

St Helens

structure plan background report



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1 Introduction

St Helens is the largest urban area in the Break O'Day municipality. It is the main regional centre on the north east coast of Tasmania, and provides a key service and employment role for the wider region. Combined with the nearby residential settlements of Binalong Bay, Stieglitz, Akaroa and The Gardens, these settlements provide popular living environments and tourist destinations. The coastal setting, which includes the world-renowned Bay of Fires, provides opportunities to further enhance the resident and visitor experiences.

In order to ensure that the town's future is planned and managed in a co-ordinated manner, the Break O'Day Council and the Department of Economic Development, Tourism and the Arts have engaged Urbis to prepare a Structure Plan for St Helens and its surrounds which consists of four documents:

- 1) Background Report
- 2) Strengths, Weaknesses, Opportunities and Threats (SWOT) Report
- 3) Community Views Report
- 4) Structure Plan Report

This Background Report presents the results of our data investigations and forms the basis of the Structure Plan.

1.1 PROJECT AIMS

The Structure Plan will provide a vision for future land use and development within St Helens over the next 20 years. It will also provide a basis for the provisions relating to the settlement in the revised Planning Scheme that Council is currently preparing to replace the Break O' Day Planning Scheme 1996.

The aims of the structure plan are to:

- Further the goals of the existing strategic planning documents such as the Regional Land Use Strategy of Northern Tasmania and Vision East 2030.
- Consider how the settlements will look in 20 years.
- Consider what size population should be planned for.
- Identify and investigate the residential, commercial, and industrial land supply.
- Consider the management of natural hazards and climate change.
- Identify and investigate locations for tourism and economic drivers.
- Consider the layout of the St Helens town centre.
- Consider the role and function of the settlements in relation to each other.
- Provide recommendations that can be translated into the new planning scheme.

1.2 PROJECT PROCESS

The process involved in the preparation of the Structure Plan is outlined on the following page.



2 Township Profile

2.1 LOCATION

St Helens and the associated settlements of Stieglitz, Akaroa, Binalong Bay and The Gardens are located on the East Coast of Tasmania. St Helens is located approximately 95km from Launceston, with road distances being 164km via St Marys, and 161km via Scottsdale.

St Helens is the main settlement within Break O'Day. The municipality also contains a number of smaller settlements including St Marys, Fingal and Scamander.

Figure 1 provides a regional context plan. Figure 2 indicates the study area for the Structure Plan.

FIGURE 1 – REGIONAL CONTEXT



FIGURE 2 – STUDY AREA



2.2 SETTLEMENT STRUCTURE AND CHARACTER

The St Helens Structure Plan study area is located on the coastal plains and lower slopes of the hills surrounding Georges Bay, Moulting Bay, Medea Cove, Binalong Bay and the southern part of the Bay of Fires. It incorporates the settlements of St Helens, Stieglitz, Akaroa, Binalong Bay and The Gardens, as well as some small clusters of dwellings between the latter two. Each settlement has a distinctive structure and character, as is described below.

- **St Helens** is focused on the confluence of Constable Creek and Golden Fleece Rivulet with Medea Cove and Georges Bay. The Tasman Highway intersects the urban area, with the central business district (CBD) being clustered around the Cecilia Street section of the highway and the coastline of Georges Bay. The urban area extends to the north, west and south of the CBD. The urban land to the north consists of a narrow strip of residential land that is bounded by Mosquito Creek. Land to the west includes residential areas and two industrial areas that contain private industries and the Council depot. Land to the south is located across the Golden Fleece Bridge and consists of residential areas. There are also some small nodes of marine industry on the coastline, and several oyster farms offshore in Georges Bay and Moulting Bay. The St Helens sewerage treatment plant is located on the coastline to the east of the CBD. The urban area is almost completely surrounded by low density and rural residential properties.
- **Stieglitz and Akaroa** have developed as elongated “ribbon-style” residential areas facing onto Georges Bay. The St Helens airstrip is located at the southern end of Stieglitz, with rural residential areas located beyond this. Land to the east of the housing contains relatively dense vegetation. The Stieglitz sewerage treatment plant is located within this vegetated area to the east.
- **Binalong Bay** is a residential settlement on the headland overlooking Binalong Bay and Skeleton Bay. There is one commercial premises located across the road from the foreshore on Main Road. The rocky shores of Boat Harbour Point and the golden sand beach of Binalong Bay provide key focal points for the settlement. The urban area is adjoined by rural residential development to the west which surrounds Grants Lagoon.
- **The Gardens** consists of several scattered clusters of dwellings on a headland in the middle of the Bay of Fires. It is surrounded by farmland, state forest and the Bay of Fires conservation area.

2.3 TRANSPORT AND ACCESS

2.3.1 ROAD TRANSPORT

The Tasman Highway (A3) is the main road through St Helens, with the C850 providing access to Binalong Bay and The Gardens, and the C851 providing access to Stieglitz and Akaroa. An alternative inland route to Binalong Bay is provided via Reids Road.

On a broader scale, the Tasman Highway provides an East Coast linkage connecting St Helens with Hobart to the south and Launceston to the west. It is predominantly a surfaced, single carriageway highway running in a north-south direction along the East Coast.

The predominant mode of transport for access to and within the study area is via private vehicle. The town is serviced by a bus service providing linkages with Launceston and Bicheno, and that also connects to Hobart services.

2.3.2 WALKING AND CYCLING ROUTES

There are a number of walking and cycling tracks that exist both within urban areas and the surrounding state reserves. A foreshore track exists along many parts of Georges Bay, although there are discontinuities in places (refer to the Recreational Facilities map in Section 6.6 of this report).

Cycle tourism is popular along the East Coast, and mountain biking is also a popular activity within Humbug Point Nature Recreation Area.

In addition to the dedicated off-road walking and cycling tracks, consideration also needs to be given to on-road cycling routes and to the provision of footpaths in the urban areas. The St Helens township area generally has footpaths throughout the urban area, but in many other parts of the study area footpaths are less common. With an ageing population, footpaths and kerb mounts that can accommodate mobility scooters are becoming increasingly important.

2.3.3 AIR TRANSPORT

The St Helens Aerodrome consists of a 1,000m gravel airstrip and a terminal building. Air ambulance services, scenic flights, freight services and a flying school operate out of the airport.

St Helens is within approximately 2 hours road travel of Launceston Airport, and approximately 3 hours road travel of Hobart International Airport.

2.3.4 MARINE FACILITIES

St Helens has a port facility which provides commercial fishing, recreational fishing and other recreational boating functions including a boat ramp. There are also boat ramps at The Gardens, Grants Lagoon, Binalong Bay, Burns Bay, Stieglitz and O'Connors Beach.

2.4 INFRASTRUCTURE

2.4.1 WATER

Ben Lomond Water provide reticulated water services to the town. The extent of the existing reticulated water services and the location of the water treatment plant are shown on Figure 3.

The reticulated services generally extend to the existing urban parts of St Helens, Stieglitz and Akaroa. There are no reticulated services north of St Helens, and as a result many dwellings are connected to tank water.

The annual population fluctuations in the study area impact water infrastructure in a number of ways. During the summer population peak, greater demands are placed on the reticulated services. Conversely during off-peak times, there have been reports of water tanks overflowing during extended vacancies of many holiday properties.

2.4.2 SEWERAGE

Ben Lomond Water provide reticulated sewerage services to the town. The extent of the existing reticulated water services and the location of the sewerage treatment plants are shown on Figure 3. According to the indicative utilisation rates listed in the Regional Land Use Strategy of Northern Tasmania (as provided by Ben Lomond Water), there is approximately 65% capacity in the St Helens wastewater infrastructure.

The reticulated services generally extend to the existing urban parts of St Helens, Stieglitz and Akaroa. There are no reticulated services north of St Helens, and as a result many dwellings are connected to on-site septic systems.

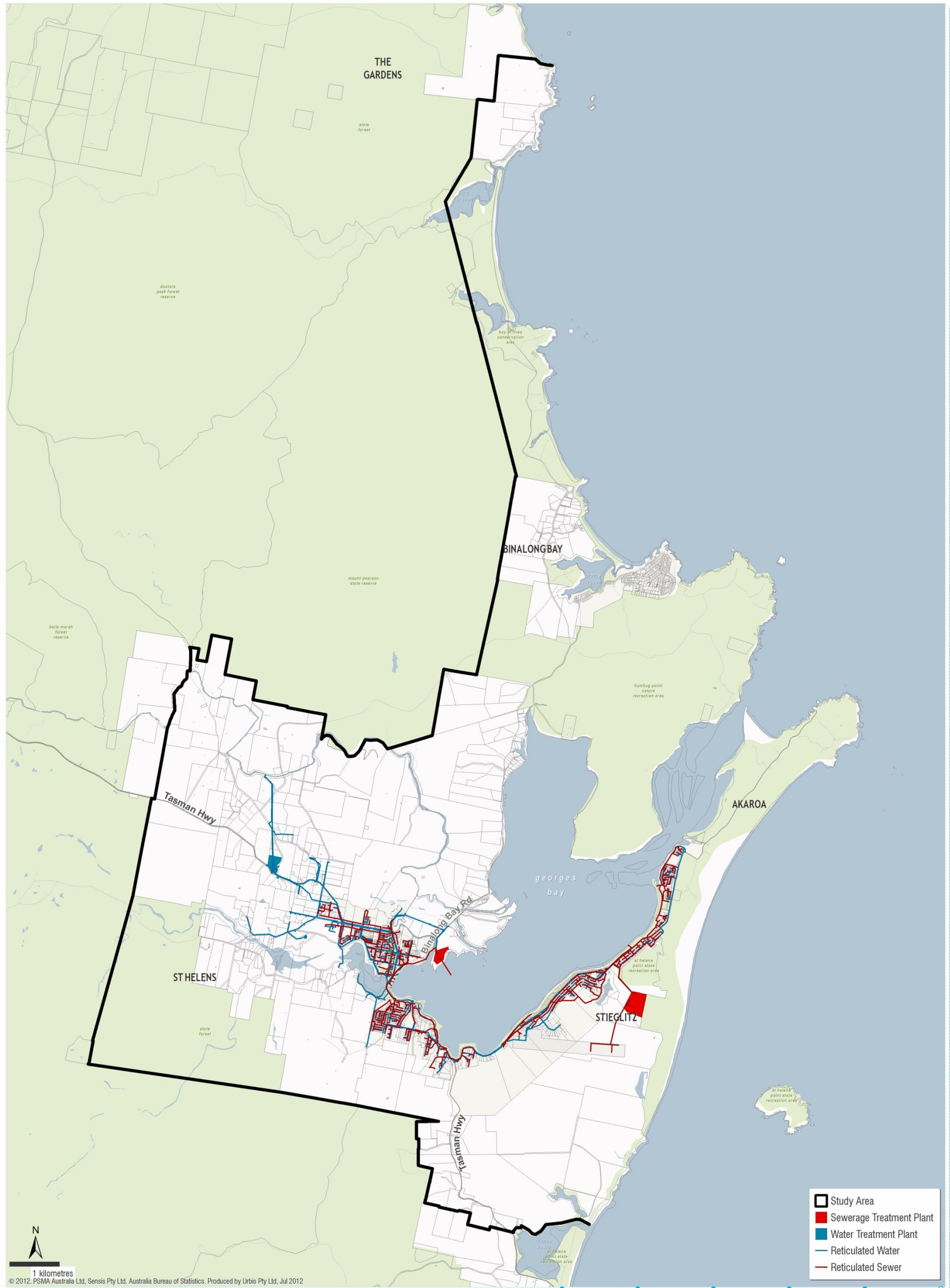
2.4.3 STORMWATER

The provision of stormwater infrastructure varies across the study area. Many areas were developed at a time when stormwater impacts were given limited consideration during the subdivision and development process. As a result, overland flows are often impeded due to factors such as the location of dwellings in flow paths and road levels that are raised above the surrounding allotments.

2.4.4 ELECTRICITY AND TELECOMMUNICATIONS

Electricity is supplied by Aurora Energy. Vision East 2030 also promotes the installation of small scale generation such as solar panels. Most parts of the study area are serviced by fixed wire Telstra services and Telstra mobile towers. National Broadband Network cabling is currently being installed.

FIGURE 3 – EXISTING INFRASTRUCTURE



3 Community and Population Profile

3.1 INTRODUCTION

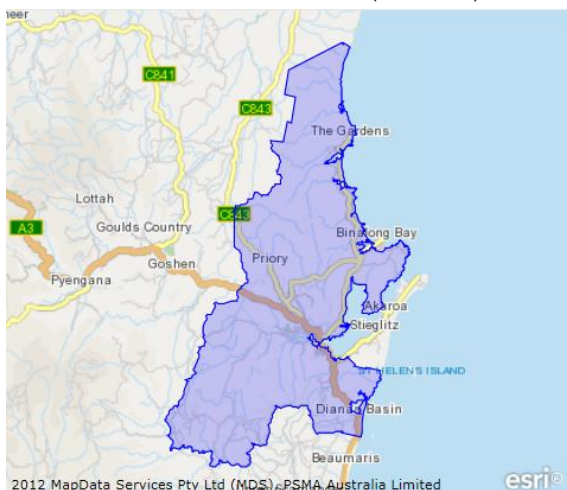
This community profile utilises Australian Bureau of Statistics data (2011) at the state (Tasmania) regional (North East), Local Government (Break O Day) and State Suburb (St Helens, Stieglitz, Binalong Bay, Akaroa) levels.

It must be noted that the boundary of the Study Area (Figure 1 – black outline) does not match the boundary of the St Helens State Suburb (Figure 4**Error! Reference source not found.**). The State Suburb boundary includes additional areas to the north, west and south. The inclusion of the additional area is not expected to impact the community profile as it is sparsely populated, and as the people that live in the areas outside of the study area are very likely to be users of facilities and services within the study area.

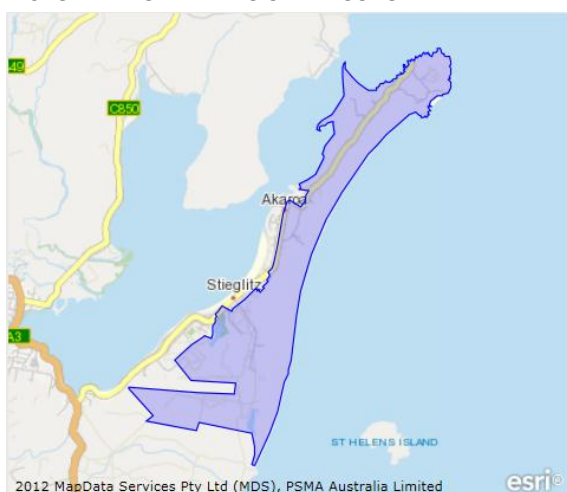
The study area includes Stieglitz, Binalong Bay and Akaroa. The St Helens State Suburb does not. The population of both the Stieglitz State Suburb and Binalong Bay State Suburb have been included in the statistical analysis. Akaroa was unpopulated in 2011 as the boundaries exclude the urban area. The urban area of Akaroa is included in the Stieglitz State Suburb.

For the purposes of this study, the combination of the State Suburbs of St Helens, Stieglitz, Binalong Bay and Akaroa has been termed the “St Helens Profile Area”.

FIGURE 4 – STATE SUBURB MAPS (ABS 2012)



PICTURE 1 – ST HELENS STATE SUBURB



PICTURE 3 – AKAROA STATE SUBURB



PICTURE 2 – STIEGLITZ STATE SUBURB



PICTURE 4 – BINALONG BAY STATE SUBURB

3.2 GENERAL COMMUNITY PROFILE

The age structure statistics in Table 1 below show the profile area has a considerably older population when compared to the municipality, region and state.

The profile area has:

- A lower percentage of 0-14 year olds
- Extremely low comparative percentages of 20-34 year olds
- A considerably higher percentage of over 55 year olds.

TABLE 1 – AGE STRUCTURE

AGE GROUP	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
0-4	140	4.6%	310	5.0%	2,169	5.9%	31,181	6.3%
5-14	318	10.5%	720	11.6%	4,751	13.0%	62,689	12.7%
15-19	153	5.1%	310	5.0%	2,257	6.2%	32,687	6.6%
20-24	72	2.4%	181	2.9%	1,448	4.0%	29,577	6.0%
25-34	172	5.7%	436	7.0%	3,194	8.7%	55,282	11.2%
35-44	303	10.0%	673	10.9%	4,545	12.4%	64,851	13.1%
45-54	448	14.8%	983	15.9%	5,730	15.7%	71,558	14.4%
55-64	612	20.2%	1,220	19.7%	5,851	16.0%	66,823	13.5%
65-74	473	15.6%	861	13.9%	4,007	11.0%	44,761	9.0%
75-84	225	7.4%	360	5.8%	1,953	5.3%	25,697	5.2%
85+	109	3.6%	140	2.3%	604	1.7%	10,247	2.1%
Total	3,026	100.0%	6,194	100.0%	36,512	100.0%	495,354	100.0%

The diversity statistics in Table 2 show that the profile area has similar levels of diversity to the municipality, region and state. The only matters of note being a slightly higher percentage of residents born elsewhere and a lower percentage of residents that speak a language other than English at home.

TABLE 2 – DIVERSITY

	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
Indigenous persons	117	3.9%	229	3.7%	1,245	3.4%	19,628	4.0%
Born in Australia	2,414	79.8%	5,071	81.9%	31,185	85.4%	414,262	83.6%
Born elsewhere	420	13.9%	758	12.2%	3,536	9.7%	57,650	11.6%
Speaks English at home	2,831	93.6%	5,818	93.9%	34,634	94.9%	454,118	91.7%
Speaks another language at home	51	1.7%	121	2.0%	622	1.7%	22,149	4.5%

Table 3 below shows the following:

- The median age in St Helens, Steiglitz and Binalong Bay is considerably higher than the state average.
- The median personal and household income in St Helens, Stieglitz and Binalong Bay is significantly lower than the state average.
- Mortgage and rent payments are lower in St Helens and Stieglitz than the state average.
- The average household size is smaller in St Helens and Stieglitz than the state average.

TABLE 3 – SELECTED MEDIANS AND AVERAGES

	ST HELENS STATE SUBURB	STEIGLITZ STATE SUBURB	BINALONG BAY STATE SUBURB	BREAK O DAY	NORTH EASTERN TASMANIA	TASMANIA
Median age of persons	51	57	57	50	44	40
Median total personal income (\$/weekly)	375	357	363	366	421	499
Median total household income (\$/weekly)	662	637	680	654	810	948
Median mortgage repayment (\$/monthly)	1,000	1,000	953	953	1,100	1,300
Median rent (\$/weekly)	175	210	185	167	150	200
Average household size	2.1	2.1	1.9	2.1	2.4	2.4

The dwelling structure statistics shown in Table 4 below highlight the following relevant matters:

- There is very little housing diversity in the profile area. 92.2% of occupied private dwellings in the profile area are separate houses compared to 86.4% in Tasmania.
- A very large percentage of dwellings in the profile area are unoccupied (40.0%) in comparison to the state average (14.4%). This signifies a large percentage of holiday residences.

TABLE 4 – DWELLING STRUCTURE

DWELLINGS	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
OCCUPIED PRIVATE DWELLINGS								
Separate house	1,164	92.2%	2,421	93.6%	13,599	94.5%	166,516	86.4%
Semi-detached, row or terrace house, townhouse etc.	61	4.8%	79	3.1%	240	1.7%	10,327	5.4%
Flat, unit or apartment	8	0.6%	28	1.1%	431	3.0%	14,516	7.5%
Other dwelling	29	2.3%	58	2.2%	116	0.8%	1,354	0.7%
Dwelling structure not stated	0	0.0%	0	0.0%	5	0.0%	110	0.1%
Total occupied private dwellings	1,262	60.0%	2,586	61.7%	14,391	75.7%	192,823	85.6%
UNOCCUPIED PRIVATE DWELLINGS								
Total unoccupied private dwellings	841	40.0%	1607	38.3%	4,626	24.3%	32,494	14.4%
TOTAL PRIVATE DWELLINGS								
Total private dwellings	2,103	100%	4,193	100%	19,017	100%	225,317	100%

The housing tenure statistics shown in Table 5 detail the following:

- There is a higher percentage of houses owned outright in the profile area than across the state.
- There is a lower percentage of houses under mortgage.
- There is a comparable percentage of houses being rented in the profile area and across the state.

TABLE 5 – TENURE BY DWELLING STRUCTURE

	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
Owned outright	618	49.0%	1,272	49.2%	6,124	42.6%	69,768	36.2%
Owned with a mortgage	282	22.3%	622	24.1%	4,434	30.8%	65,923	34.2%
Rented	327	25.9%	593	22.9%	3,339	23.2%	50,957	26.4%
(Housing Authority)	(45)	(3.6%)	(73)	(2.8%)	(539)	(3.7%)	(10,318)	(5.4%)
Other tenure type	3	0.2%	19	0.7%	123	0.9%	1,494	0.8%
Tenure type not stated	32	2.5%	80	3.1%	370	2.6%	4,684	2.4%
Total	1,262	100.0%	2,586	100.0%	14,390	100.0%	192,826	100.0%

- There is a significantly higher percentage of one and two person households in the profile area (77.0%) and the municipality (74.0%) than in Tasmania (64.4%).

Table 6 below provides the following insights into household composition:

- There is a significantly higher percentage of one and two person households in the profile area (77.0%) and the municipality (74.0%) than in Tasmania (64.4%).

TABLE 6 – HOUSEHOLD COMPOSITION BY NUMBER OF PERSONS USUALLY RESIDENT

	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
PERSONS	NO.	%	NO.	%	NO.	%	NO.	%
One	429	34.0%	847	32.8%	3,941	27.4%	54,040	28.0%
Two	542	43.0%	1,064	41.2%	5,706	39.6%	70,259	36.4%
Three	124	9.8%	295	11.4%	1,875	13.0%	28,286	14.7%
Four	102	8.1%	245	9.5%	1,764	12.3%	25,600	13.3%
Five	40	3.2%	92	3.6%	760	5.3%	10,149	5.3%
Six or more	23	1.8%	41	1.6%	345	2.4%	4,492	2.3%
Total	1,260	100%	2,584	100%	14,391	100%	192,826	100%

Table 7 shows that people living in the profile area have less vehicles per dwelling than the state averages. This is considered to be likely to relate to the lower number of residents within each household rather than a lower reliance on motor vehicles.

TABLE 7 – NUMBER OF MOTOR VEHICLES BY DWELLINGS

	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
No motor vehicles	111	8.8%	177	6.8%	802	5.6%	15,146	7.9%
One motor vehicle	494	39.2%	950	36.8%	4,565	31.7%	68,648	35.6%
Two motor vehicles	425	33.7%	905	35.0%	5,334	37.1%	68,500	35.5%
Three motor vehicles	135	10.7%	330	12.8%	2,139	14.9%	23,360	12.1%
Four or more motor vehicles	50	4.0%	137	5.3%	1,137	7.9%	11,583	6.0%
Number of motor vehicles not stated	45	3.6%	86	3.3%	412	2.9%	5,589	2.9%
Total	1,260	100.0%	2,585	100.0%	14,389	100.0%	192,826	100.0%

Table 8 shows that access to the internet in the profile area is approximately 9% lower than the state average.

TABLE 8 – TYPE OF INTERNET CONNECTION BY DWELLING STRUCTURE

	ST HELENS PROFILE AREA		BREAK O DAY		NORTH EASTERN TASMANIA		TASMANIA	
	NO.	%	NO.	%	NO.	%	NO.	%
No Internet connection	445	35.3%	903	35.0%	4,385	30.5%	50,543	26.2%
TYPE OF INTERNET CONNECTION								
Broadband	671	53.2%	1,369	53.0%	8,344	58.0%	120,161	62.3%
Dial-up	69	5.5%	136	5.3%	624	4.3%	7,238	3.8%
Other	43	3.4%	92	3.6%	576	4.0%	8,460	4.4%
Total Dwellings with Internet	783	62.1%	1,597	61.9%	9,544	66.3%	135,859	70.5%
OTHER								
Internet connection not stated	33	2.6%	82	3.2%	461	3.2%	6,424	3.3%
Total Dwellings	1,261	100%	2,582	100%	14,390	100%	192,826	100%

3.3 POPULATION PROJECTIONS

Table 9 provides population projections for the St Helens profile area using the following formula:

- Tasmanian Demographic Change Advisory Council Population Projections 2008 are used as a basis for these updated projections.
- Actual 2011 Census population figures for the St Helens profile area have been used as a starting point for the profile area projections
- An assumption has been made that the St Helens profile area population will grow at the same rate as the Break O'Day population.
- The growth rates of the Demographic Change Advisory Council Population Projections 2008 (Medium Scenario) have been applied to Break O'Day Council and the St Helens profile area.

The projections show that the population of the profile area will increase by 545 people between 2011 and 2030 at an average growth rate of 28.7 people per year.

Table 9 – Population Projects – Medium Scenario

	2008 PROJECTIONS (DCAC)		2012 PROJECTIONS	
	Break O'Day	Annual growth rate (Medium Scenario)	Break O'Day	St Helens Profile Area
2008	6,349			
2009	6,427	0.012		
2010	6,491	0.010		
2011	6,565	0.011	6,194 (2011 Census actual)	3,026 (2011 Census actual)
2012	6,635	0.011	6,260	3,058
2013	6,704	0.010	6,324	3,090
2014	6,771	0.010	6,386	3,120
2015	6,847	0.011	6,456	3,154
2016	6,909	0.009	6,512	3,181
2017	6,986	0.011	6,581	3,215
2018	7,055	0.010	6,642	3,245
2019	7,113	0.008	6,693	3,270
2020	7,192	0.011	6,762	3,303
2021	7,262	0.010	6,822	3,333
2022	7,328	0.009	6,878	3,360
2023	7,399	0.010	6,938	3,390
2024	7,464	0.009	6,993	3,416
2025	7,536	0.010	7,053	3,445
2026	7,601	0.009	7,106	3,472
2027	7,666	0.009	7,159	3,497
2028	7,724	0.008	7,206	3,520
2029	7,787	0.008	7,256	3,545
2030	7,853	0.008	7,309	3,571

4 Natural Features

4.1 LANDSCAPE

The study area is located on the coastal plains and hills surrounding Binalong Bay and Georges Bay. The urban areas are set on the river terraces and bush-clad hills and headlands, with many locations featuring spectacular coastal views. The agricultural uses surrounding St Helens and The Gardens also contribute to the visual character, with open fields used for grazing providing a different rural character from the heavily vegetated state reserves.

Figure 5 illustrates the following:

- Topography of the area, showing the 10m contours.
- Listed geoconservation sites, with the Bay of Fires Holocene Dunes in the northern part of the study area and the Dianas Basin Folds in the southern part of the study area.
- Key views, with views from residential areas and views from key public vantage points identified.
- The Scenic Corridors identified in the draft Interim Planning Scheme.

4.2 BIODIVERSITY

Vegetation in the study area consists of a range of bush and agricultural settings, and there are observation records for a wide range of threatened flora and fauna scattered throughout. As part of the Northern Tasmania Regional Planning Project, a Priority Habitat overlay (refer to Figure 6) has been identified which combines data from a range of existing sources including TasVeg, the Conservation of Freshwater Ecosystem Values (CFEV) Program, Reserves Estate boundaries, Threatened Native Vegetation Communities and Conservation Information System Important Bird Habitat data. It is recognised that the available data does contain some inaccuracies, and as such ground truthing via Flora and Fauna Reports submitted as part of planning permit applications will be of importance.

4.3 SOILS

The Land Capability Classification System indicates that the study area contains Class 4, 5, 6 and 7 soils, and thus does not contain any prime soils, which are Class 1, 2 and 3 soils. Figure 7 shows the Land Capability Data available for the study area, along with the land zoned Rural Resource.

The acid sulphate soil modelling data available on TheLIST indicates that there may be several areas with a high probability of containing acid sulphate soils. The accuracy of the modelling is understood to have several limitations, so TheLIST data has not been included on Figure 7.

4.4 NATURAL HAZARDS

4.4.1 FLOODING

Flooding is an increasingly common hazard throughout the study area. Council commissioned a study into flooding impacts, and have identified a flood level that will complement the level identified as part of the Regional Land Use Strategy. This combined flood level is shown on Figure 8.

4.4.2 BUSHFIRES

The study area is, like many parts of Tasmania, vulnerable to bushfires. The proximity of buildings to vegetated areas means that there are potential bushfire hazards to life and property.

The Bushfire Prone Areas Code was introduced in September 2012 by the State Government as Planning Directive No. 5. The purpose of the draft code is “to ensure that use and development is appropriately designed, located, serviced, and constructed to reduce the risk to human life and property, and the cost to the community, caused by bushfires”. A planning permit is required for most uses and developments in bushfire prone areas.

The code provides the following definition of bushfire prone areas:

- Land that is within the boundary of a bushfire-prone area shown on an overlay on a planning scheme map; and
- Where there is no overlay on a planning scheme map, or where the land is outside the boundary of a bushfire-prone area shown on an overlay on such a map, land that is within 100m of an area of bushfire-prone vegetation equal to or greater than 1 hectare.

A bushfire prone area overlay map will be prepared for inclusion in the planning scheme once the directive is operational.

4.4.3 LAND STABILITY

It is recognised that parts of Tasmania are subject to land instability, which can result in events such as landslides that can pose hazards to life and property. There is a legally declared landslip area within Stieglitz which is shown in Figure 8.

In the wider region, St Marys Pass, Elephant Pass and Weldborough Pass are also prone to landslips. When this occurs, this can impact on the study area by closing access routes. For example in 2011 the St Marys Pass was closed by a landslip; as a result, St Helens obtained a reputation amongst some travellers for “being shut” due to the presence of the landslip.

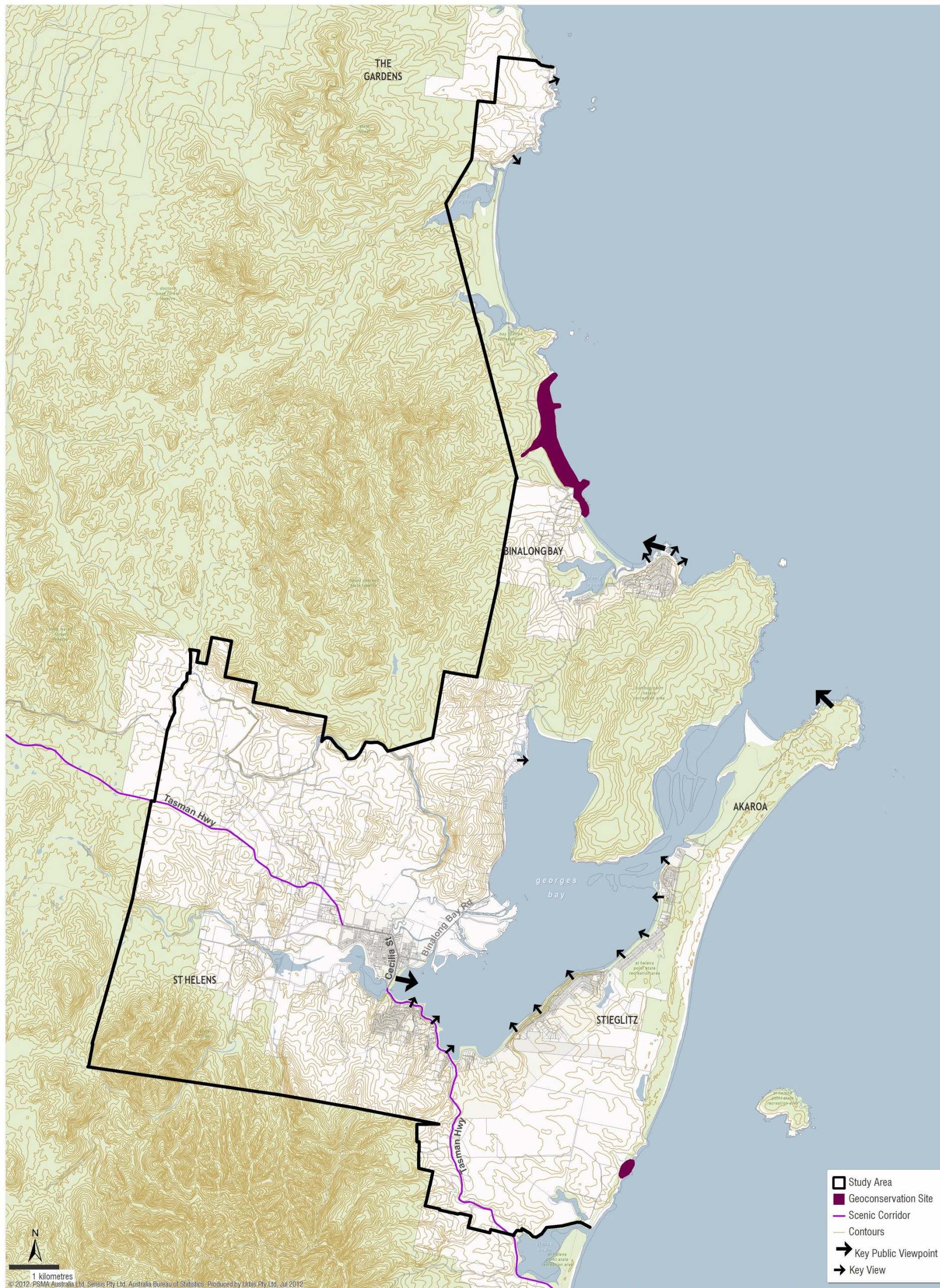
4.4.4 CLIMATE CHANGE

Climate change has potential to impact the area significantly, resulting in potential adverse impacts to tourism, industry (such as agriculture and aquaculture), biodiversity of the region and lifestyle qualities that are currently valued in the area. Potential impacts include:

- The availability of water due to decreased rainfall, impacting residential settlements, agriculture and industry.
- Extreme weather events which may cause flooding and erosion, particularly within lower lying coastal areas.
- Potential sea level rise, impacting the extent of lifestyle, tourism and infrastructure assets within the coastal areas.

Break O'Day Council is currently working with the state government on the Tasmanian Coastal Adaptation Decision Pathways (TCAP) project to consider likely future scenarios for the area, to explore the options available to tackle localised climate change effects, and to then plan and respond to these.

FIGURE 5 – NATURAL FEATURES



St Helens - Study Area
NATURAL FEATURES **urbis**

FIGURE 6 – BIODIVERSITY

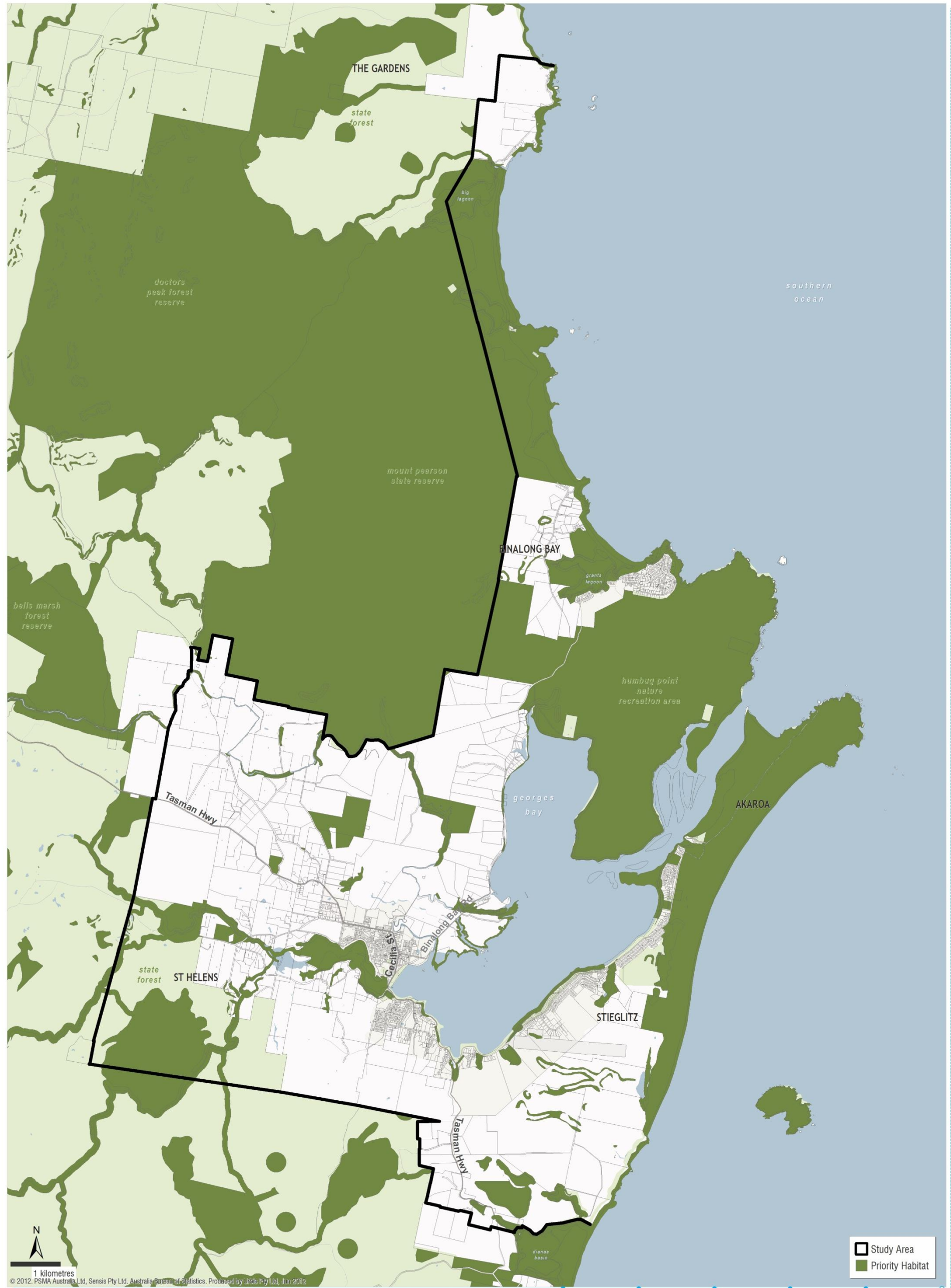
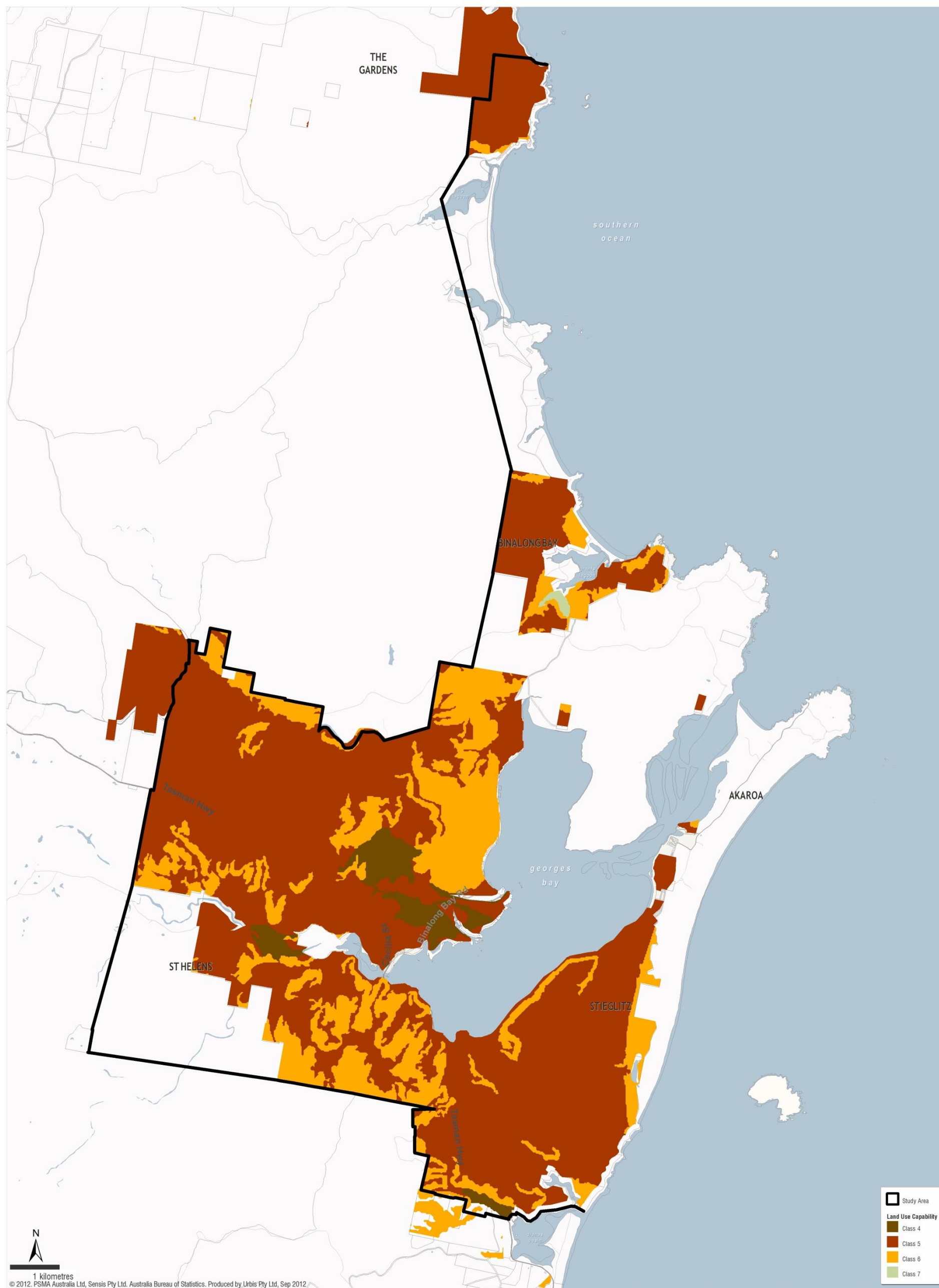


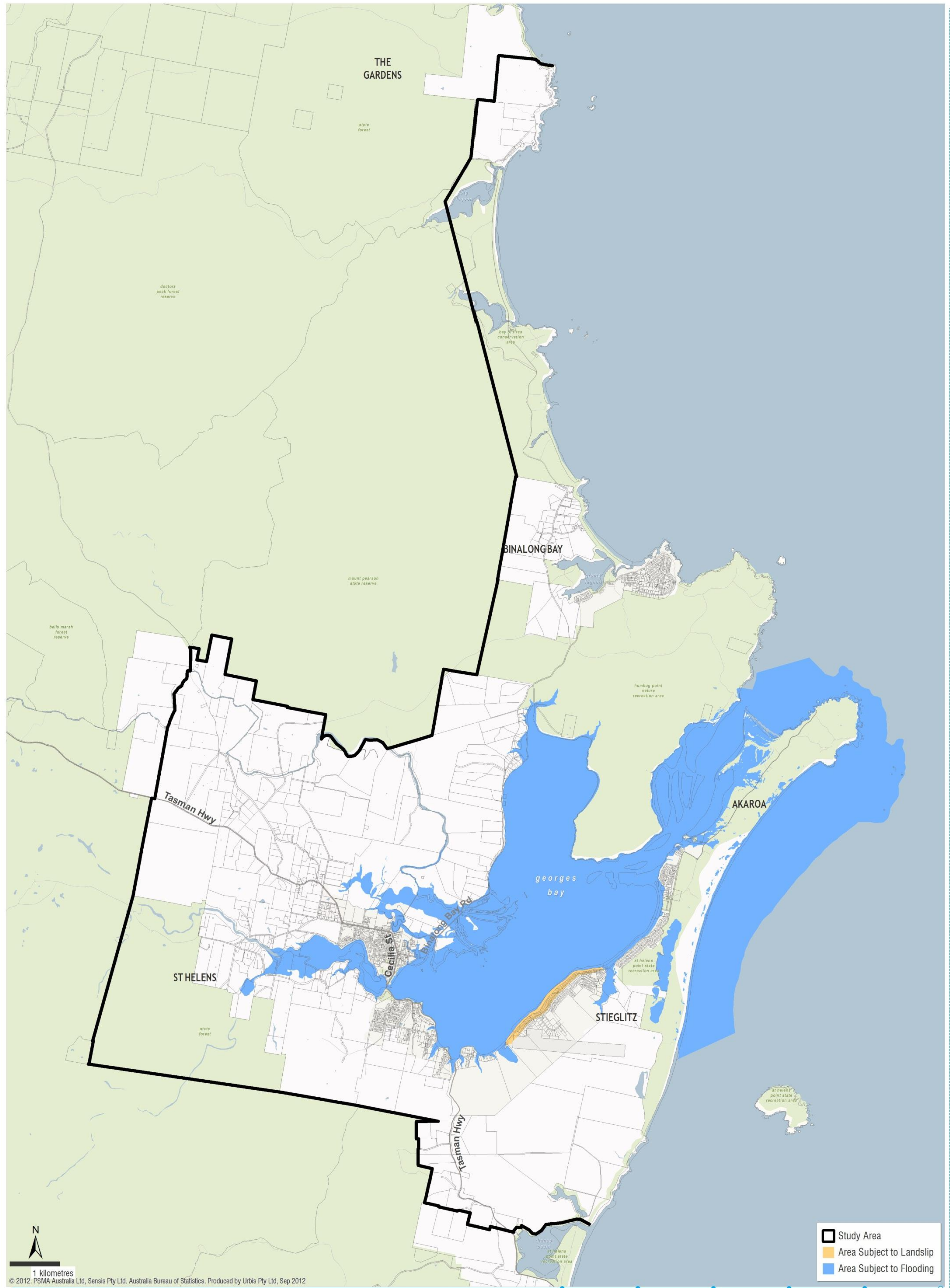
FIGURE 7 – SOILS AND AGRICULTURAL LAND



St Helens - Study Area
AGRICULTURAL LAND



FIGURE 8 – NATURAL HAZARDS



5 Cultural Features

5.1 ABORIGINAL CULTURAL HERITAGE

Tasmanian Aboriginal people had been travelling, trading and hunting along the East Coast for more than 30,000 years. The Companion to Tasmanian History (Alexander, 2005) includes the following description of the aboriginal history of the area:

The [Panpe-kanner] tribe of Tasmanian Aborigines were the main users of the land between the Georges River and the Golden Fleece River that is now the township of St Helens. It was open level forested land with plenty of game and a good supply of fresh water. Georges Bay supplied the Aborigines with plenty of shell fish and ample scale fish for their needs. St Helens was cold and frosty in the winter but it was only five miles to the coast where the ambient temperature was much warmer because of the East Australian current moving south which warms the coastline. The tribe preferred to move to the coast in winter hence the large number of midden remains in the sand dunes.

The Bay of Fires is a place of significance for the Tasmanian Aboriginal community. Its name reflects the observations of early European explorers made of hunting fires lit along the coastline by Aboriginal fires.

There are a number of known Aboriginal heritage sites within the study area, indicating the importance of undertaking surveys before development occurs to ensure Aboriginal heritage impacts are considered as part of the planning process.

5.2 HISTORIC HERITAGE

The Companion to Tasmanian History (Alexander, 2005) summarises the post-contact history of St Helens as follows:

In 1824 Thomas Scott named the Georges River, as it is known today, as Geordies River. Three years later George Amos from Swansea walked the coast line from Swansea to Ansons Bay looking for good grazing land. He did not find any, but settled at Swansea. In 1830 John Gould, government explorer and surveyor, walked through St Helens to the Blue Tier where he missed the presence of cassiterite, the ore of tin. He named Goulds Country. From this date, grants of land were made to early settlers. In 1833 a whale fishery was established at Binalong Bay, and is believed to have lasted about two years. The next year St Helens received its name, when a military station was established at Akaroa to intercept escaped convicts who found their way to St Helens Point from Port Arthur. The troops were ordered to leave in 1848.

Until this date the north-east had mainly been a farming area, but change arrived in 1874 when George Renison Bell found tin close to St Helens. This started a rush of miners to the area in search of the 'grey gold'. Large amounts of earth were sluiced away on the land between St Helens and Goshen. The tin-laden water was brought by earthen races and wooden flumings from the upper (North and South) Georges Rivers and the Groom River to the working sites. Eventually the miners followed the streams to the top of the Blue Tier where they found casiterite embedded in the soft granite rocks. It was not long before hundreds of hard rock mines were opened and heavy machinery was transported over unformed roads by horses. The bagged tin was returned to the port at St Helens. In 1875 Sir William Crowther visited the mines and recorded in his diaries being present at a Band of Hope meeting in the Union Church at Goulds Country. Crowther travelled back and forth over the road to the Blue Tier, attending accident victims and sick persons. A number of Chinese worked on the alluvial mines close to St Helens.

In 1902 the municipality of Portland was established. It was administered from Lottah then from Goulds Country, and in 1956 moved to St Helens which remains the administrative centre for the Break o'Day municipality.

St Helens contains the following buildings that have Tasmanian Heritage Register listings:

- Black Swan Inn, RA 291 Binalong Bay Road
- Former Post Office, 44 Cecilia Street
- St Paul's Anglican Church, 58 Cecilia Street
- Shop, 60 Cecilia Street
- Fairlea Homestead, 12 Tasman Highway
- Queechy Homestead, Tasman Highway and Jason Street

These are depicted on Figure 9.

FIGURE 9 – HISTORIC HERITAGE FEATURES



St Helens - Study Area
HERITAGE SITES



6 Land Uses

6.1 RESIDENTIAL

There a range of allotment sizes and dwelling styles present in the settlements as described below (also refer to Figure 10):

- The northern part of St Helens is built on flat coastal plains. Allotments are around 800 sqm in area, and tend to contain single storey dwellings. In recent years there have been some medium density developments consisting of small detached units. There are also a number of retirement housing complexes.
- The southern part of St Helens is built on the coast and adjacent low hills. Allotments are around 800 sqm in area, and contain single and double storey dwellings.
- Dwellings in Stieglitz and Akaroa are generally built on allotments around 1,000 sqm in area. There has been an evolution of the character of the dwellings from small single storey 'shack'-style dwellings to larger often double storey dwellings.
- Allotments in Binalong Bay have traditionally been 3,000 sqm in area to accommodate on-site sewerage disposal systems. Like Stieglitz, there has been a similar evolution in the character of the dwellings.
- Large boat sheds on residential allotments are an increasingly common feature throughout the study area. These are mostly found in Stieglitz and Binalong Bay.

There have been 425 dwellings approved between 2000 and 2011, resulting in an average of 42.5 approvals per year. As illustrated in Figure 11, there was a clear peak in 2004 followed by three years of declining approval numbers. Since 2008 the annual approval rate has been around 30 to 40 dwellings per year.

There are still some areas of undeveloped residential land within the study area. As illustrated in Figure 12, the following land is vacant:

- Approximately 100 ha of residential land. This is located in St Helens, Stieglitz, Akaroa and Binalong Bay.
- Approximately 1,320 ha of rural lifestyle land. This is scattered throughout the study area.

Some of the vacant land is subject to constraints such as the presence of the Aerodrome in Stieglitz and a Sea Eagle's nest in Binalong Bay making them unsuitable for development.

FIGURE 10 – EXAMPLES OF DWELLINGS



PICTURE 5 – SEASIDE ‘SHACK’, BINALONG BAY



PICTURE 6 – 1970S DWELLING, STIEGLITZ



PICTURE 7 – MODERN DWELLING, BINALONG BAY



PICTURE 8 – UNIT DEVELOPMENTS, ST HELENS

FIGURE 11 – DWELLING APPROVALS

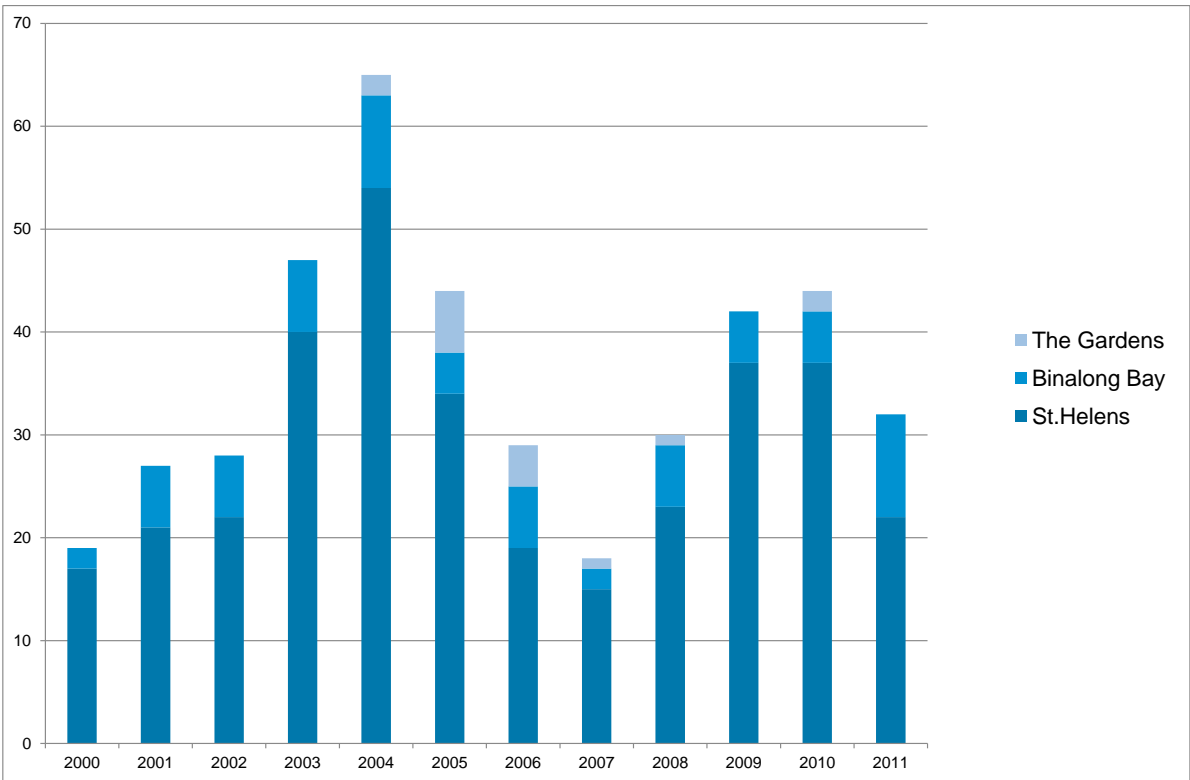
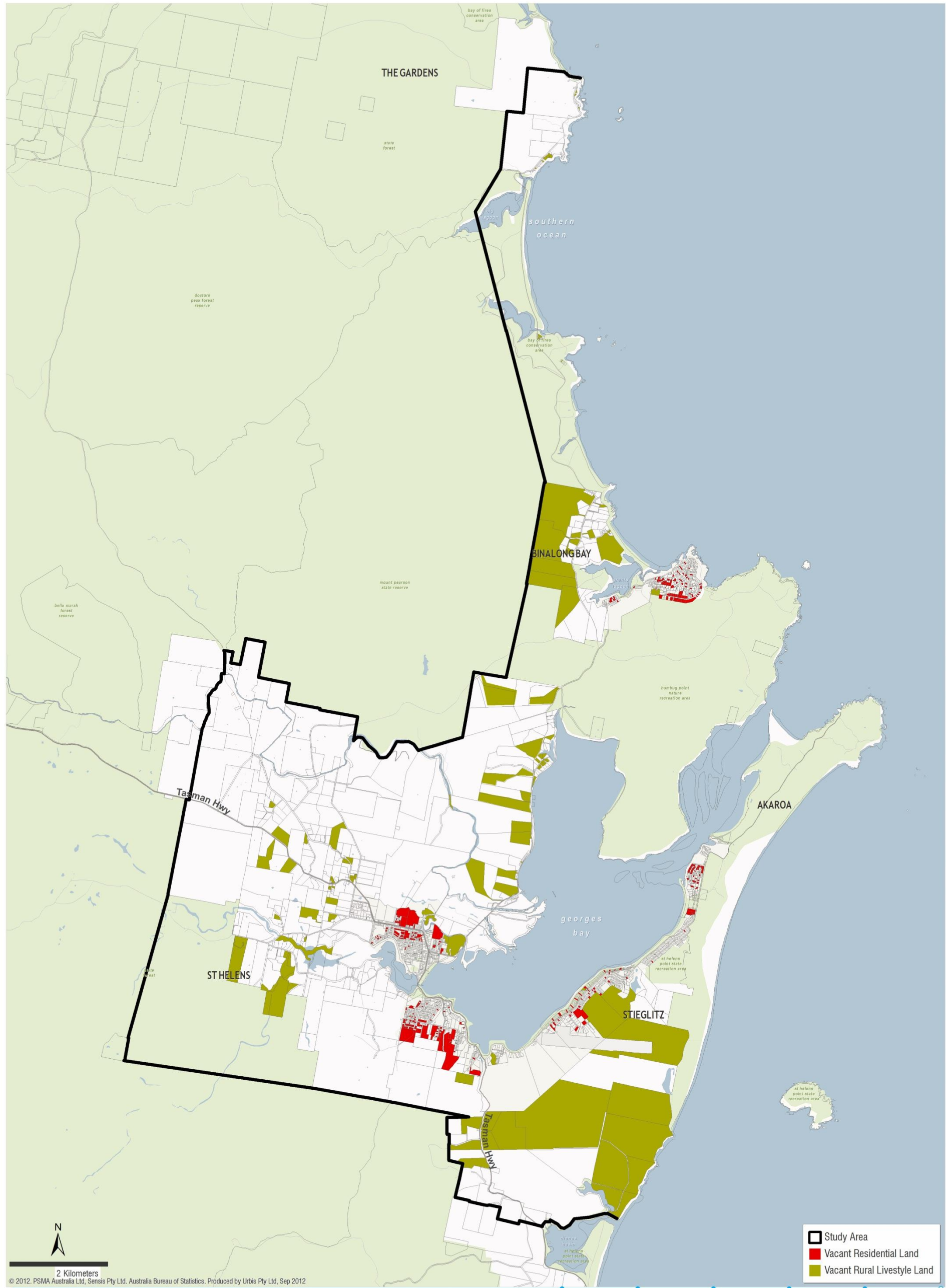


FIGURE 12 – RESIDENTIAL LAND ANALYSIS



6.2 TOWN CENTRE

The town centre of St Helens is centred on Cecilia Street and is zoned General Business in the draft Interim Planning Scheme. It contains a mix of land uses including shops, tourism facilities, food and drink premises. The town centre also contains civic, health, educational and community facilities, including the Break O'Day Council offices in the southern portion of the town centre. There are also a number of dwellings within the General Business Zone. Refer to Figure 13 for images of the town centre including streetscape improvements that have been undertaken in recent years.

There have been 14 new commercial buildings erected between 2001 and 2012, resulting in an average of 1.2 new buildings per year. These have included shops (including the supermarket complex), offices, a gallery, travellers accommodation, a restaurant, and a remodelled service station. Several of the developments have involved replacing existing buildings.

Figure 14 illustrates that there is currently 1.19 ha of vacant commercial land within the town centre. In addition to these vacant sites, there are also a number of vacant properties for sale or lease. Discussions with local real estate agents have confirmed that there have been low levels of demand for commercial properties in recent years.

FIGURE 13 – ST HELENS TOWN CENTRE



PICTURE 9 – COMMUNITY AND RETAIL USES



PICTURE 10 – IGA SUPERMARKET



PICTURE 11 – STREETSCAPE IMPROVEMENTS



PICTURE 12 – STREETSCAPE IMPROVEMENTS

6.3 INDUSTRIAL

The study area includes an industrial estate of approximately 18ha in the western part of St Helens. The estate is bounded by the Tasman Highway, Tully Street and Beaulieu Street. It contains a range of light industrial and manufacturing uses (including a sawmill, auto repairs, a bus depot and workshop), and other uses such as storage and landscaping supplies.

There have been 20 industrial buildings erected between 2001 and 2012, resulting in an average of 1.6 approvals per year.

Figure 15 illustrates that there is currently 2.13 ha of vacant industrial land within the estate. Discussions with local real estate agents have confirmed that at present there are low levels of demand for industrial properties in recent years.

6.4 TOURISM

Tourism accommodation options in the study area include hotel, motel, bed and breakfast, holiday home rental and camping facilities. There are a number of purpose-built freedom camping facilities in the Bay of Fires and other locations within the study area.

The main tourism attractions within the study area are the state reserves which feature walking tracks, viewing points, camping facilities and swimming beaches. Game fishing is also a popular tourism activity, and the St Helens port is used as a base for several businesses offering charter trips.

6.5 RURAL

The rural land to the west of St Helens and The Gardens is used for grazing and generally consists of open paddocks interspersed with pockets of vegetation. As illustrated in Figure 7, there are Land Capability Class 4, 5, 6 and 7 soils present. The Agricultural Profile prepared for Break O'Day as part of the Regional Land Use Planning Project concludes the following:

There are areas of the Municipality that are utilised for a range of viable agricultural activities, however the extent of these are relatively small and productivity is likely to remain relatively stable. Remoteness and the increased associated costs is a significant disincentive for diversification.

In many parts of the Municipality agricultural activity is constrained due to small management units. In part this is due to the small size of parcels, but other contributing factors are lack of uniformity in soils, Land Capability and topography. This results in small scale management units which make it difficult to capitalise on investments in plant and equipment. When this is combined with a lack of high quality land and a restricted availability of irrigation resource, there are very few options for productive agricultural use of this land.

6.6 RECREATION

The study area includes the following state reserves:

- Bay of Fires Conservation Area
- Mt Pearson State Reserve
- Humbug Point Nature Recreation Area
- St Helens Point Conservation Area
- Parnella Conservation Area

Active and passive open space is also provided in the urban areas as Council reserves.

Walking and cycling tracks are located within the urban areas and the state reserves. Foreshore tracks existing around many parts of Georges Bay, but these do not yet form a continuous network.

The key recreational facilities are illustrated in Figure 16. Details of sporting and recreational facilities are listed in Section 6.7.

FIGURE 14 – COMMERCIAL LAND ANALYSIS

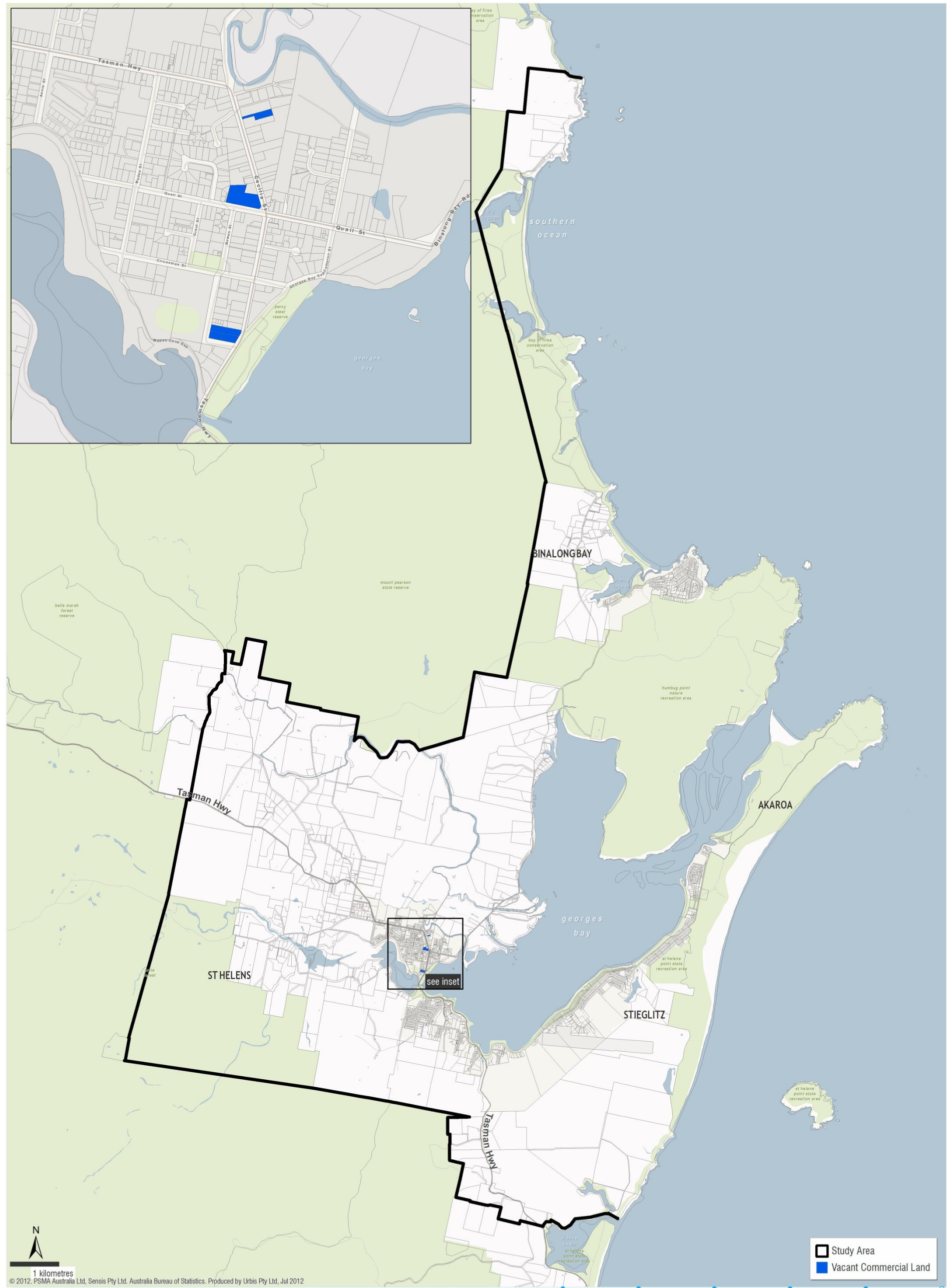
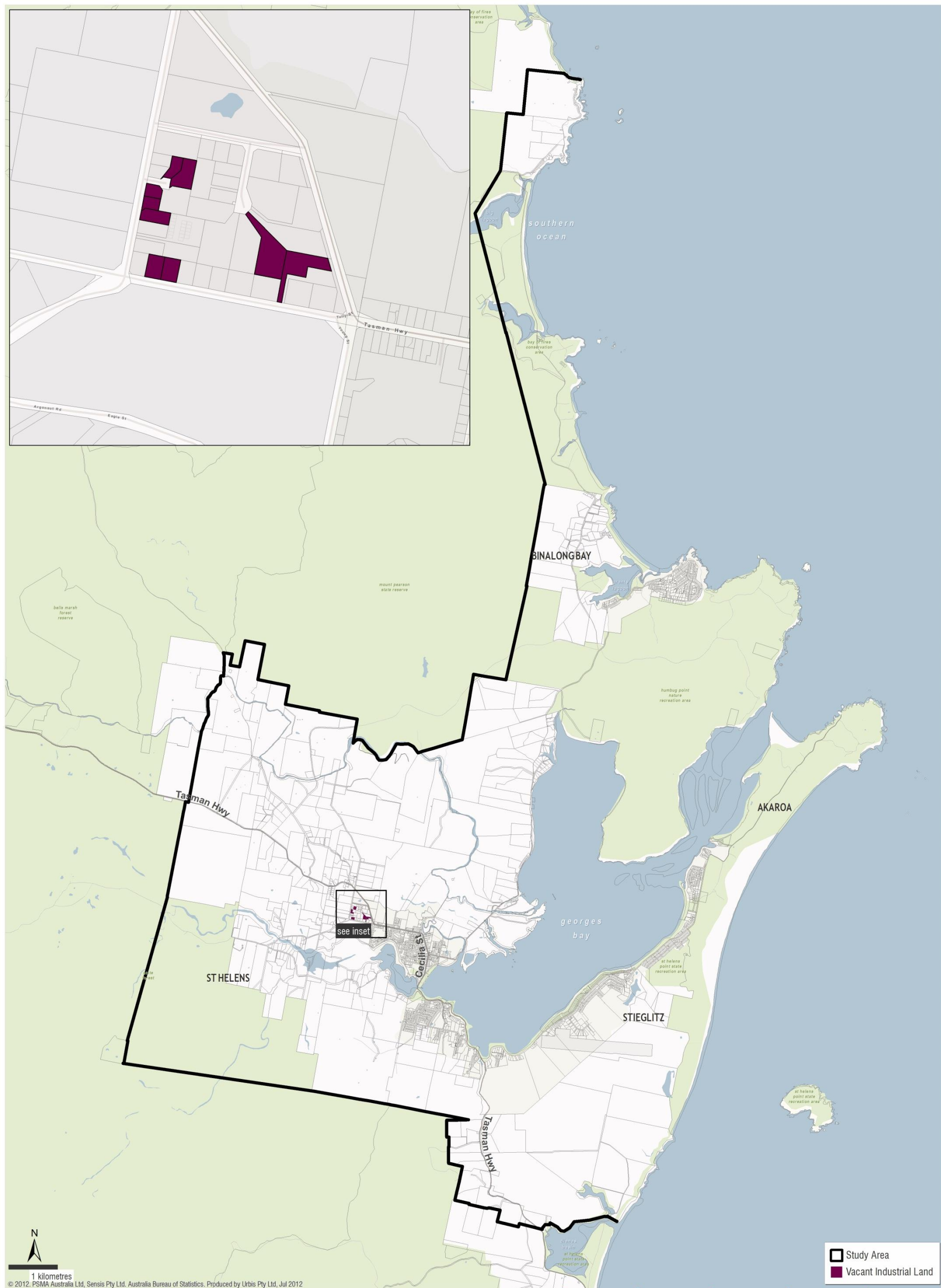
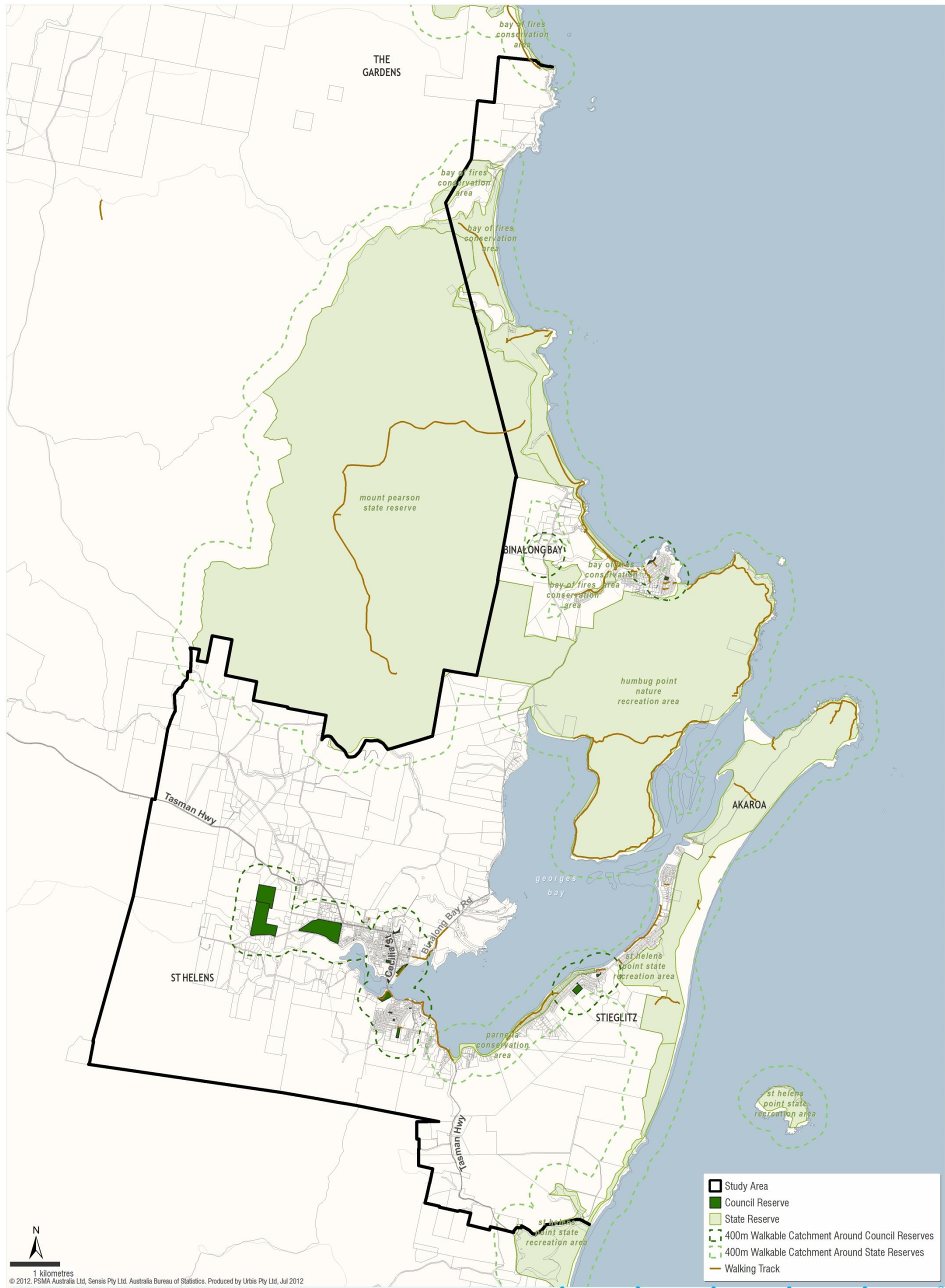


FIGURE 15 – INDUSTRIAL LAND ANALYSIS



St Helens - Study Area
VACANT INDUSTRIAL LAND **urbis**

FIGURE 16 – RECREATIONAL FACILITIES



6.7 COMMUNITY FACILITIES

The study area has the following community facilities. All facilities except the Stieglitz Foreshore Park are located in St Helens.

TABLE 10 – COMMUNITY FACILITIES IN ST HELENS STUDY AREA

FACILITY NAME	FACILITY CATEGORY
St Helens Child Health Centre	Childrens Services
Possmagic Child Care Centre	Childrens Services
St Helens Christian Fellowship	Church
St Helens Uniting Church	Church
Anglicare St Helens Community Care	Community Services
St Helens Library	Community Services
St Helens Neighbourhood House	Community Services
Service Tasmania St Helens	Community Services
St Helens Court House	Community Services
St Helens Field Centre	Community Services
Rural Health Teaching Site St Helens	Education
Seabrook Christian School - St Helens Campus	Education
St Helens District High School	Education
St Helens District Hospital	Health and Emergency Services
St Helens Ambulance Station	Health and Emergency Services
St Helens Fire Station	Health and Emergency Services
St Helens Police Station	Health and Emergency Services
Break O'Day Council Offices St Helens	Municipal Services
Break O'Day Council St Helens Depot	Municipal Services
St Helens Waste Transfer Station	Municipal Services

FACILITY NAME	FACILITY CATEGORY
Forestry Tasmania St Helens	Municipal Services
St Helens Bowls Club	Sports and Recreation
St Helens Croquet Club	Sports and Recreation
St Helens Football Club	Sports and Recreation
St Helens Golf Club	Sports and Recreation
St Helens Gun Club	Sports and Recreation
St Helens Sea Scouts	Sports and Recreation
St Helens Senior Citizens Club	Sports and Recreation
St Helens Tennis Club	Sports and Recreation
St Helens Golf Course	Sports and Recreation
St Helens Little Athletics Centre	Sports and Recreation
St Helens Sporting Complex	Sports and Recreation
St Helens Squash Centre	Sports and Recreation
St Helens Trotting Track	Sports and Recreation
St Helens Woodchopping Arena	Sports and Recreation
St Helens Conservation Area	Park and Open Space
St Helens Foreshore	Park and Open Space
Lions Park	Park and Open Space
Stieglitz Foreshore	Park and Open Space
Fishermen Memorial Park	Park and Open Space
Kings Park	Park and Open Space
Kirwans Beach Park	Park and Open Space

7 Economy of the Region

The Northern Tasmania Regional Profile includes estimates of the gross product by industry for 2006 taken from the 2009 report "Launceston: the state of the city". It has not been possible to locate an original copy of this report, and so the graph from the Northern Tasmania Regional Profile is provided as Figure 17. The total 2006 gross regional product for Break O' Day is estimated at \$135,600,000.

The Northern Tasmania Regional Profile also includes data on employment by industry which has been used to create Table 11 and Figure 18.

FIGURE 17 – 2006 ESTIMATED GROSS REGIONAL PRODUCT

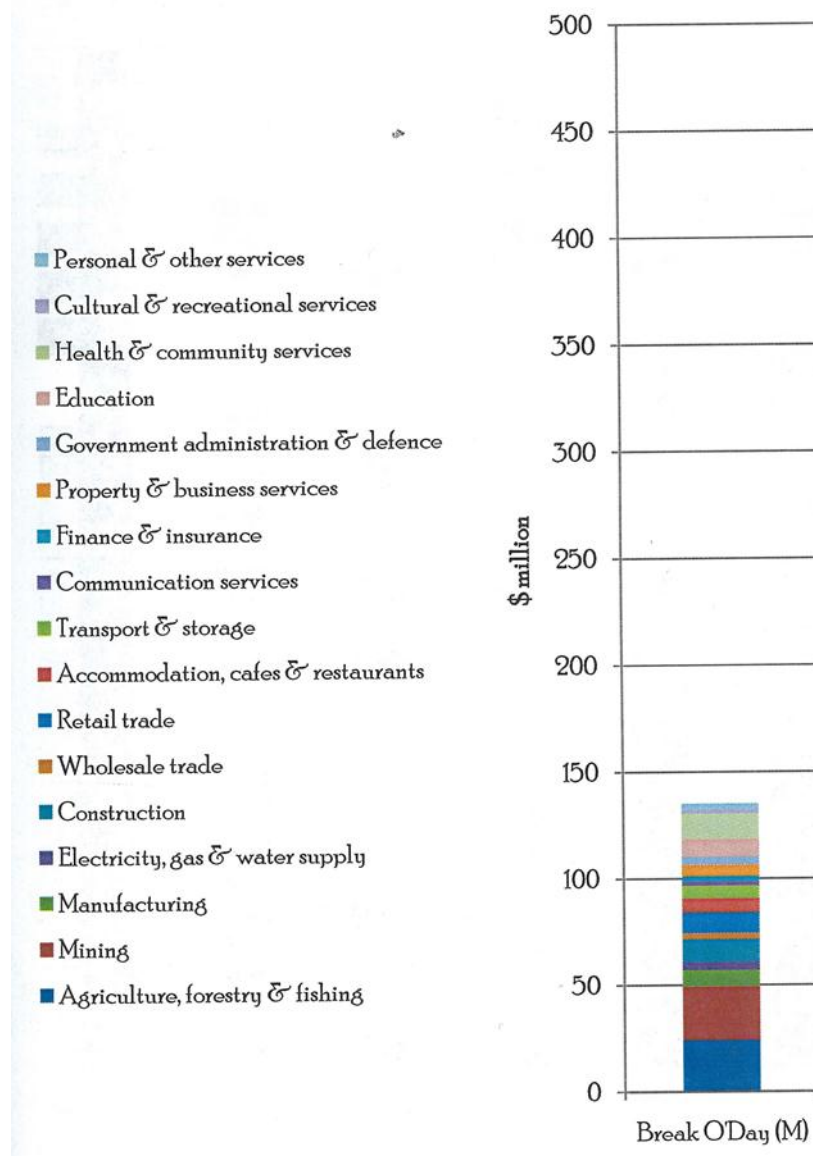
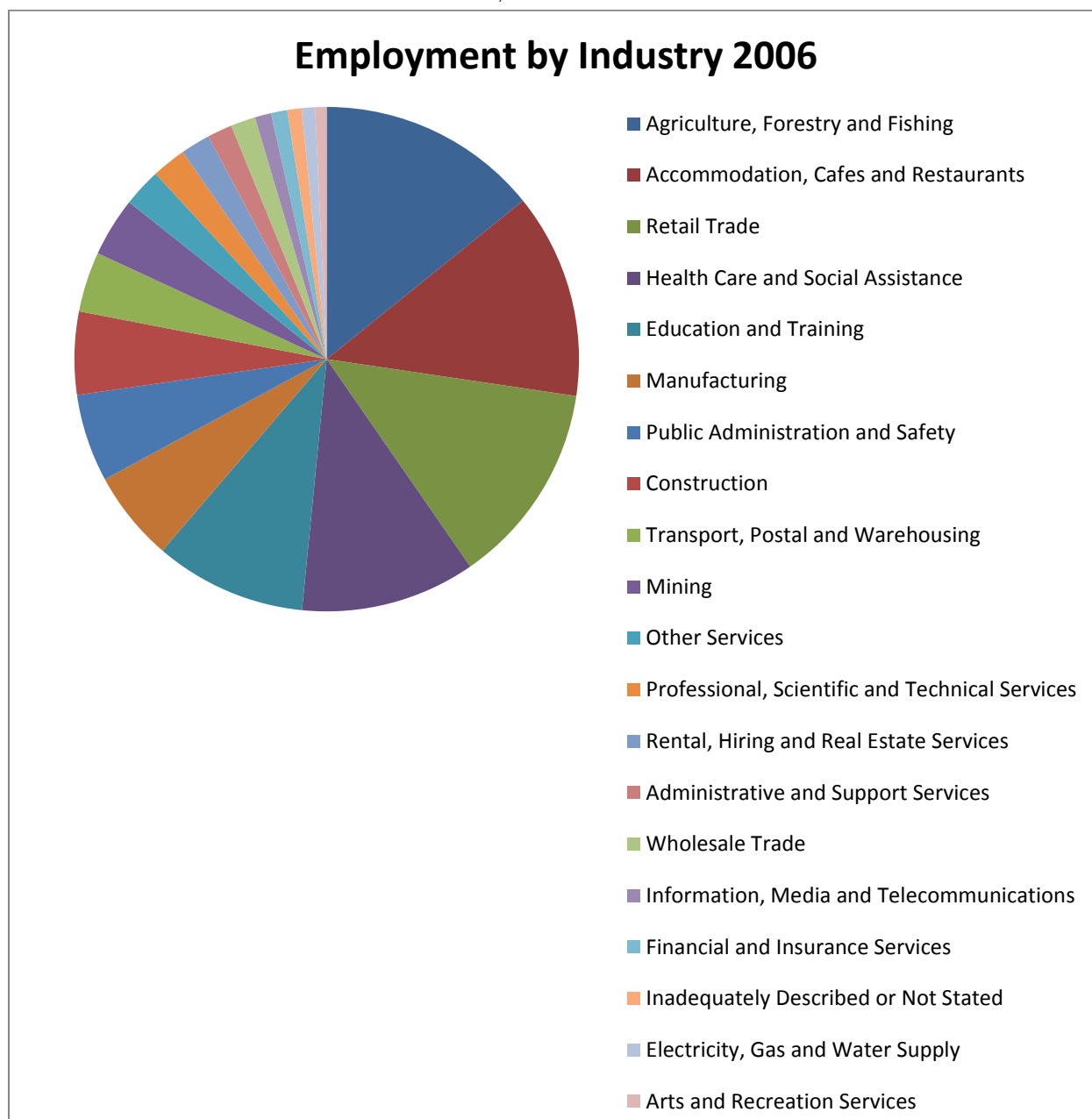


TABLE 11 – ST HELENS EMPLOYMENT BY INDUSTRY, 2006

INDUSTRY	EMPLOYMENT BY INDUSTRY (2006)
Agriculture, Forestry and Fishing	232
Accommodation, Cafes and Restaurants	215
Retail Trade	213
Health Care and Social Assistance	183
Education and Training	159
Manufacturing	95
Public Administration and Safety	92
Construction	87
Transport, Postal and Warehousing	63
Mining	62
Other Services	40
Professional, Scientific and Technical Services	36
Rental, Hiring and Real Estate Services	31
Administrative and Support Services	26
Wholesale Trade	26
Information, Media and Telecommunications	17
Financial and Insurance Services	17
Inadequately Described or Not Stated	15
Electricity, Gas and Water Supply	14
Arts and Recreation Services	12
TOTAL	1,635

FIGURE 18 – ST HELENS EMPLOYMENT BY INDUSTRY, 2006



The data presents the following trends:

- In 2006 agriculture, fishing and forestry and mining were estimated to be the two largest sectors of the municipality's economy in terms of gross product. Agriculture, fishing and forestry provided the highest number of jobs, and mining the fourth highest. Since 2006, there is anecdotal evidence that there have been declines in some of these sectors (noting that at the time of writing the 2011 census data was not available), and going forward, it is anticipated that these industries will form a smaller part of the region's economy. However, the state government is working to identify business opportunities in the restructured forestry industry including new value-added products.
- In 2006 health and community services was the third largest sector in terms of gross product, and health care and social assistance was also the third largest employment sector. Given the ageing population of the municipality, it is conceivable that this could become a larger part of the economy going forward.
- The importance of tourism to the economy is evident with accommodation, cafes and restaurants being the second largest employer in the municipality. Further breakdown of these figures reveals that of the 215 jobs in this sector, 134 are in accommodation.

- With the recent opening of the TAFE campus, employment in the education sector will now be a larger part of the economy. In 2006, education and training was the fifth largest employment sector in the municipality, and the sixth largest earner in terms of gross product.

8 Strategic Context

8.1 INTRODUCTION

There are a number of existing strategic documents that exist to address state, regional, sub-regional and local issues. The St Helens Structure Plan should seek to further the objectives of these documents.

8.2 STATE

8.2.1 RESOURCE MANAGEMENT AND PLANNING SYSTEM

The Resource Management and Planning System (RMPS) is the overarching planning and environmental framework which promotes the sustainable development of Tasmania's resources. The system requires local governments to further the objectives of the RMPS through their planning schemes. Several pieces of legislation embody the aims of the RMPS, and the Land Use Planning and Approvals Act 1993 is the principal planning legislation.

The Tasmanian Resource Management and Planning System is based on the following set of objectives:

- *to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity*
- *to provide for the fair, orderly and sustainable use and development of air, land and water*
- *to encourage public involvement in resource management and planning*
- *to facilitate economic development in accordance with the objectives set out in the above paragraphs*
- *to promote the sharing of responsibility for resource management and planning between the different spheres of government, the community and industry in the State.*

The St Helens Structure Plan must facilitate the sustainable development of the settlement's resources as per these objectives.

8.2.2 STATE POLICIES

There are currently three state policies as follows:

- The State Coastal Policy 1996 defines the coastal zone as State waters and land within 1km of the high-water mark. It has three principles relating to the protection of natural and cultural values, sustainable use and development, and integrated management and protection. The Structure Plan and the Planning Scheme must be prepared in accordance with the policy. It should be noted that the policy is currently subject to review by the Tasmanian Planning Commission.
- The purpose of the State Policy on Water Quality Management 1997 is to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System. It includes a Protected Environmental Values classification system which identifies that there are a number of reserves in the study area that will need to be protected via the Structure Plan.
- The purpose of the State Policy on the Protection of Agricultural Land 2009 is to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land. The policy also seeks to protect non-prime agricultural land from conversion to other uses through consideration of its local and regional significance. Whilst there is no prime agricultural land in the study area, there are areas of agricultural land that may require protection.

8.2.3 TASMANIA TOGETHER 2020

Tasmania Together is a state-wide visioning document that is used to provide strategic direction for policy and administrative decision-making. The goals of Tasmania Together are:

1. *A reasonable lifestyle and standard of living for all Tasmanians.*
2. *Confident, friendly and safe communities.*
3. *High quality education and training for lifelong learning and a skilled workforce.*
4. *Active, healthy Tasmanians with access to quality and affordable health care services.*
5. *Vibrant, inclusive and growing communities where people feel valued and connected.*
6. *Dynamic, creative and internationally recognised arts community and culture.*
7. *Acknowledgement of the right of Aboriginal people to own and preserve their culture, and share with non-Aboriginal people the richness and value of that culture.*
8. *Open and accountable government that listens and plans for a shared future.*
9. *Increased work opportunities for all Tasmanians.*
10. *Thriving and innovative industries driven by a high level of business confidence.*
11. *Built and natural heritage that is valued and protected.*
12. *Sustainable management of our natural resources.*

The Structure Plan will seek to further these goals for St Helens.

8.2.4 ECONOMIC DEVELOPMENT PLAN 2011

The state government released the Economic Development Plan in 2011. The purpose and goals of the plan are as follows:

- *Purpose: To improve the prosperity of all Tasmanians through economic development which is socially and environmentally sustainable*
- *Goal One: To support and grow businesses in Tasmania*
- *Goal Two: To maximise Tasmania's economic potential in key sectors*
- *Goal Three: To improve the social and environmental sustainability of the economy*
- *Goal Four: To support and grow communities within regions*

The plan also recognises the importance of integrating economic development with land use planning as follows:

Many of our regional areas are made up of unique but interlinked towns and communities. These settlements are the hubs of their regions, and their planned growth and development is one of the best ways in which we can support them to be vibrant, active and sustainable places that enliven and boost our communities. For example, through infill development, we need to encourage consolidation of commercial areas in many regional centres.

Realising the potential of natural assets in regional communities, such as waterfront areas, also deserves attention, along with effective infrastructure planning.

Communities can be strengthened through effective and integrated land-use planning. Such planning can promote co-location and, where feasible, the shared use of community facilities. Integrated land-use planning can assist in establishing areas of public open space that are safe, and maximise the movement network including the establishment of walking and cycling connections. Implementing these elements contributes to liveability.

8.2.5 OTHER STRATEGIES

Other state-wide strategies of relevance are as follows:

- Tasmanian Framework for Action on Climate Change
- State Infrastructure Strategy
- Tasmania Health Plan 2018
- Social Inclusion Strategy
- Tourism 21
- Tasmanian Open Space Policy and Planning Framework
- State Stormwater Strategy

The Structure Plan must be prepared in accordance with these documents.

8.3 REGIONAL

8.3.1 REGIONAL LAND USE STRATEGY OF NORTHERN TASMANIA

The Regional Land Use Strategy was issued in 2011 to provide a plan for the region's future development and planning to 2032. The vision identified for Northern Tasmania is:

To create a region that through innovation and strong partnerships makes intelligent use of its natural advantages to create a positive, affordable and competitive future for all our communities.

By joining together, Northern Tasmanian councils and communities can create platforms for sustainable economic prosperity while maintaining our beautiful and unique environmental assets.

We will enhance the region's attractiveness as a place to live, invest and visit; and seek to enhance the quality of life for all both now and into the future.

The document contains a number of regional goals and strategic directions that address productivity, liveability, sustainability and governance. The document also contains desired regional outcomes, principles, policies and actions grouped around the following six headings (refer to Appendix A for the relevant policies and actions that relate to these):

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

In regards to the settlement network, St Helens is classified as a District Centre and Stieglitz as a Satellite Settlement. In regards to the Regional Activity Centre Network, St Helens is classified as a District Service Centre.

8.3.2 NORTHERN TASMANIA INTEGRATED TRANSPORT PLAN

The plan includes the following relevant strategy:

Promote health and well-being by encouraging the use of alternative and non-motorised forms of transport, while minimising conflict between road users.

8.3.3 NORTHERN TASMANIA NATURAL RESOURCE MANAGEMENT STRATEGY 2010-2015

The Northern Tasmanian Natural Resource Management Strategy 2010–2015 provides a strategic framework for the future management, maintenance and improvement of the region's natural resources. The overall aim of the Strategy is "to integrate natural resource management (NRM) activity across the northern region, in a manner that balances environmental, economic and social objectives and which encourages partnerships between stakeholders".

8.3.4 NORTH EAST BIOREGIONAL NETWORK LAND USE PLAN

This document, which was prepared by the North East Bioregional Network community group, includes the following relevant strategy as part of the wider strategy to protect and enhance landscape-scale ecological processes:

Strategy 16: Restrict future coastal development to established urban envelopes.

8.3.5 NORTH EASTERN TASMANIA SUSTAINABLE COASTAL CAMPING STRATEGY 2000

This strategy includes the following vision for coastal camping in North Eastern Tasmania:

- *Coastal camping ideally includes a wide variety of experience and be accessible to all...*
- *It should be low cost and informal, which normally means minimal facilities and only essential infrastructure.*
- *It can offer natural surroundings in which people can enjoy safe camping and choose to be social or secluded.*
- *It ought to function as an education experience where people learn about coastal ecosystems and cultural heritage values, and about low impact camping practices.*
- *It needs to continually strive to move towards being a sustainable activity...*
- *People should feel that the campgrounds belong to them...and be encouraged to take pride in helping to maintain and improve them.*

8.3.6 NORTHERN TASMANIA REGIONAL RECREATIONAL TRAILS STRATEGY 2004

The purpose of the document is to develop a strategy for the planning, development, management and marketing an integrated multiple-use regional trails network. It identifies the following sport and recreation trends within Australia that provide useful guidance for the consideration of recreational facilities for the study area:

- *a greater emphasis on cultural, non-competitive and passive leisure opportunities, many of which may occur in open spaces;*

- *participation in a far broader array of activities and the ability to participate in activities of their choice, at times and locations, which are convenient to their individual lifestyle;*
- *a trend towards more individual activities rather than organised team sports although still wanting to be part of a 'community';*
- *the desire for recreation facilities, which can be used all year;*
- *higher levels of recreational participation across all age groups;*
- *expectations of equity and access availability for less mobile member of the community including children, young mothers, the aged and people with movement, sight, intellectual or other disabilities;*
- *a desire for recreational trails which can be used for a variety of activities including walking, cycling, running, roller skating/blading and horse riding;*
- *growing interest in sustainable, low impact, low energy use and environmentally-appropriate activities; and*
- *a desire for bushland preservation, the protection and/or re-establishing of wildlife corridors and interpretive trails, which can be accessed for recreational use.*

It proposes a number of regional recreation trails including an East Coast Trail extending from Cape Naturaliste to Freycinet National Park and passing through St Helens and Binalong Bay.

8.3.7 MOUNTAIN BIKE TOURISM POTENTIAL IN NORTHERN TASMANIA

This report was issued by Northern Tasmania Development in 2011 to assess the sectors of the mountain bike visitor market that offer the most potential for the Northern Region. The report identifies a conceptual future East Coast Route trail that would link St Helens to Blue Tier and Bicheno.

8.4 SUB-REGIONAL

8.4.1 VISION EAST 2030 – THE EAST COAST LAND USE FRAMEWORK

Vision East 2030 was prepared in 2009 for the municipalities of Break O'Day, Glamorgan Spring Bay, Tasman and the eastern coastal and rural parts of Sorell. The framework addresses the future of this region by providing a vision, sustainable planning principles, policies and actions, the latter of which includes the preparation of structure plans for settlements such as St Helens. Action S13 also provides specific directions for structure plans:

Action S13: Ensure town centre structure plans, master plans and urban design frameworks address the following: provision of commercial land; the form and function of land uses; the movement of vehicles, cycles and pedestrians; parking; urban design; and any other relevant issues.

The overarching vision for the East Coast is:

To enhance the community and economic potential of the East Coast, maintain its natural and cultural heritage assets and values as a living environment, and establish a hierarchy of service centres with appropriate transport linkages to the region and between the settlements.

The vision for the Break O' Day municipality is:

Promote St Helens as one of the sub-regional service centres and improve tourist accessibility whilst maintaining a sense of seclusion to protect the iconic coastal landscapes.

Of particular importance is the role assigned to the settlements in the study area in the Settlement Hierarchy as follows:

- St Helens: District town, high growth scenario
- Binalong Bay: Hamlet, low growth scenario
- Stieglitz: Hamlet, low growth scenario

The key Vision East 2030 policies which the St Helens Structure Plan must be prepared in accordance with are:

- *Settlement policies:*
 - *Ensure the growth and development of the East Coast is undertaken in a coordinated manner by planning future growth in accordance with the Settlement Hierarchy.*
 - *Ensure the growth and development of settlements on the East Coast is undertaken in a coordinated manner by implementing the Population Growth Management Strategies.*
 - *Ensure urban development is undertaken in a sustainable manner by encouraging the use of infill land.*
 - *Maintain breaks between the urban areas to support the undeveloped nature of the non-urban coastal areas.*
 - *Avoid linear development by ensuring land uses between settlements are of a non-urban nature to protect landscapes and views.*
 - *Ensure rural-residential development is associated with an urban area.*
 - *Provide a range of residential allotment sizes and dwelling types to meet the needs of an increasingly diverse housing market.*
 - *Ensure large-scale residential developments are in keeping with local character and control their development through stringent performance standards.*
 - *Provide a range of tourist accommodation in accordance with the functions of the settlements as defined in the Settlement Hierarchy.*
 - *Enhance the amenity of the region's town centres.*
 - *Reduce the fragmentation and improve the function and accessibility of town centres.*
 - *Encourage consolidation of parking in town centres.*
 - *Provide appropriate levels of industrial land to service the community's needs.*
 - *Ensure urban industrial land uses do not adversely impact other land uses.*
 - *Provide direction regarding the provision of community services and facilities through application of the Settlement Hierarchy policy.*
- *Environment and Heritage policies:*
 - *Ensure land uses which have the potential to affect the region's water resources are undertaken in accordance with the State Policy on Water Quality Management and the State Coastal Policy and that these uses contribute to the maintenance and enhancement of water quality.*
 - *Apply the precautionary principle when considering climate change risks.*

- *Plan for sea level rise in accordance with relevant State policy.*
- *Manage development in areas subject to inundation, flooding, bushfire, and instability, having regard to future trends and relevant State policies.*
- *Protect the habitats of threatened fauna and non-threatened fauna of conservation significance.*
- *Protect threatened vegetation communities.*
- *Identify and protect Aboriginal cultural heritage sites in accordance with the Aboriginal Relics Act 1975 and the new legislation being developed.*
- *Identify and protect historic heritage sites of significance in accordance with the Historic Cultural Heritage Act and the new legislation being developed.*
- *Identify, maintain and enhance the significant landscapes and views to these.*
- *Take into account the effects of proposed developments upon identified geoconservation sites.*
- *Protect and improve the ecological integrity of coastal and inland environments.*
- *Prevent and reduce the fragmentation of the natural environment and improve the connectivity of habitat corridors.*
- *Ensure developments are sensitively sited and designed having regard to best-practice urban design and sustainability principles.*
- *Resource Utilisation policies:*
 - *Ensure that the location, design and operation of onshore aquaculture activities and the onshore components of fishing and aquaculture activities have regard to the surrounding environment.*
 - *Ensure proposed urban activities do not encroach on existing farming uses.*
 - *Ensure tourist developments in non-urban areas are sensitively sited and designed.*
 - *Ensure proposals for tourist developments in non-urban areas are subject to comprehensive planning assessments that consider environmental, social and economic impacts.*
 - *Tourist developments in non-serviced areas are to provide sustainable and self-sufficient water and sewerage services on site.*
 - *Encourage the use of micro-generation facilities.*
- *Linkages and Service Provision policies:*
 - *Encouragement of the continued and potentially extended provision of bus services between key towns in the Settlement Hierarchy and Hobart and Launceston.*
 - *Enhance walking and cycling opportunities in urban and non-urban areas.*
 - *Encourage the establishment of tracks and trails that provide recreational opportunities for cyclists, walkers and horse riders.*
 - *Ensure that existing harbours and marine infrastructure continue to operate effectively and contribute positively to the amenity of the local and broader community.*
 - *Facilitate and encourage the establishment of public boating facilities.*

- *Ensure land uses do not impinge on the safe operation of existing airports.*
- *Co-ordinate the supply of water and sewerage throughout the region, including matching reticulated services to the functions of the settlements as defined in the Settlement Hierarchy.*
- *Provide a comprehensive range of parks, reserves and sporting facilities throughout the East Coast in accordance with the Settlement Hierarchy.*
- *Enhance the community's health and their enjoyment of the East Coast through the provision of a range of recreation facilities.*

8.4.2 TRAIL OF THE TIN DRAGON MASTER PLAN 2004

The Trail of the Tin Dragon Master Plan seeks to establish a touring trail based on the Chinese and tin mining history of North East Tasmania. The trail runs from Launceston to St Helens.

8.4.3 EAST COAST MARINE INFRASTRUCTURE STRATEGY

The consultation draft of the East Coast Marine Infrastructure Strategy was released in September 2012. It includes the following recommendations that are relevant to the study area:

TABLE 12 – EAST COAST MARINE INFRASTRUCTURE STRATEGY

FACILITY	RECOMMENDATION	RATIONALE
St Helens Wharf	St Helens Wharf replacement with possible inclusion of floating marina berths to increase berthing capacity for charter boats or shallower draft recreational boats.	St Helens wharf and marina comprises the commercial, recreational, tourist and maritime focus for the town. The St Helens barway and channel entrance are a constraint to deeper draft vessels.
St Helens Wharf	Optimise parking arrangements through dedicated trailer parking.	Opportunity to foster the image as game fishing capital through provision of quality marine facilities particularly at St Helens.
Burns Bay Boat Ramp	Improve parking arrangements and provide waiting facility in consultation with Parks and Wildlife Service, Councils, fishing clubs and MAST.	Open ocean outside the St Helens barway offers nationally recognised game fishing for 9 months of the year. Due to popularity, the parking overflow is impacting on the recreational reserve.
Binalong Bay Boat Ramp/Jetty	Improve parking and access arrangements in consultation with Parks and Wildlife Services.	Existing reported trailer parking congestion during peak periods. Tourism opportunity to leverage off International image and Bay of Fires brand.

FACILITY	RECOMMENDATION	RATIONALE
Stieglitz Boat Ramp	<p>Investigate options to improve accessibility at low tide and improve all weather access with shelter from N and NE winds.</p> <p>Consideration to be given to a further lane on the ramp.</p>	Georges Bay also offers sheltered family friendly boating, with diverse fishing options with 29 known fish species in the bay

8.5 LOCAL

8.5.1 PLANNING SCHEMES

Council are in the process of finalising the Interim Planning Scheme in accordance with the State template.

8.5.2 MUNICIPAL MANAGEMENT PLAN

The St Helens Structure Plan is one of several strategic planning projects that the Break O'Day Council is currently undertaking including a Municipal Management Plan (MMP). The MMP includes a number of component documents that will complement the St Helens Structure Plan; comments on these are as follows:

- Break O' Day Land Use and Development Strategy: This MMP document will provide municipal land use planning policies to guide the preparation of the revised Planning Scheme. Details from the St Helens Structure Plan will be incorporated into the Land Use and Development Strategy.
- St Helens CBD Urban Design and Traffic Management Strategy: This MMP document will include a detailed Urban Design Framework and a Traffic Management and Pedestrian Framework for the St Helens CBD. The strategy will address pedestrian amenity, urban design, further landscape improvements, traffic and parking management, and safety and linkages. To this end, the St Helens Structure Plan will provide high-level objectives for these issues to guide the identification of zoning boundaries and Local Area Objectives. The more detailed analysis of these issues will be undertaken as part of the St Helens CBD Urban Design and Traffic Management Strategy.
- Stormwater Management Plan: A Stormwater Management Plan will be prepared to address a number of areas in the municipality including St Helens and Binalong Bay.
- Recreation and Open Space Development Plan: This will include a review of existing recreational and open space facilities and will identify gaps in provision and a strategic framework to address these. A Master Plan for the St Helens Sports Complex will also be prepared. The St Helens Structure Plan will provide high-level objectives for recreation and open space facilities. The more detailed analysis will be undertaken as part of the MMP.
- Coastal Plan: This will include a Coastal Park Concept Plan, which will address issues such as walking and cycling tracks, the provision of car parking and the protection of coastal values, and a Coast Park Vegetation Management Plan.
- Tourism Development Strategy: See Section 8.7.8 for more details
- Responding To Climate Change: This includes the Coastal Adaption Decisions Pathway Project (See Section 8.7.7) and the Lower George Flood Risk Plan.
- Community Infrastructure and Design Guidelines
- Civic Centre Feasibility Study: This will consider options for the location of the Council Chambers.

- Arts and Cultural Strategy
- Economic Development Strategy
- Airstrip Redevelopment Feasibility Study
- Community Safety Plan

8.5.3 BAY OF FIRES CONSERVATION AREA AND HUMBUG POINT NATURE RECREATION AREA SITE PLAN

This plan was issued in 2011 as a guiding document to provide the foundation for visitor experiences in the Bay of Fires Conservation Area and Humbug Point Recreation Area. Day-visitation site plans are provided for Binalong Bay, Sloop Rock Point, Taylors Beach South and the Northern Point of The Gardens Road. The plan also includes a Camping Zone Framework to assist the Parks and Wildlife Service in their management of existing campsites within the Bay of Fires and the Humbug Point Nature Recreation Area.

8.5.4 BREAK O'DAY STRATEGIC PLAN 2011-2015

The Break O'Day Strategic Plan includes the following goals that are relevant to the structure plan:

- **Community Building:** *Build capacity to improve community spirit and enhance a sense of wellbeing.*
- **Environment and Planning:** *Ensure sustainable management of natural and built resources is respectful to our unique location.*
- **Economic Development:** *Achieve sustainable economic development.*

8.5.5 BREAK O'DAY SETTLEMENT STRATEGY 1996

The Break O'Day Settlement Strategy was prepared in 1996 as a basis for the Planning Scheme which was also prepared in 1996. It includes analysis of a range of physical, social, and economic features and trends.

8.5.6 REVIEW OF SETTLEMENT STRATEGY 2008

The 2008 review of the 1996 Break O'Day Settlement Strategy includes the following relevant recommendations:

- 3. Consolidate urban development in St Helens and Scamander that maximises existing infrastructure and defines the growth boundaries of urban settlements.*
- 4. Complete Urban Design Frameworks for St Helens CBD, Binalong Bay and Ansons Bay that provide an integrated approach to land use, built form and movement and clarify the local and regional roles of these places.*
- 8. Contain development within the existing boundaries of coastal settlements not connected to town water supply and reticulated sewage systems.*
- 9. Introduce a Rural Living Zone that permits residential use of unproductive land in the Natural Resource Zone surrounding small rural towns.*
- 10. Ensure that rural land is protected from land uses that alienate or fragment rural land, no dwellings should be permitted on prime agricultural land.*
- 11. Support the introduction of an Environmental Management Zone, to replace the Environmental Protection Zone, for the primary purpose of environmental management.*
- 12. Investigate locations for new industrial land including locations in St Helens, Scamander and Fingal*

13. *Complete an Open Space Strategy for the Municipality including areas such as Steiglitz and St. Helens.*

14. *Introduce a Recreational Zone to provide for a range of recreational uses in urban settings.*

8.5.7 TASMANIAN COASTAL ADAPTION PATHWAYS PROJECT – GEORGES BAY PUBLIC INTERIM REPORT

The Tasmanian Coastal Adaption Pathways Project seeks to explore climate change adaption options for four coastal areas including St Helens/Georges Bay. This report was issued in March 2012 to inform the community about coastal risks in St Helens light of sea level rise resulting from climate change. It identifies the following potential options to address coastal impacts of climate change:

- *Raise land levels in St Helens town ship and other low lying residential areas.*
- *In combination with the previous measure, a dyke or levee around St Helens over the long term (likely after 2100).*
- *Raise roads and services of key infrastructure including Binalong Bay Rd or alternative route (which would involve a long bridge), sections of Tasman Hwy and of St Helens Point Rd, the sewage treatment plant and pumping stations.*
- *Upgrade the alternative route for Binalong Bay Rd, instead of raising and building a bridge at Binalong Bay Rd.*
- *Seal the sewer system.*
- *Improve the drainage capacity to more effectively drain water from St Helens streets (possibly in combination with the next option).*
- *Implement a water retention area to drain water to from St Helens streets.*
- *Retreat or protection of properties prone to inundation or redevelopment of structures in less vulnerable form (higher floor levels).*

8.5.8 BREAK O'DAY TOURISM DEVELOPMENT STRATEGY 2012-2017

This recently released document includes the following relevant provisions:

- Strategic enabler: Infrastructure and investment policy and planning:
 - *Encourage an environmentally and socially sustainable approach to the development of the destination that ensures:*
 - *the protection and preservation of natural resources*
 - *tourism development that enhances the area's competitive advantages, that is distinctive, market-led and builds on the region's existing strengths*
 - *the region's brand is protected*
- Strategies:
 - *Ensure a well-resourced and effectively managed Visitor Information Centre positioned in an optimal location*
 - *Enhance visitor experiences*
 - *Improve traffic management in St Helens*

- *Undertake a comprehensive analysis of the positive and negative impacts of 'free camping', on the municipality and in a broader regional context*

8.5.9 BREAK O'DAY TRANSPORT MASTERPLAN

A Transport Masterplan is currently being prepared for the municipality.

8.6 SUMMARY

The strategic documents cover a wide range of issues from broad state-wide issues to detailed site-specific matters. The key themes of the objectives that the St Helens Structure Plan will need to address are as follows:

- Sustainable management and development of resources.
- Protection of the natural environment including land, water, flora, fauna, and landscape qualities.
- Addressing climate change including sea level rise.
- Facilitation of economic development.
- Facilitation of tourism development that offer a wide range of visitor experiences and accommodation options in appropriate locations.
- Protection of agricultural land.
- Providing a good standard of living.
- Safe communities.
- Provision of education opportunities.
- Provision of community facilities and services including healthcare.
- Protection of aboriginal and historic heritage.
- Identify a role for each settlements so that it functions within a wider settlement network.
- An integrated transport network that provides a range of access options including private vehicles, public transport, cycling and walking.
- Urban consolidation including unit developments near town centres and the avoidance of ribbon-style developments.
- Thriving town centres with a wide range of uses and a high level of amenity.
- High quality built form.
- Good connections between town centres and the waterfront.
- Avoidance of conflicts between differing land uses.
- The provision of a range of marine infrastructure for commercial and recreational purposes.

Appendix A Relevant policies and actions from the Regional Land Use Strategy of Northern Tasmania

POLICIES	ACTIONS
REGIONAL SETTLEMENT NETWORK	
RSN-P1 Settlements are contained within the identified Urban Growth Boundary Areas, which is a tool to manage rather than accommodate growth. No new discrete settlements are allowed and opportunity for expansion will be restricted to locations where there is a demonstrated housing need, particularly with spare infrastructure capacity exists, namely water supply and sewerage.	RSN-A1 Ensure there is an adequate supply of residential land that is well located and serviced and can meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with principles outlined in the RLUS, land capability, infrastructure capacity and demand.
RSN-P2 Ensure existing settlements can support local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those urban settlements.	<p>RSN-A2 Ensure the long term future supply of residential land matches existing and planned infrastructure capacity being delivered by Ben Lomond Water, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity – both residential and industrial.</p> <p>RSN-A3 Ensure a diverse housing choice that is affordable and accessible in the right locations reflecting the changes in the population and its composition, especially ageing populations and single lone persons and to enable people to remain within their communities as their housing needs change, including ageing in home options.</p> <p>RSN-A4 Encourage residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.</p> <p>RSN-A5 Ensure Rural Living style development occurs outside the Urban Growth Boundary Areas and it does not constitute or create a demand for a high level of community services and infrastructure, which would justify an extension of the Urban Growth Boundary Areas, nor compromise productivity values of agricultural rural lands and natural productive resources.</p>
RSN-P3 Provide a framework for planning new and upgraded infrastructure and facilities for the growing and ageing population and provide housing choice through a range and mix of dwelling types, size and locations in new residential developments.	
RSN-P4 Encourage a higher proportion of growth at high and medium residential densities that maximises infrastructure capacity through a diverse mixture of dwelling types, with an increasing proportion of multiple	RSN-A7 Ensure planning schemes zoning provisions allow for higher proportion of the region's growth to occur in suitably zoned and serviced areas specifically for a diverse range and types of multiple dwellings. This is to

POLICIES	ACTIONS
<p>dwelling through consolidation of infill and redevelopment areas across the region's urban growth boundary area to meet the required dwelling demands for the region.</p>	<p>be achieved namely within the Urban Mixed Use, Inner Residential and General Residential Zones.</p>
<p>RNS-P5 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors.</p>	<p>RNS-A8 Ensure that settlement boundaries are clearly identified at the local level for all significant activity centres.</p>
<p>RNS-P7 Ensure new development utilises existing infrastructure or can be provided with timely transport infrastructure, community services and employment.</p>	
<p>RNS-P10 Undertake land use and transport planning concurrently and sequence development with timely infrastructure provision.</p>	
<p>RNS-P11 Connect active transport routes to improve accessibility and encourage transport use by a broader range of people.</p>	
<p>RNS-13 Ensure all new development within walking distance of a transit node or regional activity centre maximises pedestrian amenity, connectivity and safety.</p>	<p>RNS-A12 Promote the region's Activity Centres network as multi-functional mixed use areas that provide a focus for integrating higher residential development outcomes, delivering of social and community facilities and services, and public transport provision.</p>
<p>RNS-19 Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.</p>	
<p>RNS-20 Contain and limit areas allocated for Rural Living residential development to ensure efficient provision of services and infrastructure and limit further land fragmentation.</p>	<p>RNS-A16 Ensure Rural and Environmental Living development is consolidated within established areas unless there is a specific need to extend those areas subject to considerations of:</p>
<p>RNS-21 Restrict further Rural and Environmental Living development to existing areas. .</p>	<ul style="list-style-type: none"> ▪ Gaps in the settlement pattern, ▪ Road capacity, ▪ On site waste water capacity, ▪ Impact on natural values and resources, ▪ Impact on Agricultural Land, and ▪ Impact of hazard protection.
<p>RNS-22 Facilitate opportunities to consolidate older rural residential developments within the Urban Growth Boundary or convert it to an appropriate urban use wherever possible to facilitate regional housing/residential (dwelling) or employment land (industrial) needs – if appropriate.</p>	
REGIONAL ACTIVITY CENTRES NETWORK	
<p>RAC-P1 Maintain and consolidate the Regional Activity Centres Network to ensure future urban development consolidates and reinforces the spatial hierarchy of</p>	<p>RAC-A1 Integrate the Regional Activity Centres Network into government policy and strategies (i.e. strategic plans, corporate plans, planning schemes and capital</p>

POLICIES	ACTIONS
existing centres through reuse and redeveloping existing buildings and land to integrate a mix of land uses including the coordinated provision of residential development, retail, commercial, business, administration, social and community facilities, public and active transport provision and associated infrastructure.	works programs. RAC-A2 Ensure that zoning and land use provisions under Planning Schemes minimise the potential for decentralisation of functions outside of the Regional Activity Centres Network and reinforces the spatial hierarchy, role and function of centres.
RAC-P4 Promote and support the role of lower order activity centres, particularly neighbourhood and rural town centres, in revitalising and strengthening the local community and sustaining a viable population base for regional and rural communities and the development of new neighbourhood and local centres where this is warranted by local population growth within the Urban Growth Boundary Areas.	RAC-A5 Ensure the lower order activity centres are sustained through a local residential strategy or development plan that strengthens their role and function by maintaining and consolidating retail attractions, local employment opportunities and public amenities and services to create vibrant and sustainable regional and rural communities.
RAC-P5 Ensure safe and amenable access for all members of the community to Activity Centres by supporting active transport opportunities to encourage people to walk, cycle and use public transport to access Activity Centres.	RAC-A6 Ensure planning schemes have consistent policy, planning and design provisions to support and maximise public transport and pedestrian and cycle access to the hierarchy of activity centres.
RAC-P10 Provide for a range of land uses to be incorporated into activity centres appropriate to their role and function within the hierarchy of activity centres.	RAC-A13 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors. RAC-A14 Planning scheme controls on uses, height and residential density should reflect the Regional Activity Centres Network.
RAC-P11 Develop activity centres with street frontage retail layouts instead of parking lot dominant retailing, with the exception of Specialist Activity Centres where the defined character or purpose requires otherwise.	RAC-A13 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors. RAC-A14 Planning scheme controls on uses, height and residential density should reflect the Regional Activity Centres Network.
RAC-P12 Regional Activity centres should encourage local employment, although in most cases this will consist of small scale businesses servicing the local or district areas.	
RAC-P13 Ensure that there is effective access to a hierarchy of social facilities and amenities. Within this context there is an important provisioning and access role for the activity centre network.	RAC-A15 Provide for home based businesses through planning schemes to ensure they allow for small businesses to establish and operate, while facilitating relocation into activity centres at an appropriate size and scale of operation.

POLICIES	ACTIONS
RAC-P14 Investigate capital improvements works to improve pedestrian safety and access to activity centres and precincts and progressively develop an implementation of capital works improvements to the region's activity centres.	<p>RAC-A17 Enhance activity centres by encouraging people to linger beyond that required for their retail needs through providing:</p> <ul style="list-style-type: none"> a good quality public realm including provisions of a particular public open space focus (i.e. a town square) for community events and social networking; and entertainment, dining and indoor recreational opportunities.
REGIONAL INFRASTRUCTURE NETWORK	
RIN-P3 Direct new development towards settlement areas that have been identified as having spare infrastructure capacity.	RIN-A3 Preference growth in areas in that uses under capacity of existing infrastructure and give preference to urban expansion that is in physical proximity to existing transport corridors and the higher order Activity Centres.
<p>RIN-P4 Recognise the DIER Road Hierarchy and protect the operation of major road and rail corridors (existing and planned) from development that will preclude or have an adverse effect upon the existing and future operations.</p> <p>RIN-P5 Recognise and protect the region's port, and airport and other intermodal facilities (existing and planned) and protect their operation from development that will preclude or have an adverse impact upon the existing and future operations.</p>	<p>RIN-A7 Protect the region's road and rail infrastructure network to enable a transition between compatible land uses and an adequate separation between conflicting development (e.g. ribbon residential development and limit multiple new accesses onto regional freight roads) that would compromise safe and efficient operations of existing and future planned road and rail corridors.</p> <p>RIN-A8 Protect strategic road corridors that are predominately State Roads (Category 1-3) under Tasmanian Road Hierarchy which include:</p> <ul style="list-style-type: none"> ...Tasman Highway...
RIN-P6 Facilitate and encourage active modes of transport through land use planning.	RIN-A16 Facilitate the increased use of active transport modes for short trips by ensuring future subdivisions provide for pedestrian connectivity to open spaces, trails, and cycle and bus routes and include adequate provision of cycle ways.
RIN-P7 Facilitate an efficient and convenient public transportation system through land use planning.	<p>RIN-A23 Ensure new urban development to be located adjacent to existing and preferably mixed use areas – reducing the need to travel and the distances travelled, at least for some trips.</p> <p>RIN-A24 Identify higher density residential areas, mixed use development and new commercial areas to support greater access and use of public transport services, particularly in areas which have higher frequency services.</p>
REGIONAL ECONOMIC DEVELOPMENT	
ED-P2 Ensure land use planning and infrastructure	ED-A3 Ensure planning schemes specifically identify

POLICIES	ACTIONS
<p>networks support the development of:</p> <ul style="list-style-type: none"> ▪ High value agriculture and food products; ▪ Digital economy – i.e. the rollout of the NBN. ▪ Vibrant, creative and innovative activity centres as places of employment and lifestyle; and ▪ Diverse tourism opportunities. <p>ED-P3 Ensure that industrial zoned and serviced land is available in good strategic locations and is zoned to provide at least a 10 year supply of industrial zoned lands.</p>	<p>suitably located lands to be zoned for industrial development and employment purposes to reflect the updated DEDTA Industrial Land Demand Tasmania (Short, Medium and Long Term Overview) 2040 Study and that the region is well placed to capture economic opportunities specifically:</p> <ul style="list-style-type: none"> ▪ future industrial land is integrated with the location and function of existing major freight and port networks; and ▪ allow for emerging industry sectors and innovations, such as those in the growing renewable energy sector <p>ED-A4 Analyse the industrial land demand to 2040 and demonstrate that there will sufficient land supply to be zoned for industrial development that is supported with provision of necessary infrastructure (transport, water and sewerage and energy) network requirements.</p>
<p>ED-P7 Prevent the loss of potential future rural production (including agriculture, mineral extraction, forestry) through the implementation of the regions land use strategy.</p>	<p>ED-A9 Limit the encroachment of Rural Living and Environmental Living styles of development onto existing and potential agricultural lands.</p> <p>ED-A10 Identify and protect regionally significant extractive industry resources in conjunction with state agencies such as DIER and DEDTA.</p>
<p>ED-P8 Manage the region's natural economic resources to sustainably and efficiently meet the needs of existing and future communities.</p>	<p>ED-A11 Identify and protect natural economic resource areas from further fragmentation and inappropriate land use.</p> <p>ED-A13 Protect, manage and enhance marine, estuarine and freshwater habitats from development that would impact upon sustainable fish stock levels to maximise fisheries production for the ongoing benefit of the community.</p>
<p>ED-P9 Ensure tourism business development is guided by informed research and economic strategies that develop key strategies, initiatives and projects to enhance the range of tourism and visitor experiences within the Northern Region.</p>	<p>ED-A14 As part of the Region's Economic Development Plan consider the regions tourism strategy focused on market position and feasible numbers, segmentation and conversion to optimise revenue and yield to expand and enhance the range of tourism and visitor experiences and address broad issues affecting tourism, including skills shortages, improving competitiveness and marketing and the following specific items:</p> <ul style="list-style-type: none"> ▪ complement the region's Open Space Strategy with a cultural heritage considerations; ▪ facilitate supply side support programs to deliver on a strategy for existing and new operators;

POLICIES	ACTIONS
	<ul style="list-style-type: none"> identify key tourism investment sites; and promote support tourism infrastructure investment as part of the region's Infrastructure Plan. <p>ED-A15 Support the implementation of the Trail of Tin Dragon Master Plan 2004 and prioritise the completion of all 18 key projects that the master plan identifies to complete the trail.</p>
ED-P10 Support the development of the tourism sector through land use planning by ensuring land use planning policies and principles do not unnecessarily restrict tourism use and development.	<p>ED-A16 Ensure that planning schemes do not unnecessarily restrict new innovations in the tourism sector and acknowledge that planning schemes cannot always predict future tourist sites/developments and other planning processes such as S 43A applications can provide avenues for consideration with appropriate strategic support.</p> <p>ED-A17 Ensure planning schemes identify, protect and enhance distinctive local characteristics and landscapes.</p>
SOCIAL INFRASTRUCTURE AND COMMUNITY	
SI-P01 Identify and plan for social infrastructure in sequence with residential development.	<p>SI-A01 Investigate the social infrastructure for the region and considers:</p> <ul style="list-style-type: none"> A needs analysis; Identification of locally appropriate standards of service; Gaps in supply and assesses future needs; An implementation plan; Monitoring and review.
SI-P02 Provide social infrastructure that is well located and accessible in relation to residential development, public transport services, employment and educational opportunities.	<p>SI-A03 Allow for increased housing densities in locations that are accessible to shops, transport networks, shops and other community services and facilities.</p> <p>SI-A04 Ensure that planning schemes facilitate the provision of social housing in residential areas.</p>
SI-P03 Provide multi-purpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.	SI-A05 Planning schemes are to facilitate the co-location of community facilities and services and encourage multi-purpose, flexible and adaptable social infrastructure.
SI-P04 Allow for a greater choice in housing types.	SI-A06 Provide flexibility in planning schemes to allow for a greater choice of housing types in residential areas, particularly in centrally located areas.
SI-P05 Protect the operation of existing and planned	SI-A07 Ensure that existing and planned education and training facilities are appropriately zoned and protected

POLICIES	ACTIONS
education/training facilities from conflicting land uses.	from conflicting land uses.
CH-P01 Recognise, retain and protect cultural heritage values in the region for their character, culture, sense of place, contribution to our understanding of history.	
REGIONAL ENVIRONMENT	
BNV-P04 Ensure land use planning processes are consistent with any applicable conservation area management plans or natural resource management strategy.	
<p>OSR-P01 To provide for an integrated open space and recreation system that contributes to social inclusion, community health and well-being, amenity, environmental sustainability and the economy.</p> <p>OSR-P02 Improve open space planning outcomes through the delivery of a consistent regional approach that responds to the community's needs and avoids unnecessary duplication of facilities.</p>	OSR-A03 Provide for a regional network of multi-use trails in accordance with the Northern Tasmania Recreation Trails Strategy 2004.
<p>NH-P01 Ensure that future land use and urban development minimises risk to people and property resulting from land instability by adopting a risk managed based approach consistent with Practice Note Guidelines for Landslide Risk Management 2007 and AGS (2007a) "Guideline for Landslide Susceptibility, Hazard and Risk Zoning for Land Use Planning"; AGS (2007e) "Australian GeoGuides for Slope Management and Maintenance".</p>	<p>NH-A01 Manage further development in declared landslip zones.</p> <p>Complete regional land slide hazard mapping to allow the identification of land susceptible to landscape hazards and level of risk associated to specific scale and types of land uses and developments.</p> <p>NH-A02 Ensure appropriate land uses and urban development in areas of susceptibility only where risk is very low or that it can be managed by prescriptive controls to avoid undue risk to persons including life of loss and damage to property.</p> <p>NH-A03 If there is doubt about the geotechnical stability of land proposed for urban development, Council may require a geotechnical assessment to identify risks and mitigation techniques.</p>
NH-P02 Ensure that future land use and development minimises risk to people and property resulting from flooding.	NH-A04 Include controls in planning schemes based on current best practice to manage risk to persons and property resulting from inundation.
NH-P03 Ensure that future land use and development minimises risk to people and property resulting from bushfire hazard.	

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NH-P04 Ensure that future land use and development minimises disturbance of Acid Sulfate Soils	NH-A07 Ensure that development of land identified for acid sulfate soils or potential acid sulfate soils is undertaken in accordance with the Tasmanian Acid Sulfate Soil Guidelines prepared by DPIPWE and available datasets such as the Tasmanian Acid Sulfate Soils Information (TASSI).
CW-P02 Limit the expansion of urban development within the coastal zone to avoid encroachment into areas of intact coastal environments.	<p>CW-A02 Manage the expansion and limit further linear expansion within the coastal zone not within the existing settlement pattern.</p> <p>CW-A03 Allow new use or development within areas of intact coastal environments only when they are dependent on a coastal location for operational efficiency.</p>
CW-P03 Minimising or avoiding use or development in areas subject to areas of high coastal hazard.	CW-A05 Identify those areas at high risk of sea level rise, storm surge inundation and shoreline recession through the use of overlays or zones within Planning Schemes.
CW-P04 Protect the visual integrity of coastal landscapes.	
<p>LSA-P01 Protect the scenic/landscape amenity of key regional tourism routes (shown in Map 11). Recognise the:</p> <ul style="list-style-type: none"> ▪ Importance of scenic landscapes as viewed from major roads and tourist routes/destinations as contributing to economic basis of the tourism industry as well as local visual amenity; ▪ Importance of natural/native vegetation in contributing to scenic values of rural and coastal areas generally, with particular emphasis on prominent topographical features; and ▪ Need to protect skylines and prominent hillsides from obtrusive development/works. 	
LSA-P02 Protect specific topographic or natural features of significant scenic/landscape significance.	LSA-A04 Planning schemes to identify visually significant topographic, natural features and landscapes (e.g. Cataract Gorge) in an overlay with objectives and discretionary criteria relating to the visual impact of use and development.

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