets continue to be protected through the retention of corridors of significant vegetation.

Scenic and Visual Assessment

The Break O'Day Interim Planning Scheme maps currently include a 'Scenic Management – Tourist Road Corridor' and Local Scenic Management Areas. The Scenic Corridor identified on the Interim Planning Scheme maps generally follows many of the main roads as detailed in the Land Use and Development Strategy. Whilst Code E7.0 Scenic Management of the Planning Scheme applies to such lands, the current Scheme does not actually identify any local scenic management areas on the maps or in the relevant Table. The Land Use and Development Strategy recommends that Council commits 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, and would identify key view corridors particularly in coastal locations. Council needs to ensure that its natural assets continue to be protected through 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. In the absence of the Scheme containing identified

local scenic management areas, the strategy also recommends that Council consider including a provision in the planning scheme to ensure a site specific analysis of visual character and scenic assessment is prepared by an applicant for any proposed rezoning or major development application within 100 metres of the coast of the LGA, and within any environmental zone under the Scheme.

10.3 Actions

The following recommendations are made to ensure protection of the region's environment and biodiversity:

- ❖ 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.
- ❖ Require the submission of a site specific flora fauna investigation where site conditions and the scale of development warrant such and utilise the outcomes of such studies to update Threatened Vegetation mapping.
- ❖ 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 should also include the preparation of character statements and scenic management objectives for each area identified, as per the provisions of the Scheme and should identify key view corridors particularly in coastal locations.
- ❖ Include a provision in the Planning Scheme to ensure a site specific analysis of visual character and scenic assessment is prepared by an applicant for any proposed rezoning or major development application within 100 metres of the east coast of the LGA, and within any environmental zone under the Scheme, and must include recommendations to mitigate any impact.



Tourism

11 Tourism

11.1 Background

Tourism development provides significant employment in the area, and is one of the key industries for the region, now and in the future. The tourism industry is a relatively untapped market in this region of Tasmania. Tourism is a significant economic activity which, if encouraged in the Break O'Day Region, would encourage economic growth and investment in tourism infrastructure (whether by the public or private sector).

Consultation undertaken as part of the MMP has confirmed that Break O'Day has limited attractions to extend the length of visitation of visitors, particularly families. Whilst the area 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.

Initiatives such as the Sustainable Tourism Project for the East Coast of Tasmania and the preparation of the Urban Design Framework and Structure Plan for St Helens need to be supported and encouraged to act as a driver for tourism growth and accommodation.

11.2 Outcomes

Analysis of Issues Relating to Tourism Growth

The Planning for Sustainable Tourism project is a regional project which will assist Break O'Day, Dorset and Glamorgan Spring Bay Councils to deliver sustainable tourism outcomes through improved heritage protection and economic development strategies, policies and plans. The project comprises:

- An assessment of opportunities for sustainable tourism on Tasmania's east coast and barriers to this development occurring.
- Identification of the types of development which are appropriate in different areas and the parameters which should apply based on cultural heritage and environmental considerations.
- Provision of a 'roadmap' and identification of necessary changes to planning schemes or governance to facilitate the preferred outcomes in a timely manner.

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 destinations such as 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.

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:

- Potential for 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.
- A further 756m² of motel accommodation will be required within St Helens by 2030 and only a further 113m² required within St Marys.

Identification of Potential Tourism Sites

There is currently no land zoned Major Tourism under the Break O'Day Interim Planning Scheme. Specific locations have been identified as part of the MMP process in relation to the identification of potential sites for major tourist destinations for Break O'Day and the north-eastern region within the areas of Steiglitz, Binalong Bay, St Helens and Scamander. The criteria which has influenced the recommended selection of three (3) sites for tourism uses is 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.

The three sites identified are:

Site 1:

Located to the south-west of Binalong Bay which was identified due to its views as topographically the highest point in the region.

Site 2:

Located 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.

Site 3

Located at Ironhouse Point, Four Mile Creek which contains the White Sand tourist development and adjacent lands.

11.3 Actions for Tourism

The following recommendations are made to promote tourism within Break O'Day:

- ❖ 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. Activate the St Helens foreshore area while ensuring it is maintained as a commercial port.
- ❖ Encourage the provision of expanded and greater diversity in tourist accommodation and facilities with the region and particularly within St Helens.
- ❖ Promote mountain bike trails and walking tracks to link areas and to utilise national park areas.
- ❖ Continue to work with state and commonwealth agencies as part of the Planning for Sustainable Tourism to pursue funding options for construction/upgrading of a state/regional trail which extends through the Break O'Day Municipality (and adjacent LGAs) and which will allow for linkage of key nodes in the North East Coast of Tasmania.
- ❖ Promote improved linkage of the coastal experience and activities including food trails, cycling, walking trail, regional diving trail, golf trails, fishing experiences, etc.
- ❖ Address gaps in tourism infrastructure and services including accommodation options, cafes and restaurants, port area, other facilities and attractions.
- ❖ Investigate and identify through controls or zoning in the Break O'Day Interim Planning Scheme three potential tourism sites which are:
 - Site 1 to the south-west of Binalong Bay 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.
 - Site 3 at Ironhouse Point, Four Mile Creek which contains the White Sand tourist development and adjacent lands.



Open Space and Recreation

12 Open Space and Recreation

12.1 Background

The Open Space and Recreation Strategy (TCG Planning, 2014) was prepared as part of the MMP project and 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 recreation 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.

12.2 Outcomes

Analysis of Infrastructure and Use

The key recommendations of the Open Space and Recreation Strategy include provision of additional infrastructure to address shortfalls; upgrading of existing facilities where required, diversifying existing facilities for multi-use activities, significant improvements to walking and cycling tracks; and the provision of safe and accessible spaces which cater for a range of ages and abilities. The outcomes of the study are summarised as follows:

- Council should continue to pursue funding for the construction of a multi-purpose indoor recreation and aquatic facility at the St Helens Sport and Recreation Ground, which will provide greater range of year round sporting opportunities including swimming and purpose built basketball courts to meet the demands of the existing population, removing the reliance on the court at St Helens High School and to provide an additional sporting activity, particularly for youth.
- Council should continue to pursue funding for the construction of expanded walking and cycling paths including the St Helens Foreshore – Georges Bay multi user track from St Helens to Akaroa.
- Based on an assessment of existing population the Break O'Day Municipality is generally well serviced in terms of the level of open space and recreation facilities, however shortfalls in infrastructure have been identified.
- The provision of an expanded range of recreational facilities, such as half court basketball and netball rings is recommended within outlying areas of the Municipality to encourage greater geographical distribution of facilities and to provide accessible activities for youth.
- A number of sites zoned Open Space under the Break O'Day Interim Planning Scheme 2013 are recommended for disposal due to limited availability for open space purposes based on a lack of visibility, slope or location.
- An amendment to the Planning Scheme is recommended to incorporate updated Acceptable Solutions and Performance Criteria, which specify the quantity of land to be dedicated and/or the value of the contribution.
- More detailed consideration should be given to linkages in the siting of open space within future subdivisions or when additional land is purchased by Council for this purpose.

- Within St Helens provide improved pedestrian access from the town centre to the foreshore, in accordance with the recommendations of the St Helens Traffic Management Strategy (TCG Planning, Bitzios, 2014) and the St Helens and Surrounds Structure Plan.
- Provide improved signage directing visitors to the St Helens Sports and Recreation Ground, coupled with advertising and promotion of the facility, to update residents of activities and to advise tourists of events and available sporting options.

Key Principles

The key principles for the future provision of open space and recreational facilities are:

Diversify Opportunities: Need for expanded diversity in the range of facilities offered to provide for year round, multiple use activities to cater for the varied lifestyles of the community.

Maximise Accessibility: The diversity of the community impacts upon the demand for facilities.

Hence, recreation facilities should be inclusive of all persons, irrespective of age, gender or physical ability. Due to the rural nature of the area and the lower socio economic demographic, there is also a demand to provide affordable and accessible activities and spaces close to communities.

Encourage Participation: Strategies to maintain and increase participation in sport and community activity should be implemented to ensure that existing infrastructure is well utilised and not restricted to group activities. Formal active communication and /or advertising of recreational facilities for tourists and new residents will provide ongoing community and economic benefits to the area.

Improve Linkages and Useability: The provision of formal walking and cycling tracks within urbanised areas or less formalised trails in bushland areas and ongoing maintenance of existing connections are needed to provide increased recreation options for residents and visitors with an appreciation of the natural attributes of the region.

12.3 Actions for Open Space and Recreation

The following recommendations are made with respect to the provision of open space and recreational facilities within Break O'Day:

- ❖ 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. Such upgrades should include:
 - new indoor and outdoor netball and basketball courts;
 - indoor sports centre with a swimming pool, tennis courts, gymnasium, cricket, soccer, volleyball and badminton;
 - athletic and cycling infrastructure upgrade;
 - sports pavilion including amenities;
 - new equestrian enclosure over existing area and upgraded clubrooms; and
 - upgrade to roads and carparking.
- ❖ Ensure that the multi-purpose sports complex accommodates indoor fitness/training and a space for indoor exercise classes for all age groups.
- ❖ Continue to seek funding for the construction of the St Helens Foreshore - Georges Bay Multi Use Track from St Helens to Akaroa.
- ❖ Council continue to work with state and commonwealth agencies to pursue funding options for construction/upgrading of a state/regional trail which extends through the Break O'Day Municipality and which will allow for linkage of key nodes in the North East Coast of Tasmania.
- ❖ Construct additional basketball and netball facilities to address a current shortfall in specified locations as specified in the Open Space and Recreation Strategy, to support dispersal of recreation facilities throughout the Municipality.
- ❖ Proceed with its intended construction of a tennis court at the Fingal Recreation Ground to be funded by the sale of the Grant St tennis court site.
- ❖ Dispose of a number of local parks which are unsuitable for open space purposes and utilise the funds for the provision of upgraded facilities within existing parks.
- ❖ Provide more challenging climbing equipment for 8-15 year olds at the St Helens Foreshore in accordance with the St Helens Foreshore Redevelopment Plan prepared by Jennifer Binns. Further, when selecting specific equipment with this area investigate options for the provisions of play equipment for children with physical or intellectual limitations.
- ❖ Undertake the required maintenance to infrastructure as recommended by the Open Space and Recreational Strategy and as identified within Council's "Public Toilet Maintenance and Replacement Plan".
- ❖ Review the Planning Scheme to ensure that new subdivisions provide an appropriate quantity of open space which or that a contribution is made. The scheme should also be amended to ensure that open space is appropriately sited within 500m walking distance of all dwellings in urban areas and takes advantage of existing corridors of vegetation.



Community Facilities

13 Community Facilities

13.1 Background

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

- Identify potential site for new hospital in St Helens (see discussion below).

13.2 Outcomes

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.

Community Facilities Analysis

The floor space analysis undertaken by MCA and TCG Planning as Part of the Economic Development Strategy undertook an assessment of the additional land which will be required in St Helens and St Marys to support the needs of a growing population:

- 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.

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. 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 in a position within an identified tourist precinct adjacent to 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, 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.

Civic Centre

Council has also identified the need to consider the future of the existing civic centre to ensure that it can continue to effectively provide for the needs of the community and staff, as growth occurs in the region. The Civic Centre Feasibility Study was therefore prepared as a component of the MMP to investigate the extension of the existing Council Chamber and Council Offices on the current site through expansion of the building or relocation of the operations.

In summary, the report recommends that the Civic Centre remain at its current location, as the current building and site will continue to accommodate the needs of Break O'Day Council for the next 20 years. Improvements to the function and amenity, for the benefit of the staff, have been explored in the concept design within a 75m² extension and internal refurbishments. These alterations would see the Civic Centre extend its lifespan past the 20-year horizon.

13.3 Actions

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 adjacent to 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.



Arts and Cultural Heritage

14 Arts and Cultural Heritage

14.1 Background

The desire for an expanded range of arts and cultural activities, events and social activities was identified as a common theme throughout the community consultation stage of the MMP project. The community recognised that the region's cultural heritage creates a sense of place and fosters a common vision for all locals within the community,

which can then be used to encourage visitors and tourists to the area. The Arts and Cultural Strategy, which was prepared by TCG Planning as part of the MMP Project, explores options to expand the range of activities, events and spaces which are available within Break O'Day, to foster growth and diversity in arts and culture.

14.2 Outcomes

There is a common vision state-wide and locally that all communities be artistically vibrant places with rich and varied creative opportunities. Communities where the arts are "collaborative, accessible and inclusive to all" (www.arts.tas.gov.au). Specifically, Break O'Day Council identifies in its Strategic Plan 2011-2015 the 'Community Building' goal of "building capacity to improve community spirit and enhance a sense of well-being." In developing the Arts and Cultural Strategy (TCG Planning, 2014), the following four (4) themes for action have been identified through community involvement, to ensure a coordinated approach for artistic and cultural life within the Municipality:

1. Management: Ways to make arts and culture easier to practice, participate and provide in Break O'Day.

2. Connections: Ways to develop strong community connections within the Municipality.
3. Identity: Ways to create a stronger sense of identity.
4. Community expression and creativity: Ways to assist in the community's communication of ideas and celebration of cultural identity.

The above themes for action are linked to each Strategy Action within the Strategy Action Plan Table provided in the Strategy document itself. The successful implementation of the Arts and Cultural Strategy has resource and budget implications for Break O'Day Council and prioritisation of the actions. It is recommended that the Strategy is reviewed annually, or bi-annually, to monitor implementation and resource availability.

14.3 Actions for Arts and Cultural Heritage

The recommendations for the development and promotion of arts and cultural heritage within the Break O'Day Municipality are:

- ❖ Establish an Arts and Cultural Committee comprising representatives of the area's cultural community and key community groups, which will be charged with meeting the objectives of this strategy, increasing participation (by locals and visitors) and increasing economic activity.
- ❖ Implement the recommendations of the Break O'Day Arts and Cultural Strategy - in particular the 'Identity' actions (39 and 41) for the identification of public art sites within St Helens and ongoing "creative township" approach to development.



Natural Hazards

15 Natural Hazards

15.1 Background

The identification of potential natural hazards which do or may affect Break O'Day were considered in the preparation of the suite of documents associated with the MMP. A number of hazards such as flooding, bushfire and immediate coastal influences were identified as being significant to the BOD region.

The 'Responding to Climate Change Report' which was prepared by EMC in 2013 as part of the Municipal Management Plan identified that climate change impacts should be considered within the

15.2 Outcomes

Climate Change

The key changes to climate within Break O'Day are summarised in the Responding to Climate Change Report 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;
- Sea level rise affecting the Bay of Fires and related tourism;
- Wave erosion and storm surge erosion in low lying areas;
- Inundation of homes and loss of property value.

Flood Impacts

The Stormwater Management Plan which was prepared by Northrop Consulting in 2014 addressed the adequacy of the stormwater infrastructure in Binalong Bay, St Helens, St Marys, Scamander and Beaumaris to specify the works required to mitigate or improve problems areas. As noted in section 7 of this MMP, the report also performed an initial 'gap

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. The report confirms 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 Report included recently completed flood mapping prepared by Council for St Helens for inclusion in the new planning scheme and ongoing involvement in the Tasmanian Climate Adaption Project (CAP). 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.

analysis' on the physical and procedural issues that could affect good stormwater management practices for Break O'Day Council. The Plan recommends a series of activities to address the '8 Guiding Principles' relating to 'Stormwater Management Values' and the 'Education, Regulation and Operation' aspects of Council, which should be implemented to address future provision and maintenance of drainage infrastructure, thereby managing flood risks. The Stormwater Management Plan also contains guidelines to be used in the development assessment process and in the delivery and maintenance of Council projects.

Landslip Risks

The Stormwater Management Plan prepared by Northrop Consulting in 2014 also identified a landslip area located between the foreshore and to the northwest of St Helens Point Road at Parnella. The report provided a number of recommendations to address stormwater management to limit potential landslip impacts. Funding has now been obtained to move stormwater off the Parnella Bank.

15.3 Actions to Address Natural Hazards

The recommendations relating to Natural Hazards can be found within each section relating to a specific land use as contained within this MMP, and should be implemented, together with the following general actions:

- ❖ Endorse the recommendations of the Responding to Climate Study (EMC, 2913) 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 are 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.
 - 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.
 - Identify and protect the land required for an alternate route to the airstrip.
 - Undertake detailed investigations and costing to identify the preferred option, for the Binalong Bay causeway being either relocation or upgrading and undertake the works as identified by this investigation.
 - 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.
 - 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.
 - Endorse the identified Strategies 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.
 - Continue to monitor and re-evaluate the likelihood and consequence of risks as they will continue to change over time.
- ❖ Manage or avoid risks from natural hazards through continued implementation of the constraints codes contained in the Planning Scheme.
- ❖ Implement the guidelines as contained within the Stormwater Management Plan (Northrop, 2013) to be used in the development assessment process and in the delivery and maintenance of Council projects to assess and manage flood impacts



Master Plan

16 Master Plan

A Master Plan has been prepared as part of the Break O'Day Municipal Management Plan which will provide the mechanism to properly manage and develop the municipality to achieve the Vision. The Master Plan (provided in **Figure 5**) summarises the overall recommendations of the MMP for implementation. The Plan sets out the broad strategy for the physical growth or development of the Break O'Day community. It is the framework for making future decisions and its main aim is for growth and development to occur in a structured and sustainable way.

The Master Plan illustrates the physical relationships between the various parts of the Plan and the outcomes that will be achieved when the strategies and objectives are implemented. It is a visual holistic representation of the future of Break O'Day. The Masterplan identifies existing key assets and includes opportunities for the various categories of infrastructure as listed in **Table 5**.

The following Masterplan/Framework documents, which provide greater detail in relation to the main towns, have been prepared as part of the Urban Design and Traffic Management Plans for St Helens and St Marys and are included as Figures 6 to 12 of this MMP:

- **Figure 6:** St Helens Town Centre, Land Use, Built Form and Public Domain Framework/Masterplan.
- **Figure 7:** St Helens Road and Traffic Network, Signpost, Pedestrian/Cycle and Public Transport Strategies/Masterplan.
- **Figure 8:** St Helens Traffic, Parking, Signage and Pedestrian Strategy/Masterplan.
- **Figure 9:** St Helens Waterfront/Masterplan Overview.
- **Figure 10:** St Helens Foreshore Parklands Framework/Masterplan.
- **Figure 11:** St Marys Key Sites and Recommended Zonings.
- **Figure 12:** St Marys Traffic, Transport, Land Use, Built Form and Public Domain Framework/Masterplan.

Break O' Day Municipal Management Plan MASTER PLAN



LOCAL GOVERNMENT AREA BOUNDARY

BREAK O'DAY PLANNING SCHEME

REGIONAL ACCESS/ARTERIAL ROADS
Tasman Highway and the Esk Main Road - Category 3 - Regional Access Roads.

ROADS (OTHER)

ST HELENS REGIONAL AIRPORT
Opportunity for a new flexible runway and taxiway (longer and wider) and upgrade, to increase airside capacity, supporting small commercial charters, sight-seeing flights and expand freight operations.

RAILWAY

COASTAL CATCHMENT

East of the Tasman Highway 'Coastal Road' extending along the east of North Ansons Bay Road. Includes St Helen's, Beaumaris, Binalong Bay, Scamander, Falmouth, Seymour and Anson's Bay.

COUNTRY CATCHMENT

West of the Tasman Highway with main access off the Esk Highway 'Country Road'. Includes St Mary's, Fingal, Pyengana, Mathinna, Mangana, Cornwall and Weldborough.

SETTLEMENT HIERARCHY
Identification of potential growth recommended over the next 20 years to meet the needs of the population:

Regional District Service Centre

St Helens - HIGH Growth Scenario

Major Town

St Marys - MEDIUM Growth Scenario

Towns

Scamander, Fingal - MEDIUM Growth Scenario

Localities

Other - LOW Growth Scenario

PROPOSED HISTORICAL AND CULTURAL PRECINCTS

Focus on historical identity and existing values, recognition of historic and future town character:

Fingal Heritage Precinct

St Marys Arts, Cultural and Heritage Precinct

Ansons Bay and Eddystone Point Precinct

SCENIC MANAGEMENT - TOURIST ROAD CORRIDOR

Land within 100 metres of the Tasman Highway and Esk Main Road indicated on the planning scheme map.

TOURISM DEVELOPMENT OPPORTUNITIES

Potential tourism redevelopment areas with landmark urban design features respecting coastal and foreshore values:

Ansons Bay Southern Foreshore

The Gardens/Honeymoon Point Foreshore

Binalong Bay Site

St Helens Foreshore Precinct

Diana's Basin Site, south of Stieglitz/Akaroa

Ironhouse Point Site near Four Mile Creek

FORESHORE AND RECREATIONAL IMPROVEMENT PLANS

Coastal built form guidelines required to guide sensitively designed and visually acceptable development in foreshore areas and in consideration of natural hazards

St Helens Foreshore Recreational Area and Georges Bay Parklands - Multi-user recreation precinct along the foreshore areas with sustainable stormwater and environmental solutions.

St Helens Sport and Recreation Ground - Multi-purpose indoor recreation/aquatic facility

Binalong Bay Township Foreshore Improvements

Four Mile Creek and Seymour Foreshore Improvements

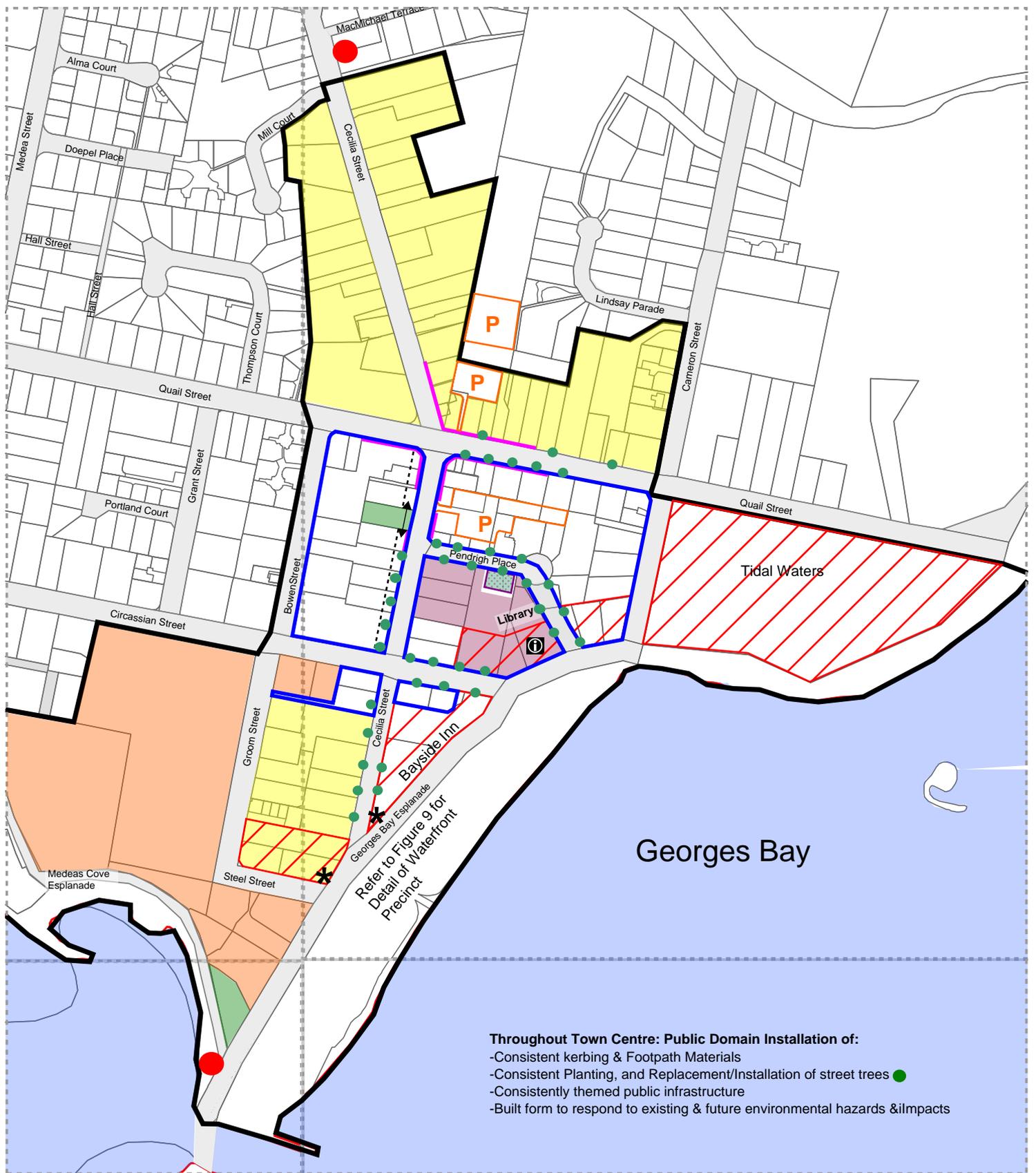
RAMSAR WETLAND

Jocks Lagoon Site to the south-east of Stieglitz on the Ramsar List of Wetlands of International Importance.

Break O' Day Municipal Management Plan Figure 5 Master Plan

Break O' Day Local Government Area Map
Data Source: Break O' Day Council





Throughout Town Centre: Public Domain Installation of:

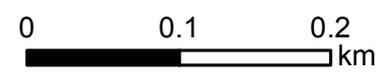
- Consistent kerbing & Footpath Materials
- Consistent Planting, and Replacement/Installation of street trees ●
- Consistently themed public infrastructure
- Built form to respond to existing & future environmental hazards & impacts

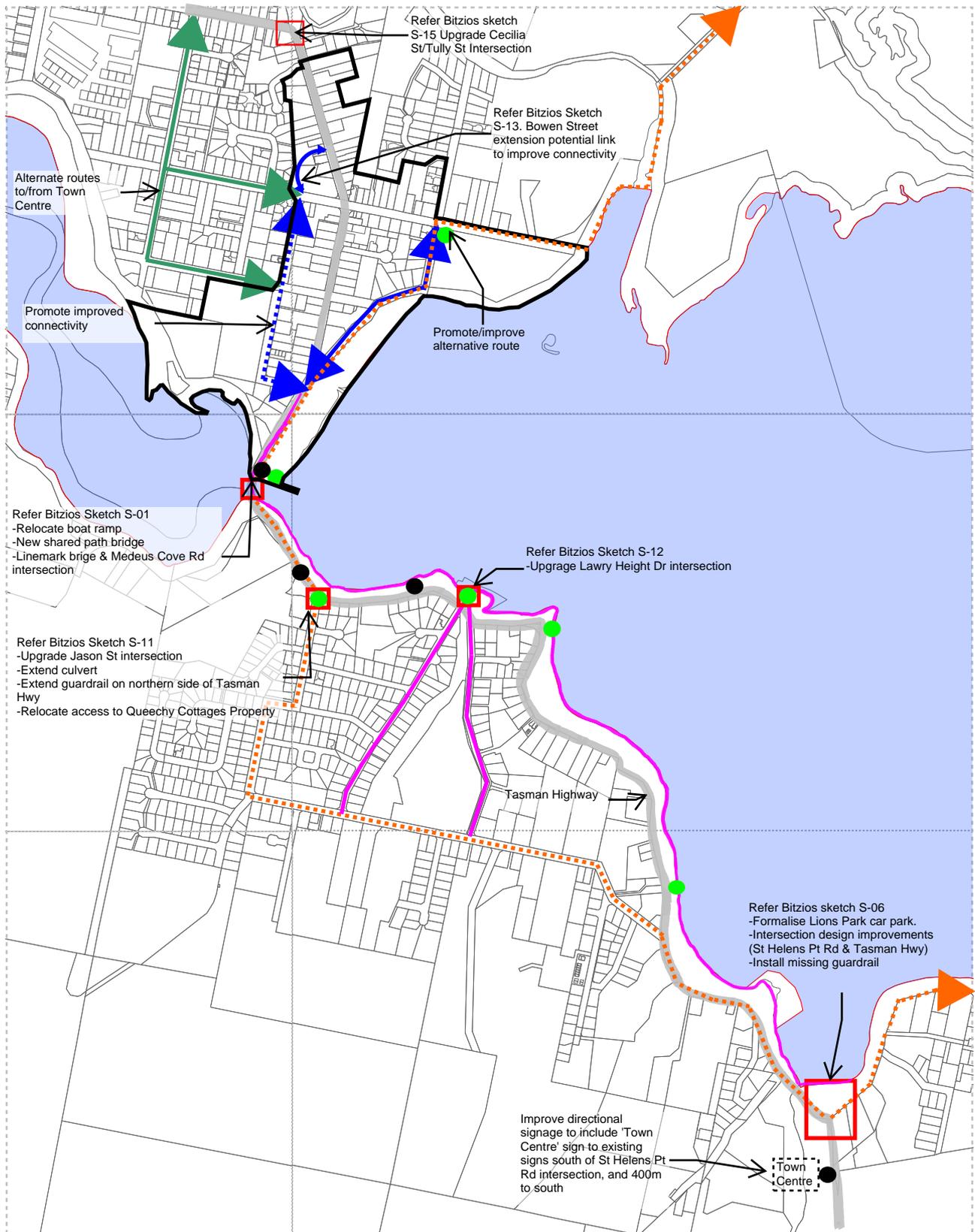
St Helens Urban Design & Traffic Management Strategy

Figure 6 Town Centre Land Use, Built Form, and Public Domain Framework/Masterplan

Break O' Day Cadastre Map Reference:54,55,58,59,
Data Source: Break O' Day Council, Niche Environment and Heritage

- Study Area
- Periphery Lower Order Business Uses and Increased (medium) Density Residential Development
- Core/High Order, Active Retail/Business Uses
- Redevelopment Site for Town Centre
- Town Square Plaza
- Library Relocated Library Site
- Relocate Tourist Information Centre
- Civic Uses and Education Uses
- Town Entry Statement Location
- Tourism Accommodation & Uses (Existing & Potential Redevelopment)
- Existing & Proposed Consolidated Parking
- Park
- * Important visual " Gateway" Site
- 8m Setback/building frontage
- Upgrade Existing Building Facades with Complimentary Colour Schemes and Signage

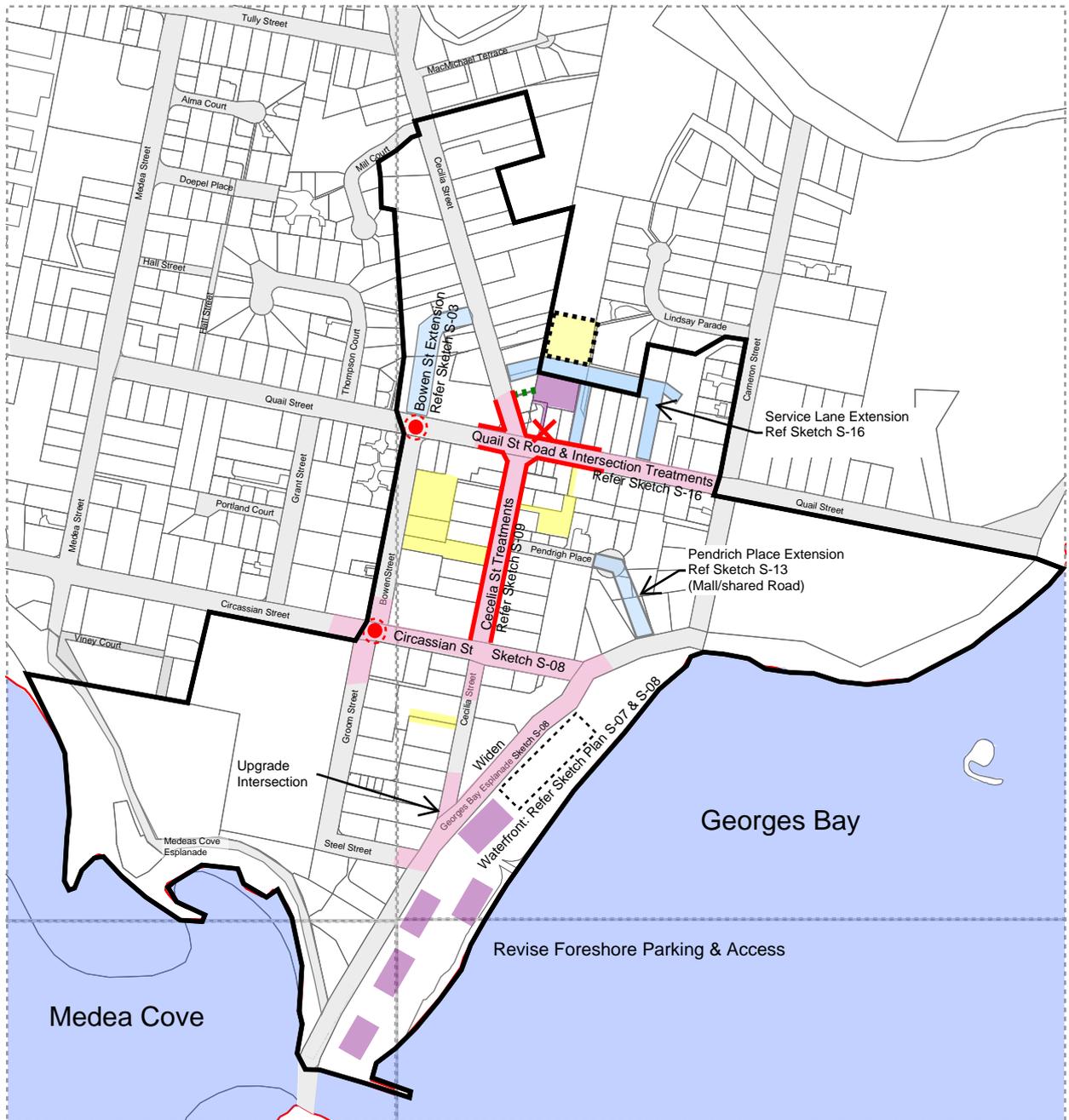




St Helens Urban Design & Traffic Management Strategy
Figure 7: Road & Traffic Network Signpost, Pedestrian/Cycle & Public Transport Strategies/Masterplan
 (adapted from Figure 3.9 and sketch plans from Bitzios Consulting, 2013 at Appendix 2)

Break O' Day Cadastre Map Reference:54,55,58,59,
 Data Source: Break O' Day Council, Niche Environment and Heritage

-  Possible shuttle bus route (to Binalong Bay & Akaroa)
-  Cycleway connections: Foreshore Cycleway (2.5m wide)
-  Intersection warning signage &  proposed cycleway signage (Refer to Bitzios Sketch S-10)
-  Town Centre Alternate Route
-  Alternate Route
-  Improved Connectivity



St Helens Urban Design & Traffic Management Strategy
Figure 8 Town Centre Traffic, Parking, Signage & Pedestrian Strategy/Masterplan
 (adapted from Figure 4.4 & sketch plans from Bitzios Consulting, 2013 at Appendix 2)

Break O' Day Cadastre Map Reference:54,55,58,59,
 Data Source: Break O' Day Council, Niche Environment and Heritage

Key/Legend

- Study Area
- Future Roundabout
- Continuous Foreshore shared path
- Improved Line marking, pedestrian refuges, intersection treatments, turn lanes & restrictions, widening (Refer Sketch Plans)
- Future road extensions, new service lanes. Requires property acquisition
- Pedestrian Link
- Remove existing vehicular access driveway
- Private parking areas (existing, approx 400 spaces)
- State/Council owned parking (existing, approx 160 spaces)
- Potential additional parking (approx 200 spaces)
- Reconfiguration to four lane with kerb & gutter (long term)

Other treatments:

- Lighting upgrade along Cecilia St, to Georges Bay Esplanade
- All footpaths within Study Area to be min 2.4m each side of road
- Signage (Directional & Parking): Ref Sketch Plan S-04

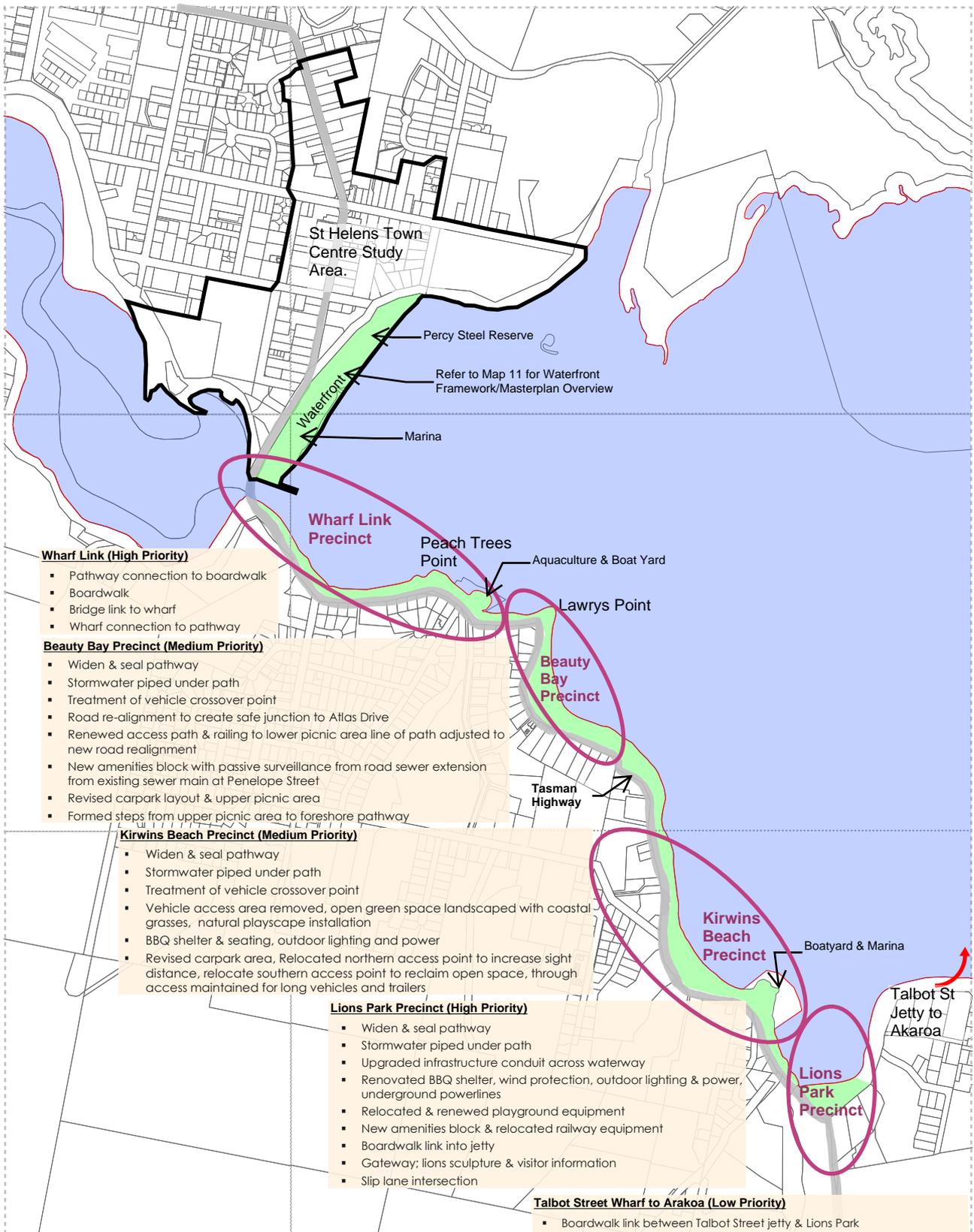




St Helens Urban Design & Traffic Management Strategy
Figure 9 Waterfront Framework/Masterplan Overview

Data Source: Break O' Day Council & The List

-  Recommended Road & Intersection improvements to Cecilia St/Georges Bay Esplanade (Bitzios, 2013 refer Sketch Plans S-07 S-08)
-  Upgrade/Construct 2.5m Wide Shared Path
-  Future Connection Pathways
-  Pedestrian Footpath Connections
-  Concept Design Adopted By Council 15/9/14-
 New Proposed Driveway Access Must Not Comprise Recommended Road & Intersection Improvements to Cecilia St/
 Georges Bay Esplanade (Bitzios, 2013)
-  Protect Waterfront From Impacts of Extreme Events & Climate Change/Sea Level Rise



St Helens Urban Design & Traffic Management Strategy Figure 10 St Helens Foreshore Parklands Framework/Masterplan

Break O' Day Cadastre Map Reference: 54, 55, 58, 59,
Data Source: Break O' Day Council, Niche Environment and Heritage

- Foreshore Parklands
- Foreshore Park Precinct (Refer Detailed Plans by Jennifer Binns at Appendix 4)

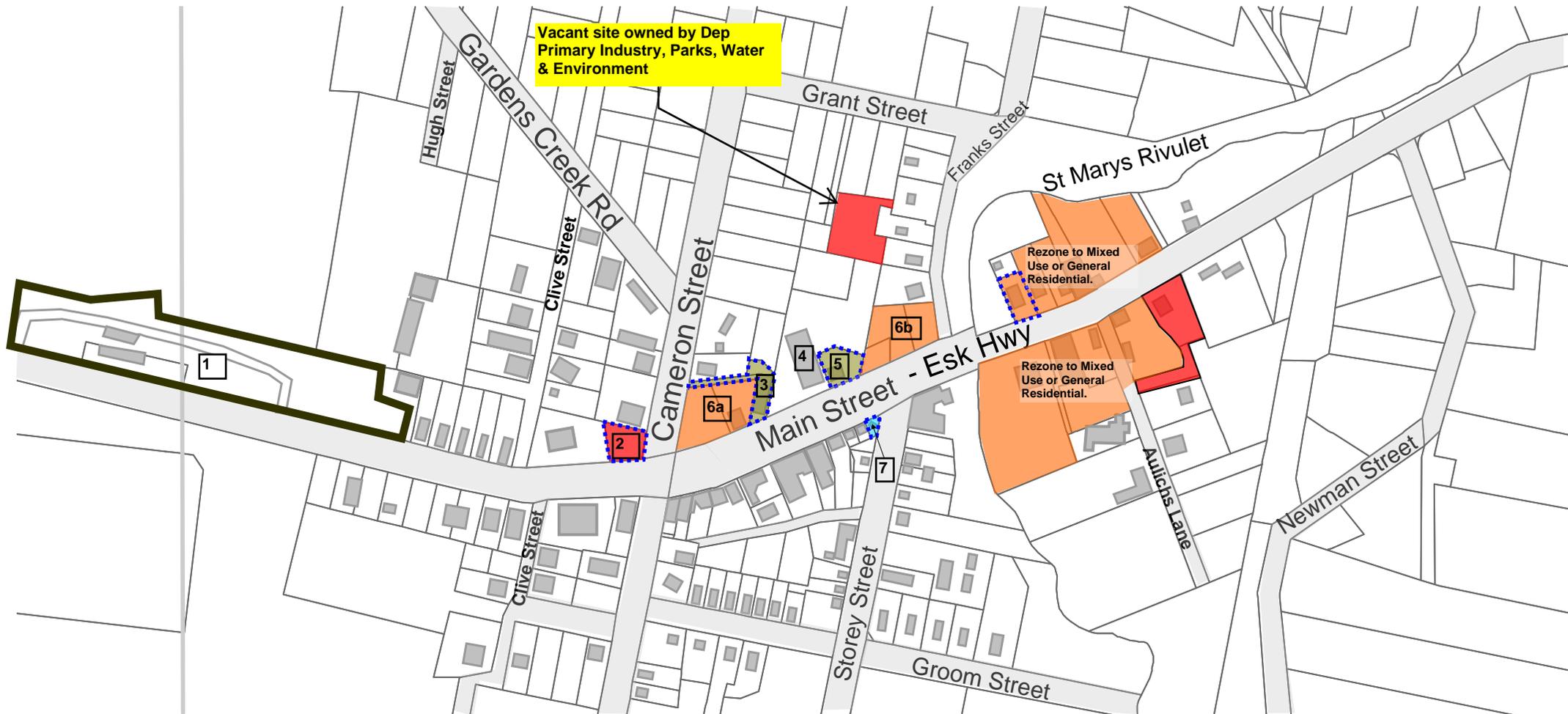


Figure 11: Key Sites and Recommended Rezoning of land

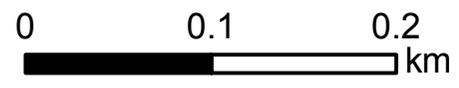
- 1 Museum & Proposed Arts, Culture, Open Space & Heritage Precinct
- 2 Cameron Street Park
- 3 No. 21 Main Street
- 4 Town Hall (No. 23 Main Street)
- 5 No 25. Main Street
- 6 6a: No. 17 Main Street
6b: Lot 1 & No 27 Main Street
- 7 Corner Main & Storey Streets "Junction Corner"

- Recommended Land Sale/Purchase Sites
- Rezone to General Residential
- Rezone to Mixed Use
- Rezone to Community Purpose
- Rezone to Local Business

St Marys Urban Design & Traffic Management Strategy

■ Indicative building location (not all included in map area)

Break O' Day Council Map Reference 70
Data Source: Break O' Day Council, LIST, Niche Environment & Heritage, Bitzios Consulting



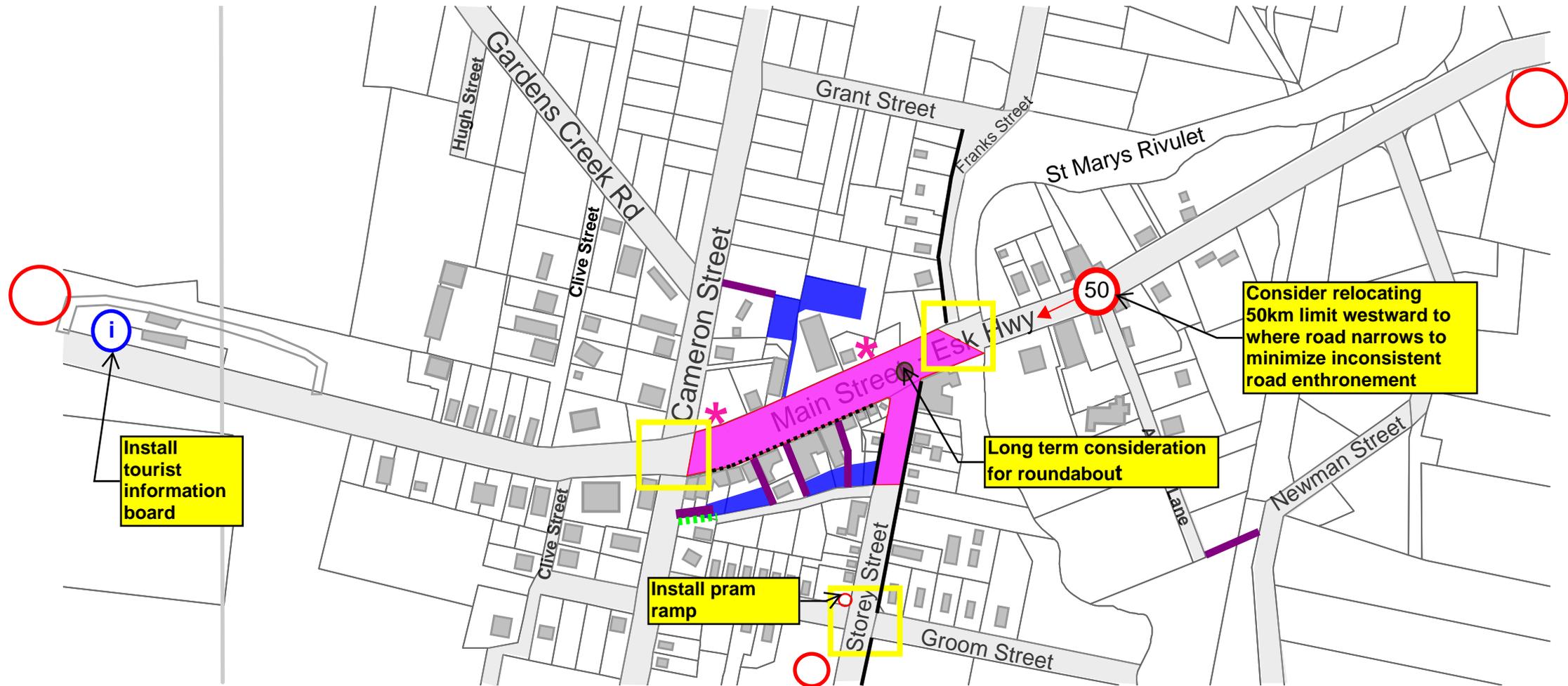


Figure 12: Traffic, Transport, Pedestrian & Cycle Framework

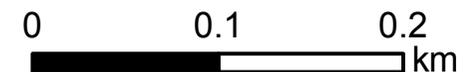
St Marys Urban Design & Traffic Management Strategy

- * Improve directional signage to be clear and visible
- Reduce road footprint/width by edge line-marking.
- Reduce kerb height in accordance with AS2890.1 and remove wheel-stops to improve pedestrian & visual amenity. Limit parking to 1-2 hrs in peak periods.
- Potential future at-grade parking areas
- Service lane extension
- Improved potential pedestrian/cycle connections

- Implement kerb extensions to support line edge marking
- Install/improve footpaths
- All footpaths: upgrade/widen to enable mobility scooters/cycling
- All driveways: enforce as 2890 requirements for gradients across footpaths
- Install Entry Statement/Signage "Welcome to St Marys"

Indicative building location (not all included in map area)

Break O' Day Council Map Reference 70
 Data Source: Break O' Day Council, LIST, Niche Environment & Heritage, Bitzios Consulting





Action Plan

17 Action Plan

17.1 Recommendations and Actions

This Section identifies the priority infrastructure works for inclusion in Break O'Day's Strategic Plan and Priority Works Program over the next 20 year period, as recommended in the various strategies, studies, plans and policies prepared in association with the Municipal Management Plan and including those reference documents detailed in Appendix 1. The Action Plan has been developed in consultation with Council and has been developed having regard to available Council's financial resources.

Table 7 - Recommendations and Action Plan – Break O'Day Municipal Management Plan identifies the short and medium term actions which will assist in meeting Council's vision for the Municipality. The Action Plan provides:

- Short Term Priorities: 1 -3 years
- Medium Term Priorities: 3-10 years
- Ongoing Works

The strategy provides priorities based on the following categories:

- L: Land Use Planning
- I: Infrastructure
- M: Maintenance and upgrading
- R: Resources/Staff

The Table then provides the following for each Action:

- ❖ **Key Action/Recommendation**
- ❖ **Indicative Costing** for major transport and stormwater infrastructure (where available)
- ❖ **Responsible Authority** (including Break O'Day Council or other relevant government body/ authority, group or individual landowner)
- ❖ **Funding Option** (if considered appropriate)

The Recommendations and Actions contained in this Chapter will require commitment by Break O'Day Council in its implementation. It is recommended that Break O'Day Council endorse the findings, and actions contained within this Municipal Management Plan and relevant associated documents. Further, it is recommended that the list of actions and recommendations be reviewed every 5 years as part of the preparation of Council's Strategic Plan.

Table 7: Recommendations and Action Plan – Break O’Day Municipal Management Plan**Table 7.1: Short Term Actions (1-3yrs)**

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|-----------------------|--|
| I.01 | <p>Establish an Economic Development Committee and create an Economic Development Manager Position to implement the key recommendations of the Economic Development Strategy being:</p> <ul style="list-style-type: none"> ▪ Development of a resident attraction program; ▪ Development of a place brand for Break O’Day; ▪ Targeting of market and product development; ▪ Development and promotion of regional trails and experiences; ▪ Development of links with key businesses and improving local businesses access to industry support and training programs; ▪ Facilitation of industry diversification projects; ▪ Attracting businesses and investment; ▪ Developing a regional workforce strategy covering key industry sectors; ▪ Strengthening links with government agencies; ▪ Improving the planning processes; ▪ Facilitating development projects; ▪ Developing a regional prospectus and a business content area of Council website; ▪ Developing a template for business cases and submissions; ▪ Conducting an annual survey/consultations with businesses; ▪ Preparing an annual economic report on the regional economy and strategy progress; ▪ Updating information in the Economic Development Strategy every 2 years. | \$100,000 per annum | Break O’Day Council | <p>General funding options: Department of Economic Development, Tourism and the Arts</p> <p>Partnering: Partnerships with local businesses through the Chamber of Commerce and regional level cooperation with adjacent Councils. Workforce and skills programs need to involve local businesses, employment service providers and government agencies (Skills Tasmania; TasTAFE).</p> |
| L.01 | 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. | - | Break O’Day Council | Break O’Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|------------------------------|---|
| I.02 | <p>Council adopt 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 of St Helens.</p> <p>Based on the assumption that Council will adopt the former having regard to existing community preferences, Council undertake further work to:</p> <ul style="list-style-type: none"> ▪ quantify flooding risk in terms of number and value of properties at risk for different sea levels; ▪ Identify whether risks are 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. <p>In the interim, implement 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.</p> | - | Break O'Day Council | Council to undertake investigation and seek state funding for any infrastructure works. |
| M.01 | Seek cooperation from DSG to review its management of Welborough Pass and update its maintenance regime if required. | Utilise existing internal resources to negotiate with DSG. | Break O'Day Council with DSG | DSG |
| M.02 | Work with DSG to maintain Lottah Road and Frome Road/Terry's Hill Road as emergency alternative routes if Welborough Pass is closed (including Pyengana Hill -). Review Emergency Management Processes of Council to work with other Councils/Departments. | Utilise existing internal resources to negotiate with DSG, | Break O'Day Council with DSG | DSG |
| I.06 | Upgrade Reids Road to cater for two way traffic and increase the trafficable width to 6.0m (min) with ongoing grading and maintenance. | To be confirmed following onsite investigations | Break O'Day Council | Break O'Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|--|--|--|--|
| R.01 | Implement the recommendations of the Action Plans contained within the Stormwater Management Plan to address the '8 Guiding Principles' relating to the 'Stormwater Management Values' and the 'Education, Regulation and Operation' aspects of Council. These include activities such as implementing specific Conditions of Planning Approval – that are targeted to achieve industry-accepted standards in controlling the quality and quantity of runoff from new development and works; Education Programs; Rebate Programs; and ways to increase the level of technical input (from both Proponents and Council) - through the development assessment, approval and certification phases. | Utilise existing staff resources for implementation | Break O'Day Council | Break O'Day Council |
| M.03 | Undertake the high priority upgrade/maintenance works as specified within the Stormwater Management Plan (Northrop, 2013 . | Complete yearly as funding permits | Break O'Day Council | Maintenance Program & Drainage Works Program and/or contribution applied to development approvals for new infrastructure works where a nexus exists. |
| M.04 | Achieve unimpeded access to Georges Bay through Pelican Point, Dora Point and the Barway. Develop an ongoing maintenance program for Georges Bay (Pelican Point) and the Bar Way to ensure access at all times. | - | Break O'Day Council | General funding options: Department of Economic Development, Tourism and the Arts. |
| I.08 | 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. Such upgrades should include: <ul style="list-style-type: none"> ▪ new indoor and outdoor netball and basketball courts; ▪ indoor sports centre with a swimming pool, tennis courts, gymnasium, cricket, soccer, volleyball and badminton; ▪ athletic and cycling infrastructure upgrade; ▪ sports pavilion including amenities; ▪ new equestrian enclosure over existing area and upgraded clubrooms; and ▪ upgrade to roads and carparking. | - | Break O'Day Council with state and federal funding | Seek state and federal funding |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|---|--|--|
| I.09 | Implement the following priority projects as recommended by the Coastal Plan for improvements to existing foreshore parklands to improve amenity for visitors and residents: <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. ▪ Improvements to the Binalong Bay Foreshore lands as proposed by the key projects proposed by the Masterplan. | | Break O'Day Council with state agencies | Proceeds from sale of underutilised local parks and state funding |
| I.10 | Continue to seek funding for the construction of the St Helens Foreshore - Georges Bay Multi Use Track from St Helens to Akaroa link. | - | Break O'Day Council with state agencies | Seek state and federal grant funding |
| I.11 | Continue to work with state and commonwealth agencies to pursue funding options for construction/upgrading of a state/regional trail which extends through the Break O'Day Municipality and which will allow for linkage of key nodes in the North East Coast of Tasmania. | To be confirmed following completion of the 'Sustainable Tourism Planning for Tasmania's East Coast' investigations. | Regional Councils | Federal Govt funding already obtained for 'Sustainable Tourism Planning for Tasmania's East Coast' investigations. |
| I.15 | Proceed with its intended construction of a tennis court at the Fingal Recreation Ground | - | Break O'Day Council | To be funded by the sale of the Grant St tennis court |
| L.02 | Investigate and identify through controls or zoning in the Planning Scheme three potential tourism sites (as identified in the Land Use and Development Strategy, 2015) which are: <ul style="list-style-type: none"> • Site 1 to the south-west of Binalong Bay 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. • Site 3 at Ironhouse Point, Four Mile Creek which contains the White Sand tourist development and adjacent lands. | Utilise existing staff resources. Costing of additional studies to be determined following advice from DSG regarding investigations required. | Break O'Day Council in consultation with TPC | Break O'Day Council |
| L.03 | Dispose of land identified in the Recreation and Open Space Strategy 2014) and incorporate within the Planning Scheme to rezone identified sites which are underutilised or unusable for open space purposes, as detailed in the Recreation and Open Space Strategy (TCG Planning, 2014). | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|--|--|-----------------------|---------------------|
| L.04 | <p>Incorporate within the Planning Scheme a provision 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 Planning Scheme require:</p> <ul style="list-style-type: none"> ▪ 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. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |
| L.05 | <p>Amend the Planning Scheme to include amendments as recommended by the MPP Strategy documents including:</p> <ul style="list-style-type: none"> ▪ Prepare Local Area Objectives and Desired Future Character Statements and incorporate into the Zone Tables of the Break O'Day Planning Scheme 2013. ▪ 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. ▪ 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. ▪ To allow ensure that new subdivisions provide an appropriate quantity of open space which or that a contribution is made. The scheme should also be amended to ensure that open space is appropriately sited within 500m walking distance of all dwellings in urban areas and takes advantage of existing corridors of vegetation. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|--|--|
| L.06 | The recommended actions within the Coastal Study should be implemented through an 'integrated management' approach with the relevant agencies, led by Council, through existing and improved proactive consultation mechanisms, for example through streamlined communication channels with identified appropriate officers and stakeholders. Ongoing lobbying by Council for consistent State and Federal funding for the provision of facilitated management and associated supported legislation should also occur. | - | Parks & Wildlife, with involvement of agencies including Break O'Day Council, DSG and Ben Lomond Water | Parks and Wildlife Service |
| L.07 | Prepare detailed coastal design guidelines for incorporation within the Planning Scheme, to ensure that development adjacent to the coastline is sensitively designed and has an acceptable visual impact. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |
| L.08 | Undertake 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 should also include the preparation of character statements and scenic management objectives for each area identified, as per the provisions of the Scheme and should identify key view corridors particularly in coastal locations. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |
| L.09 | All stakeholders (including Council and State Government Agencies) 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 ▪ Most of the coastal land south of Falmouth east of Douglas Aspley National Park. | - | Break O'Day Council and state agencies | Break O'Day Council with state funding |
| M.05 | Break O'Day Council consider the provision of improved services in reserved coastal land, including waste collection, on-site effluent disposal, and some road maintenance. State (P&WS) funds released by this arrangement could be utilised for park maintenance services (eg. weed control and walking track maintenance, to increase the amenity of the reserves). | - | Break O'Day Council | Break O'Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|-----------------------|---------------------|
| L.10 | 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. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |
| L.16 | 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. | - | State Government | State Government |
| L.11 | Incorporate within the Planning Scheme provisions for St Helens to: <ul style="list-style-type: none"> ▪ consolidate urban footprint in St Helens ▪ promote northern precinct (north of Quail Street) for lower order business activity and medium density residential use; ▪ promote medium density generally in the surrounding residential zones; ▪ encourage the development of aged care facilities within the town centre and immediate surrounds; ▪ allow buildings to be built to the front boundary (ie. 0m instead of current 2m) ▪ no permitting above awning signs. | Utilise existing staff resources. | Break O'Day Council | Break O'Day Council |
| L.17 | Prepare integrated signage guidelines for all commercial properties within the St Helens Study Area for inclusion within the Planning Scheme and provide incentives for removal/replacement of inappropriate signage in accordance with the guidelines. | \$5,000 | Break O'Day Council | Break O'Day Council |
| L.18 | Prepare, adopt and implement in stages consistent community infrastructure for the entire township of St Helens as recommended by the Community Infrastructure Design Guide (AEJ) | - | Break O'Day Council | Break O'Day Council |
| L.20 | Prepare a consistent planting theme throughout township with selected species in St Helens. | - | Break O'Day Council | Break O'Day Council |
| L.21 | Install 'pocket planters' within footpath and replacement/additional street planting on western side of Cecilia Street, St Helens. | - | Break O'Day Council | Break O'Day Council |
| L.22 | Footpaths to be upgraded in consistent materials within the Town Centre of St Helens as developments occur, and as Council budget permits. (ongoing to long term) | - | Break O'Day Council | Break O'Day Council |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|-------------------------|-------------------------|
| I.25 | Improve parking guidance signposting in St Helens. | \$2,500 | Break O'Day Council | Break O'Day Council |
| I.30 | Improve signage for traffic to safely turn around back into the town centre of St Helens, when travelling north. | \$5,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.31 | Install treatment to prevent right turn movements to/from Cecilia Street between Quail Street and Circassian Street, St Helens. | \$35,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.32 | Install intersection warning signage for key intersections and intersections with sight distance constraints along the Tasman Highway between St Helens Point Road and Georges Bay Bridge, ST Helens. | \$15,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.33 | Guardrail required for bridge north of St Helens Point Road on Tasman Highway, St Helens. | \$55,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.34 | Line mark Circassian Street, St Helens. | \$15,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.35 | Improve directional signage within the Town Centre of St Helens. | \$20,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.36 | Install line marking and RRPMS along the Tasman Hwy between St Helens Point Road and Georges Bay bridge. | \$90,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.39 | Install missing footpath on western side of Story Street, St Marys. | \$5,000 | Break O'Day Council | Break O'Day Council |
| I.41 | Provide a pedestrian crossing facility to cater for students crossing from Franks Street to Story Street, St Marys. | \$10,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.42 | Enforce AS2890 grade requirements for driveways across footpath areas to ensure appropriate cross falls in St Marys. | --- | Break O'Day Council/DSG | Break O'Day Council/DSG |

| Item# | Short Term Action | Indicative Cost for Major Infrastructure Items (\$ 2015) | Responsible Authority | Funding Option |
|-------|---|--|-----------------------|--|
| L.12 | <p>Incorporate within the Planning Scheme rezoning of land within the Study Area as recommended in the St Marys Traffic Management and Urban Design Strategy (refer Fig 11)</p> <ul style="list-style-type: none"> ▪ Main Street East Precinct from Local Business to Mixed Use of Residential zone and to be used for low-order business use or residential; ▪ Cameron Street Park to for residential zone; ▪ Junction corner site from Open Space to Local Business; ▪ Nos. 21 and 25 Main Street from Local Business to Community Purpose; ▪ 17, 19 and 27 Main Street (Main Street North Precinct) from Local Business to Mixed Use zone | Utilise existing internal staff resources | Break O'Day Council | Break O'Day Council |
| L.46 | Implement the recommendations of the Break O'Day Arts and Cultural Strategy - in particular the 'Identity' actions (39 and 41) for the identification of public art sites within St Marys and ongoing "creative township" approach to development | -- | Break O'Day Council | Funding options include Aust Ministry of the Arts, Tas Government: Arts Tas Regional Arts, Tas Community Fund, National Association of Visual Arts), |

Table 7.2: Medium Term Actions (3yrs-10yrs)

| Item# | Medium Term Action | Cost (\$ 2014) | | |
|-------|---|------------------------------------|--|--|
| I.01 | Undertake an upgrade of the St Helens Aerodrome comprising widening (23m) and lengthening (1200m) of the runway with upgraded pavement (strengthen and use bituminous spray/seal), new lighting and increased airside capacity to: <ul style="list-style-type: none"> ▪ support larger aircraft, including those suitable for a regular Public Transport RPT service, Code B Aircraft and below (Metro III aircraft - 19 seats). ▪ allow for larger aircraft (up to 7000 kg). ▪ meet all Royal Flying Doctor Service (RFDS) requirements. ▪ allow for slightly larger freight aircraft. | - | Break O'Day Council | State grant funding following development of an Airport Masterplan and Economic Business Case. |
| L.01 | Identify an alternate route to the aerodrome to ensure that ongoing access is available to RFDS services during flooding. This is predicted to result in part of the route being under water at high tide by 2100. Incorporate land within the Planning Scheme, if necessary, to protect the land required for an alternate route to the aerodrome through planning restrictions. | - | Break O'Day Council | Break O'Day Council |
| I.02 | Provide improved access to Binalong Bay to address impacts from flooding, by providing raised culverts and embankments. | - | Break O'Day Council/DSG | Break O'Day Council/DSG with state funding |
| I.03 | Upgrade Reids Road by widening the road to an 8.0m carriageway (6.0m trafficable lanes with 1m shoulders) and improved horizontal alignment. | - | Break O'Day Council/DSG | Break O'Day Council |
| M.02 | Undertake the high priority upgrade/maintenance works as specified within the Stormwater Management Plan (Northrop, 2013) including: | Complete yearly as funding permits | Council | Maintenance Program & Drainage Works Program |
| I.08 | Incorporate within the Planning Scheme the medium term recommendations of the Land Use and Development Strategy (TCG Planning, 2015) with regard to land releases. | - | Break O'Day Council, | Break O'Day Council, |
| L.02 | Incorporate within the Planning Scheme: <ul style="list-style-type: none"> • Specific Area Plans based on the town and village maps provided in this Strategy and on endorsed Structure Plans proceeding independently of this Strategy. • Identify tourist road corridors for inclusion on the Planning Scheme Map overlays (and therefore land within 100 metres measured from each frontage) | - | Break O'Day Council in consultation with TPC | Break O'Day Council, |

| Item# | Medium Term Action | Cost (\$ 2014) | | |
|-------|--|----------------|---|---|
| R.02 | Establish an Arts and Cultural Committee comprising representatives of the area's cultural community and key community groups. The committee will be charged with meeting the objectives of this strategy, increasing participation (by locals and visitors) and increasing economic activity. | - | Break O'Day Council | Break O'Day Council Funding options include Aust Ministry of the Arts, Tas Government: Arts Tas Regional Arts, Tas Community Fund, National Association of Visual Arts), |
| I.12 | Construct shared path (bridge) for cyclists and pedestrians across the Georges Bay inlet | \$1,000,000 | Break O'Day Council | Break O'Day Council |
| I.13 | Upgrading of Foreshore parklands and shared path/multi-user track: Beauty Bay and Kirwins Beach Precincts (refer Draft Concept Plans prepared by Jennifer Binns for Break O'Day Council) | \$7,000,000 | Break O'Day Council | Seek state govt funding |
| I.19 | Upgrade street lighting along Georges Bay Esplanade | \$100,000 | Break O'Day Council | Break O'Day Council |
| I.25 | Revise the Quail Street / Cecilia Street intersection to remove the offset medians | \$200,000 | Break O'Day Council/DSG | Break O'Day Council/DSG |
| I.29 | Line mark and provide central refuge area and turn bays along Quail Street | - | Break O'Day Council | Break O'Day Council |
| I.40 | Implement proposed St Marys Arts, Culture, Open Space and Heritage Precinct at the former St Marys Railway Station site. | - | Break O'Day Council | Break O'Day Council |
| I.42 | Complete the construction of a walking and cycling track from St Helens to Binalong Bay as recommended by the St Helens and Surrounds Structure Plan (Urbis, 2013) | - | Break O'Day Council | Break O'Day Council |
| R.06 | Council continue to work with state and commonwealth agencies to pursue funding options for upgrading, improved signage, increased accessibility and the provision of additional mountain bike tracks in the North - East of Tasmania in accordance with the recommendations of the study "Mountain Bike Tourism Potential in Northern Tasmania" prepared by Six Dot Consulting in 2011. | - | Break O'Day Council with Federal/state government | Federal/state government |



Appendices

Appendix 1 – Reference Documents

State Policies and Plans

- Land Use Planning and Approvals Act 1993
- State Coastal Policy 1996
- State Policy on Water Quality Management 1997
- State Policy on the Protection of Agricultural Land
- National Environmental Protection Measures

Planning Directives and Advisory Notes

- Planning Directive 1 – The Format and Structure of Planning Schemes (December 2003)
- Planning Directive 4 – Standards for Single Dwellings
- Planning Advisory Note 13 – The Planning Scheme Template for Tasmania Drafting Instructions (Tasmanian Planning Commission, June 2011)

Regional Policies, Plans and Reports

- Vision East 2030 (partnership) – The East Coast Land Use Framework (December 2009)
- Regional Land Use Strategy of Northern Tasmania (Northern Tasmania Development and JMG Engineers and Planners, 2011)
- 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)
- Northern Tasmania Regional Model Planning Scheme Template (derived from the Regional Planning Framework)
- Draft East Coast Marine Infrastructure Strategy (GHD for Dept Economic Development, Marine and Safety Tasmanian and Local Councils, 2013)
- East Coast Marine Infrastructure Strategy 2013
- Strategic Planning in Northern Tasmania (Northern Tasmania Development and NRM north)
- Extent of Regional Level Planning in Northern Tasmania
- NTD Strategic Plan 2007
- North Eastern Sustainable Coastal Camping Strategy 2000
- NRM North Weed Management Strategy 2004
- NRM North Strategy 2005
- NTD Economic Development Plan 2002
- Northern Tasmanian Integral Management Plan 2003 (draft)
- NTD Invest Annual Action Plan 2007
- NTD Tourism Development Plan 2007
- Launceston Airport Master Plan 2009
- NTD Regional aquatic Strategy 2002
- Northern Tasmania Regional Recreation Strategy 2002
- Northern Tasmania Regional Recreation Trails Strategy 2004
- Northern Tasmania Regional Model Planning Scheme Template
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- 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)
- Agricultural Profile Break O'Day Municipality (AK Consultants, December 2010)
- Northern Tasmania Industrial Land Study (Stage 1 only released as at September 2014)

Local Plans and Policy Documents

- Break O'Day Strategic Plan 2011-2015;
- Break O'Day Tourism Development Strategy 2012-2017 (Adam Saddler Consulting, June 2012);
- Break O'Day Natural Resource Management Strategy (Tasmanian Government, NRM North and BODC Partnership, 2012);
- Break O'Day Settlement Strategy (Break O'Day Council, November 1996);
- Review of Break O'Day Settlement Strategy - Recommendations for Future Action (Planet Planning Pty Ltd, November 2008);
- Break O'Day Planning Scheme 1996;
- 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);
- Break O'Day Interim Planning Scheme 2013 (Break O'Day Council, 2013);
- 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);
- Break O'Day Interim Planning Scheme 2013 (Break O'Day Council, Version 3 current as at August 2013) and previous Versions;
- Zone Translation exercise prepared by Council staff for Tasmanian Planning Commission response to letter of 12 September 2012 (20 November 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);
- 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);
- 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);
- 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;
- Celia St and Quail St Streetscape;
- 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 Adaption Pathways Project – Georges Bay (SGS Economics and Planning, July 2012);
- Break O'Day Coastal Inundation Vulnerability (Pitt and Sherry, 2011);
- Northern Tasmanian Regional Recreation Strategy 2002-2007;
- Break O'Day Transport Masterplan;
- Binalong Bay Foreshore Masterplan Consultation Report (BODC, WAX, Infraplan, April 2014);
- Mapping Datasets: DPIPWE. (2008, February). Tasmanian Vegetation Monitoring and Mapping Program TASVEG 2.0. Department of Primary Industries, Parks, Water and Environment;
- St Helens and Georges Bay Foreshore Plans (Jennifer Binns, 2011-2013);

Break O'Day Municipal Management Plan reports:

- Airstrip Redevelopment Feasibility Study and St Helens Aerodrome Draft Concept Planning and Facility upgrade Report (Aurecon and McConnell & Associates, December, 2013)
- Community Infrastructure Design Guidelines (Architects Edmiston Jones, May 2013)
- Responding to Climate Change (EMC, September 2013)
- Economic Development Strategy (McConnell & Associates, 2013)
- St Helens CBD Urban Design and Traffic Management Strategy (TCG Planning and Bitzios Consulting, September 2014)
- St Marys Urban Design and Traffic Management Strategy (TCG Planning and Bitzios Consulting, September 2014)
- Stormwater Management Plan (Northrop Consulting, March 2014)
- Arts and Cultural Strategy (TCG Planning, June 2014)
- Civic Centre Feasibility Study (Architects Edmiston Jones, June 2013)
- Coastal Plan (Draft) (TCG Planning, June 2014)
- Recreation and Open Space Development Plan (Draft) (TCG Planning, July 2014)