

2.3.2 Main Concerns

The main concerns of landowners regarding a trail/bikeway on their property were as follows (listed roughly in order of importance):

- Privacy (particularly in vicinity of farm houses).
- Inappropriate use eg trespassing/theft/vandalism/fires/gates left open etc.
- Disruption to farming practices (ie farmer restricted in ability to spray, irrigate or move equipment/stock etc).
- Practicalities of establishing and maintaining bikeways/trails (fencing/gates/footbridges) especially in flood-prone areas.

2.3.3 Main Opportunities

The main opportunities voiced by landowners included:

- That if trails ran along property boundaries there was a much greater possibility of agreement from landowners than any options that cut across properties. This led to the proposing of an alternative route to the one originally suggested.
- That the best solutions for trail establishment would be ones that provided significant benefit to landowners. For example, one farmer mentioned the possibility of establishing a substantial shelterbelt using native tree species, with the trail running amidst the planted area.

2.3.4 Summary

At this stage in the feasibility assessment process, the situation regarding Longford – Cressy Connecting Route 1 is summed up as follows:

- Only a trail running directly in a southerly direction from Chatsworth Lne inside the western boundary of the Escott property, then along the southern boundary of the Escott and Kode properties to link to the river can in any way be considered viable.
- In the absence of a riparian reserve, the above route is reliant on support from the owner of the Cressy House property in order to link with Cressy along the river.
- If Council wishes to pursue this route, consultation with the three relevant landowners must be carried out. Provided the landowners' concerns can be addressed and suitable incentives provided (fencing, shelterbelt planting etc) there *may be some possibility* of establishing this route.
- Physical constraints such as the flood-prone nature of the riverside section of the trail will also require further consideration.
- A completely different option of linking Connecting Route 1 with Connecting Route 3 (Panshanger Rd) may be worthy of consideration (see section 2.6).

2.4 Longford – Cressy Connecting Route 2A/B

Longford – Cressy Connecting Route 2 A/B involves linking Brumby St/Woolmers Lne to the riparian reserve.

2.4.1 Landowner Feedback

Interviews were conducted with four landowners with properties in the vicinity of Connecting Route Option 2 A/B, which connects Brumby St/Woolmers Lne with the riparian reserve. As with Connecting Route 1, all landowners in the vicinity of Connecting Route 2 A/B were in favour of the general idea of trails and bikeways. However, most expressed serious reservations about any trail passing over their property and one was totally opposed to any trail near his property.

2.4.2 Main Concerns

The main concerns of landowners regarding a bikeway/trail on their property were similar to those listed previously (privacy/inappropriate behaviour/disruption to farming practices/establishment difficulties etc).

Of particular note is that one landowner has actually experienced the loss of an entire ready-to-harvest grain crop due to a fire that was thought to have started due to a cigarette butt or discarded bottle.

Another big concern property owners had with this route is that a large section of the trail would be very flood prone and it would be practically very difficult to work around this issue.

2.4.3 Main Opportunities

The owners of the Woolmers property at the northern end of the Connecting Route 2A/B options indicated that they *might* consider a trail that ran along their southern boundary ie Route 2A, but they were totally opposed to Connecting Route 2B.

2.4.4 Summary

At this stage in the feasibility assessment process, the situation regarding Longford – Cressy Connecting Route 2 A/B is summed up as follows:

- As with all the Longford – Cressy options, the apparent absence of a riparian reserve adjacent to the Cressy House property is a serious blow to the viability of the route.
- The property owner of the Caswell property in the middle section of this route is totally opposed to any trail in the vicinity of his property. Given the

size and location of this property, there would appear to be little chance of establishing a trail connecting to either Brumby St or Woolmers Lne.

- In addition to the above, this stretch of the Macquarie River is particularly flood-prone and several of the landowners highlighted that the challenges associated with establishing and maintaining a trail would be significant.
- At this stage, it does not seem worthwhile to pursue route options 2 A/B further. If circumstances change and Council wishes to further pursue this route, direct consultation with all relevant landowners must be carried out.

2.5 Longford – Cressy Connecting Route 3

Longford – Cressy Connecting Route 3 involves linking Panshanger Rd to the riparian reserve via a footbridge over the Macquarie River.

2.5.1 Landowner Feedback

An interview was conducted with the landowner with property in the vicinity of Connecting Route Option 3.

This landowner had mixed opinions regarding the general concept of establishing trails/bikeways linking towns and villages in the Northern Midlands. He is concerned about whether such trails would be sufficiently utilised by locals and whether a better strategy overall may be for the State Government to improve the number and quality of trails in State Forests and other public reserves.

Like others, the landowner was totally opposed to any trail crossing through his property and would only consider something that ran along a boundary line or river frontage.

2.5.2 Main Concerns

The main concerns of the landowner regarding a trail/bikeway on his property were along the lines of those listed previously (privacy/inappropriate behaviour/disruption to farming practices/establishment difficulties etc).

2.5.3 Main Opportunities

Despite serious reservations, the landowner did come up with some suggestions for how a route *might* be possible:

- The existing track running west from the right-angle bend in Panshanger Rd (near where the property's access track commences) could be utilised to provide access to the river.
- A trail could be established on the Panshanger side of the river that would run for several kilometres towards Cressy. The trail could then cross the river (via a footbridge) at about the halfway stage, with the link to the Cressy pumping station completed on the Cressy House/Richmond Hill side of the river.

2.5.4 Summary

At this stage in the feasibility assessment process, the situation regarding Longford – Cressy Connecting Route 3 is summed up as follows:

- As per other options, the apparent absence of a riparian reserve adjacent to the Cressy House property is equally problematic.
- The cost of a footbridge is a very big consideration for any route linking the eastern and western banks of the Macquarie River. This is in addition to the other constraints related to trail establishment in a flood prone area.

2.6 Recommendations: Longford – Cressy Link

1. Council must clarify the land tenure issue relating to the riparian reserve adjacent to the Cressy House property and inform the landowner if the situation is different to what he believes to be the case.
2. If the riparian reserve does not exist, Council should consult with the landowner of the Cressy House property regarding access along the river (Anglers Access being another key stakeholder).
3. If the Cressy House landowner agrees to consider riverside access, then Route options 1 and 3 may then also be worthy of further investigation, with further consultation with landowners and other stakeholders being the next step.
4. If the Cressy House landowner does not agree to allow riverside access and given that the landowners of the Escott and Kode properties have expressed that they *may* consider a trail/bikeway option that ran along the southern boundaries of their properties, an alternative route possibility may be worthy of further investigation: The linking of Panshanger Rd to Chatsworth Lne/Marlborough St to form a *circuit route* starting and ending in Longford (as opposed to a through route between Longford and Cressy).
5. Further investigation will need to be made into the amount and cost of infrastructure required to establish any proposed trails/bikeways. In particular, any option that involves crossing the Macquarie River will necessitate the construction of a footbridge (the size and method of construction of which could be similar to the new footbridge over the Meander River in Deloraine).

3 Campbell Town – Ross

Creating a bikeway/trail link between Campbell Town and Ross is considered an attractive proposition for a number of reasons, including:

1. The presence of the Macquarie River between Ross and the area to the west of Campbell Town.
2. The existence of Ashby Rd, a quiet public road which could potentially be accessed from both Campbell Town and Ross as part of a link between the two locations.
3. The relatively low number of landowners involved in route options utilising Ashby Rd, therefore potentially simplifying the process of gaining stakeholder support.
4. The existence of historic bridges in both Campbell Town and Ross, lending the route strong thematic potential eg 'Two Bridges Way'.

3.1 Campbell Town – Ross Proposed Route

Only one route was found to be worthy of further investigation for linking Campbell Town and Ross. This was originally proposed to be via Hoggs Ford Rd, Ashby Rd and the disused section of Ashby Rd that runs from the intersection of the Midland Hwy to Ross Bridge. However, after discussions with landowners the proposed route has been changed to utilise an existing underpass to cross the Midland Hwy (see section 3.1.1). The route is shown on the next page.

3.1.1 Landowner Feedback

Interviews were carried out with the two relevant landowners associated with the Campbell Town – Ross link.

The landowner at the northern end of the route owns the property that includes Hoggs Ford Rd. He confirmed that although the road appears on maps as a named road and part of it is currently publically accessible, it is in fact a private road.

Although in favour of the general concept of trails and bikeways (and himself a keen cyclist), this landowner expressed serious reservations about allowing access through his property.

The landowner at the southern end of the proposed route was totally opposed to the trail passing through his property along the disused section of Ashby Rd. He also felt that having the trail crossing the Midland Hwy would pose a significant threat to the safety of users.

However, instead of the route crossing the highway and utilising the disused road, he suggested that a possible better alternative for the trail could be for it to follow the river north from Ross Bridge before utilising an existing underpass to connect through to Ashby Rd.

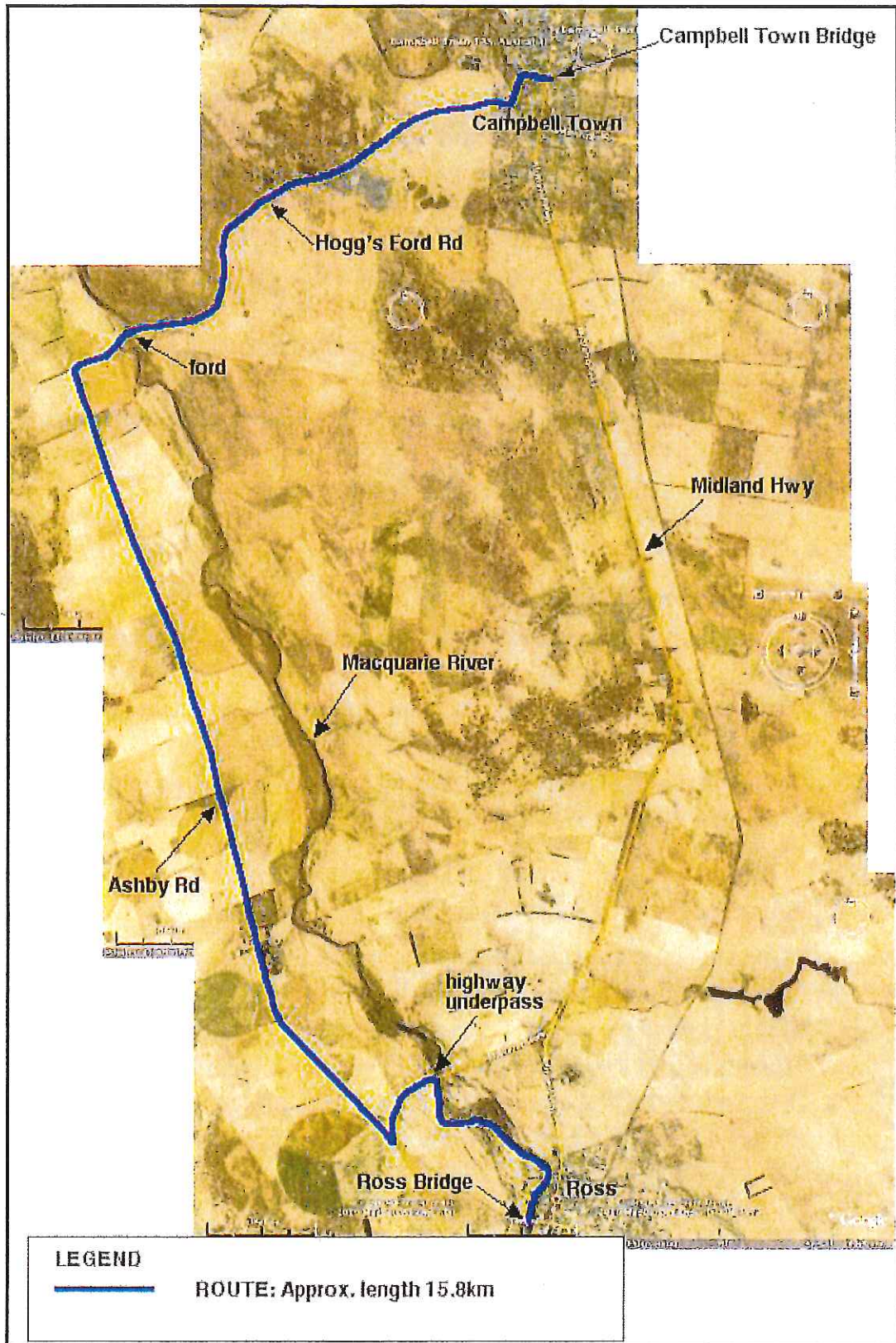


Figure 3: Map showing location of the route for Campbell Town – Ross link, including revised route at southern end

3.1.2 Main Concerns

The main issues raised by the two landowners were similar to those raised by the owners of farming properties in other Links, including:

- Impact on farming practices, such as the movement of machinery and stock, spraying, controlled burns, lambing etc.
- Requirement for increased management work to ameliorate the impact of trail users on other farm practices. This could potentially be overcome, but may necessitate financial compensation in some form.
- The potential for a publically accessible trail to undermine the eco-tourism ventures that may be developed in the future.
- The potential for inappropriate use of the trail (trespassing, vandalism, habitat damage etc).
- Concern as to whether enough people would actually use the trail for it to be viable anyway.
- Safety issues relating to crossing the Midland Hwy.

3.1.3 Main Opportunities

The main opportunities related to the proposed Campbell Town – Ross route include:

- Relatively little infrastructure would be required to form this route due to the presence of existing tracks, fences, underpass etc.
- The successful establishment of this trail may lend confidence to property owners in other locations in considering trails on their properties.

3.1.4 Summary

At this stage in the feasibility assessment process, the situation regarding the Campbell Town - Ross link is summed up as follows:

- Although both have serious reservations, neither property owner has *completely ruled out* permitting a trail/bikeway on their property.
- The owner of the property near Campbell Town is currently in the process of developing a 'big picture' plan for his property, so any trail/bikeway would need to find a place within that plan.
- Increased farm management in relation to a trail/bikeway has been raised as an issue that may necessitate financial compensation.
- There are issues related to the fording of the Macquarie River, although these are probably not insurmountable.
- The presence of an underpass at the Ross end of the trail/bikeway may be a solution to the issue of how the trail can safely cross the Midland Hwy.

3.2 Recommendations: Campbell Town – Ross Link

1. Council should seriously consider further pursuing this link, especially in light of the importance of establishing one trail/bikeway as a starting point for building community and landowner confidence and support for others.
2. In further investigating this link, Council must consult directly with both landowners to allow them to voice their concerns and ideas regarding the development of a trail/bikeway on their property.
3. In consultation with the property owners, Council should look to adequately address all concerns raised by property owners in order to give the trail the strongest chance of success. Perceived benefits to landowners must outweigh perceived disadvantages.
4. The thematic strength of this link is worthy of serious consideration: the linking of the two historic bridges has great potential to 'capture the imagination' of potential users, something which is essential to the success of such a venture.
5. Even with a strong marketing theme, there is some concern that usage levels of this trail/bikeway may not be sufficient to justify the cost of implementation and upkeep. Further public consultation and research will therefore be required to confirm the viability in terms of anticipated numbers of users etc.



The view along the Elizabeth River in Campbell Town – a starting point for the proposed trail

4 Devon Hills – Perth

Creating a trail/bikeway link between Devon Hills and Perth is considered an attractive proposition for several reasons, including:

1. The two locations are very close in proximity and therefore only a relatively short section of trail would be required to create the link.
2. Having a bikeway/trail link would allow children in particular to move between Devon Hills and Perth (including to attend school) without needing to travel via the Midland Hwy.

4.1 Devon Hills – Perth Proposed Route

Only one proposed route was suggested for linking Devon Hills and Perth. This involves an easement being created along the boundaries of two or three properties (depending on exact location) in order to connect Christine Ave in Devon Hills to Collins St in Perth.

During interviews with landowners, *other options were also discussed*, but ultimately no better or more viable alternative could be found.



Figure 4: Map showing location of the route for Devon Hills - Perth link

4.1.1 Landowner Feedback

Interviews were carried out with four landowners with properties in the vicinity of the proposed route and one was contacted and provided feedback by email (at his request).

Unlike the situation with the other links investigated (Longford – Cressy and Campbell Town – Ross) where most landowners were in favour of the general concept of bikeways and trails, the landowners in the vicinity of the proposed Devon Hills – Perth link were almost *universally opposed* to the establishment of any link between the two localities.

The main ground on which this opposition was based was loss of privacy, followed by concerns about inappropriate use.

4.1.2 Main Concerns

The main issues raised by the landowners included:

- Loss of privacy, with people from Perth having direct access to Devon Hills.
- The potential for inappropriate use including by motorbikes and cars.
- Vandalism (including damage to fences, smashed windows etc).
- Safety for children.
- Increased vehicle traffic caused by people driving to either end in order to commence a walk or bike ride.
- Low numbers of people (on the Devon Hills side) who would actually use the link as most families send their kids to private schools, not Perth.
- Geographical issues, in particular that the Sinclair St/Collin St approach is quite hilly, so would be likely be a further discouragement for uses, especially children riding bikes.

4.1.3 Main Opportunities

The only opportunity related to a Devon Hills – Perth link was raised by a few residents who felt that utilising the existing horse trail to link through to the existing road easement to the east of Collins may provide an acceptable solution (at the same time as keeping the trail well away from their residence).

Further investigation of the above has shown that it would be difficult to create such a link because it would still require access through private property (which is just as likely to be opposed by a different set of residents). Also, because the road easements are currently totally undeveloped, the cost involved in developing them for the purpose of the trail/bikeway would be likely to be prohibitive.

A third option would be to create a link by forming a new easement connecting the cul-de-sac at the end of Christine Ave to the unformed road easement to the east of Collins St. However the landowner at 16 Christine Ave already has the horse trail running along his other boundary and is totally opposed to this option.

4.1.4 Summary

At this stage in the feasibility assessment process, the situation regarding the Devon Hills – Perth link is summed up as follows:

- All residents interviewed are strongly opposed to any link being created in the vicinity of their properties.
- Even if a link was established, it is unclear whether it would be used sufficiently to warrant the effort and expense involved in forming the link.

4.2 Recommendations: Devon Hills - Perth Link

1. This link does not appear to be viable, primarily on account of the opposition of residents to its creation and the lack of any more viable alternatives to the original proposed route.
2. If Council wishes to pursue the matter further, residents must be consulted directly in order to ensure that their concerns are listened to and adequately addressed.
3. In future, Council should better consider the needs of pedestrians and cyclists at the planning stages of residential estates and subdivisions to ensure that easements are included that cater for all possible links.



An existing path adjacent to the South Esk River in Perth

5 Perth – Longford

Rather than carry out a detailed investigation for the Perth – Longford link (as had been done for the previous three links) it was decided by Council that just the one key landowner first be interviewed regarding this link. The main reason for this approach is that all practical routes between the towns would involve this landowner, and therefore none would be viable without their support.

5.1 Perth – Longford Proposed Route

The proposed route for the Perth – Longford link runs along the northern bank of the South Esk River between the two locations. An earlier option of utilising the railway corridor had been dismissed on grounds of physical unsuitability of the easement, safety and lack of amenity for users.

5.1.1 Landowner Feedback

An interview was carried out with the key landowner of the main property between Longford and Perth. Whilst in favour of the idea of increasing recreational opportunities – including for cyclists – the landowner was opposed to the development of this kind of trail/bikeway, due to the difficulty of establishing and maintaining facilities adjacent to flood-prone rivers such as the South Esk.

He was also opposed to the trail being on his property for reasons consistent with other farmers, including: disruption to farming practices, privacy and potential for vandalism or other inappropriate use. The issue of public liability was also raised.

The landowner also lamented what he described as a disregard by authorities of the importance of farms as businesses, evidenced by their use of the phrase ‘It’s only farmland’ in relation to the routing of infrastructure etc.

5.1.2 Summary

At this stage in the feasibility assessment process, the main landowner within the Perth – Longford link does not support the establishment of any kind of trail/bikeway on his property.

5.2 Recommendations: Perth – Longford Link

1. In the absence of landowner support, a Perth – Longford link along the South Esk River must be considered unviable.
2. Given the popularity of Pateena Road amongst cyclists, an alternative strategy may be to develop a cycle route (through upgrading road shoulders, interpretive signage etc) that would increase the desirability of Longford and/or Perth as destinations for Launceston-based cyclists.
3. In line with the above, and to facilitate access to Launceston by Longford-based cyclists, a pedestrian/cycle bridge linking the Mill Dam precinct directly with Pateena Road may be worth considering. This would eliminate the need for highway riding, would reduce the distance of the trip and would feed cyclists coming from Launceston directly into Longford.

6 Evandale - Perth

As with the Perth – Longford link, rather than carry out a detailed investigation for the Evandale – Perth it was decided by Council that just the two key landowners be interviewed regarding this link. Again, the size of the properties involved means that without the support of these landowners, there would be no practical way of connecting the two locations.

6.1 Evandale – Perth Proposed Route

The proposed routes for the Evandale – Perth link involve a trail running along either bank of the South Esk River between the two locations.

6.1.1 Landowner Feedback

Interviews were carried out with the two relevant landowners, one on each side of the South Esk River.

The landowner on the southern side of the river was vehemently opposed to any kind of trail on his property.

Similarly, the landowner on the northern side of the river was also strongly opposed to having a trail on her property. The main reasons stated were similar to those given by other farmers and landowners: disruption to farming practices, privacy and potential for vandalism or other inappropriate use. The issue of public liability was also raised. Again, the issue of public liability was raised.

6.1.2 Summary

The two main landowners relevant to the Evandale – Perth link are strongly opposed to any trail/bikeway on their land.

6.2 Recommendations: Evandale – Perth Link

1. In the absence of landowner support, an Evandale – Perth link along the South Esk River must be considered unviable.
2. As with Perth – Longford, utilising existing road easements would appear to be the only option for developing trails/bikeways. Depending upon the width of the easements, it may be possible to either create a separate path or to widen the existing road shoulder.
3. In relation to Mill Road, the lowering of the speed limit (from what is currently 100km/h) may also encourage more cyclists and walkers to utilise the roadway.
4. As an alternative to linking Perth and Evandale, a better proposition may be to develop more trails/bikeways in the riverside areas adjacent to each location. Currently there are no developed paths within Rotary Park at Evandale, despite the addition of a pedestrian access way on the side of bridge linking Evandale to the park.

7 Final Summary

Having completed public consultations and other investigations, the feasibility of each of the five links within the scope of the final stage is as follows:

Longford - Cressy may be considered *marginally viable*, the main issue being the lack of the riparian reserve that was thought to exist adjacent to the Cressy House property. However, an alternative route linking Panshanger Rd to Chatsworth Lne/Marlborough St to form a circuit route starting and ending in Longford may ultimately prove to be a better alternative.

Campbell Town - Ross may be considered *somewhat viable*, provided the concerns and requirements of the two relevant landowners can be adequately addressed and further stakeholder consultation indicates that the proposed route would be sufficiently utilised. The 'Two Bridges Way' (or similar) concept is important to this link as it may sufficiently capture the imagination of people.

Devon Hills - Perth may be considered *unviable*, mostly due to the lack of stakeholder support, but also due to geographic and other considerations.

Perth - Longford may be considered *unviable*, due to the lack of support from the key landowner.

Evandale - Perth may be considered *unviable*, due to the lack of support from key landowners.

Despite the above outcomes, Council should be encouraged that the vast majority of stakeholders agreed that there is a need to increase recreational opportunities within the Northern Midlands. In addition, most felt that trails/bikeways were a good recreational option. If this is indicative of the community generally, there may be good levels of public support for other well-planned trails and bikeways, even if these are shorter in length and contained within the individual towns and villages.

Appendix A: Sample copy of letter sent by Council to landowners prior to consultant interviews

Dear

RE:

NORTHERN MIDLANDS TRAILS AND BIKEWAYS FEASIBILITY STUDY

Council is committed to promoting the health and well-being of Northern Midlands residents and visitors, and as an incentive to exercise, has developed a number of trails within towns eg. the trail connecting Longford to the Mill Dam Reserve, and the riverbank walks in Perth and Ross.

Council has to date not developed any longer trails and bikeways connecting the towns. Recently, both the State and Federal Government developed funding programs to assist with the cost of developing such trails. Council has therefore decided to undertake a study as to the feasibility of developing trails to link the towns.

Council has contracted Jeff McClintock, a local Landscape Consultant, to undertake the feasibility study.

Stage One of the study is focussing on the feasibility of developing a route(s) for potential trails between Devon Hills and Perth, Longford and Cressy, and Campbell Town and Ross.

As a landowner in one of the stage one study areas, I'm writing to advise you of this project and Jeff's role within the project. Jeff will be contacting you soon to discuss the project and to seek your views on potential routes between the towns.

Please note this is only a feasibility study to determine if likely routes can be identified. If such routes can be identified, Council will then need to decide which, if any, are progressed including the securing of funding.

Thank you in advance for your input to this study.

Yours sincerely

Mark Pitt

GENERAL MANAGER

Appendix B: Landowner Interviews and Contacts

Date	Name	Property Name or Address	Location of Interview
27/11/09	Rick Hill	16 Christine Ave, Devon Hills	on site
27/11/09	David Smith	'Cressy House', Cressy	on site
30/11/09	Simon Foster	'Bloomfield' (Ashby Rd)	on site
30/11/09	Byron & Madeline Kusnezow	15 Christine Ave, Devon Hills	on site
1/12/09	Tammy & Matthew Webb	3 Collins St, Perth	on site
1/12/09	Kayleen Lewis	1 Collins St, Perth	on site
3/12/09	Charles D Booth	'Williamwood', Ross	Launceston
3/12/09	Louise Archer	'Brickendon', Longford	on site
3/12/09	Les Lockwood	13 Christine Ave, Devon Hills	email
8/12/09	Paul Escott	132 Chatsworth Lne, Longford	on site
8/12/09	Stephen Caswell	Chatsworth Lne, Longford	Longford
10/12/09	Gary Kode	Chatsworth Lne, Longford	Launceston
22/12/09	Ann Paterson	'Harwick Lodge', Longford	on site
22/12/09	George Mills	'Panshanger', Longford	on site
11/10/10	Mr Gibson	'Native Point', Perth	phone
11/10/10	Hugh McKinnon	'Mountford', Longford	on site
12/10/10	Jill Stancombe	'Glendessary', Evandale	on site



Northern Midlands Council
Trails and Bikeways Strategy

Intra-Town Trail/Bikeway Study

June 2011



The existing trail beside the South Esk River in Perth provides an attractive route for walkers and cyclists

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1 Introduction

This report presents the findings of recent investigations into opportunities for establishing, expanding or improving specific trail/bikeway routes within four nominated villages and towns in the Northern Midlands.

These investigations follow on from an earlier study (see *Northern Midlands Trails and Bikeways Strategy – Feasibility Study Final Report October 2010*), which looked at various possibilities for creating linking trails linking various towns and villages. That study found that, at best, there was only marginal viability of establishing any links, with private land ownership by far the biggest obstacle.

Although not ruling out establishing longer distance linking trails, Council has therefore turned its attention to developing trails *within* (as opposed to between) various towns. Rather than needing to cross private land, it is expected that these trails could be established primarily on Council or Crown land.

This report has been prepared by Jeff McClintock, a qualified landscape consultant with experience in recreational planning and design. As a long-term resident of Evandale, Jeff has considerable local knowledge of the Northern Midlands and has also run a successful cycling-related tourism business. He is a keen walker and cyclist and enjoys encouraging his young family to join him in these activities.

1.1 Background

The desire to investigate trails and bikeways within the Northern Midlands relates to Council's 2007-2017 Strategic Plan, which has the following objective under the Local Community – Recreation and Leisure section:

“To facilitate increased participation in physical activity by Northern Midlands residents in accordance with the Tasmanian Physical Activity Plan, by providing opportunities for participation in quality sport and recreation activities for people of all ages and cultural backgrounds, including people who are disadvantaged or special needs groups.”

This study, and the previous one investigating links between towns, demonstrates Council's commitment to progressing the establishment of trails and bikeways as one way of helping meet the above objective.

1.2 Scope

This study has involved investigating the establishment of trails/bikeways in the following towns and locations:

Evandale – Rotary Park, with links to High St

Perth – the riverside reserves between Old Punt St and George St and between George St and Mill Rd.

Longford – **North:** between the Village Green and the start of the Mill Dam track, and **South:** in the area of Catherine and Burghley Sts, between Bulwer and Brickendon Streets

Avoca – in the vicinity of St Pauls River, particularly within the existing reserve

1.3 Issues addressed

For each of the locations mentioned, investigations have been made into issues including:

1. Route options (with consideration to existing terrain and infrastructure, important linkages, vegetation, drainage and other constraints, as well as aesthetic issues and ways of enhancing user experience).
2. Land tenure issues, particularly where proposed routes cross land not owned by Council or the Crown (eg Railway land).
3. Path surfacing issues and cost estimates where available.
4. Infrastructural requirements (bridges, bench seats, fences, signage etc) related to suggested routes, including cost estimates where possible.
5. Safety issues, including current situations requiring remedial attention.
6. Planting concepts, where these are integral to enhancing user experience (eg screening, shade, windbreaks etc).
7. Interpretation and thematic signage concepts etc.

1.4 General issues associated with trail/bikeway development

In addition to the formation of the actual trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Name/theme:** A catchy name can help to enthuse users into trying out various walks eg Longford Riverlink Trail.
- **Signage and route markers:** Trails should be well signed, with colour-coded way markers to clearly demarcate the trails and convey the intended use ie multi-use, pedestrian only etc. A new system of signage relating to dogs should also be established. Consideration should be given to the *overall impact* of the signage, not just the specific messages: Is it interesting, informative and welcoming, or negative and hostile?
- **Planting:** Additional planting is required to improve the amenity and biodiversity of all parklands associated with the trails/bikeways. Particularly in flood prone locations, utilising *deep planting* may improve the likelihood of plant survival. All planting should also be carefully planned (layout, species selection etc) and timed (once likelihood of major flooding has passed) to further enhance the likelihood of success.
- **Other facilities:** Facilities that will add value to the experience of trail/bikeway users should be considered eg exercise stations, bench seats, lookouts, children's road safety path systems etc. Consistency of style and construction materials adds to aesthetic appeal by cohesiveness and unity.
- **Marketing:** Good marketing is essential for the success of any enterprise. As well as printed material (which could be distributed with rates notices and made available at visitor centres), online information and maps should also be available through the NMC website. This could include information about the importance of exercise and how many kilojoules would be used to walk/jog/cycle particular routes etc.

2 Evandale

The main area in the vicinity of Evandale that provides opportunities for the establishment of recreational trails and bikeways is Rotary Park, adjacent to the South Esk River. Although an informal parkland and flood prone, this reserve is popular with both locals and visitors alike, with activities ranging from walking and cycling, to picnicking, fishing, canoeing and swimming (although this is technically disallowed).

According to a plaque attached to a picnic table, the establishment of Rotary Park is credited to Malcolm J Gill, whose 'foresight led to the creation of Evandale Rotary Park'. Clearly great effort went into the initial development of Rotary Park. However, the passage of time, inappropriate use and dozens of floods have left the park in a state that deters use. The facilities and presentation of the park are also well below the standard expected in one of Tasmania's key tourist towns.

2.1 Existing and proposed trails/bikeways

The following sections describe each part of the existing and proposed trail/bikeway network for pedestrians and off-road cyclists wanting to access Rotary Park from Evandale. It should be read in conjunction with the Evandale Trails/Bikeways Concept Plan.

Recommendations are given separately for each section of the path network, reflecting the differences between sections and aiding staged implementation if necessary.

2.2 High St – Leighlands Rd intersection

The existing ironstone footpath affords reasonable access along the length of High St. However, rounding the corner at the intersection of Leighlands Rd, path users encounter a dangerous camber (sloping towards the road) that has potential to cause them – especially children – to slip down a short but steep bank and onto the road. This occurs at a place where vehicles turning left from Evandale Rd into Leighlands Rd are unsighted and would be unlikely to have sufficient reaction time to avoid colliding with a person who had fallen onto the road.

2.2.1 Recommendations

- *Immediate remedial action must be carried out in this area to protect path users from potential injury or death.* This may involve the use of a low retaining wall to facilitate the path being realigned further from the roadway. Planting could then be transferred to between the path and roadway (which would also help to stabilise the embankment). Fencing – if required – should be sympathetically designed to suit the context.
- Consideration should also be given to replacing the existing open spoon drain, which appears to be functionally inadequate as well as dangerous for cyclists using the main roadway.
- Signage and way markers be established showing the start of the trail from the Evandale Community Centre at the corner of Barclay St.

2.3 Leighlands Rd intersection to bridge access way

There is currently no formed path of any description in this section, with users being forced to negotiate raised railway lines, rutted, uneven surfaces and loose sand and gravel to make their way to the start of the pedestrian access way on the eastern side of the bridge. This is a major disincentive for users – especially those with limited mobility, pushing strollers, or with young children on bikes – who would like to walk or ride between the village and the river.

The lack of a path here is also confusing for visitors, as it is unclear how they should navigate their onward journey towards the river.

The pedestrian access way itself is an excellent addition and seems to be sufficiently engineered to withstand flood damage. However, it is currently *not being utilised to its full potential* due to the difficulty associated with accessing it.

2.3.1 Recommendations

- A well-engineered concrete path (min 1.5m wide) should be constructed linking the existing ironstone footpath to the northern end of the pedestrian access way. This path should incorporate measures to ensure user safety where it crosses the existing railway line. *The total length of this path would be approximately 100m.*

2.4 Bridge access way to main car park area in Rotary Park

Approaching Rotary Park, pedestrians and cyclists encounter an understated treated pine entry sign. Although functionally adequate, it would be preferable to have a more attractive entry feature (bearing in mind the constraints of flooding).

Entering Rotary Park itself, users find themselves on a compacted, semi-formed path, which appears to be the remnants of a former asphalt path running all the way to the main car park. This path has a pleasing horizontal and vertical alignment and although flood prone, does not seem to be susceptible to major scouring. The path appears to be fairly well used even in its current form. Therefore it is highly likely that *with improved surfacing*, this route could become a popular and well-used link between Evandale and the heart of Rotary Park.

2.4.1 Recommendations

- Serious consideration should be given to upgrading this section to a well-engineered concrete multi-purpose (cycling and walking) path. The suggested width for this path would be 2.5m. A new footbridge with an approximate span of 5m would be required. (The existing footbridge – which appears to be structurally sound – could be relocated for use in the southern end of the park – see section 2.5).
- To give variety to users, an alternative return route should also be created in this area of the park. The best location to do this would be to the west of the existing path alignment, (closer to Leighlands Rd) in an area that is less flood prone. This would require the construction of an additional footbridge, with an approximate span of 15m. *The total length of the concrete multi-use path would be approximately 650m.*

2.5 Car park to southern end of park

The main path between the bridge and car park would terminate at the existing car park. However, the southern end of the Rotary Park also offers further opportunities for the development of less formal paths. This end of the reserve appears to be less prone to flood damage and has more substantial tree coverage, giving it a pleasant park-like feel.

2.5.1 Recommendations

- Consideration should be given to establishing a concrete flat-topped slow point across the bottleneck of the existing car park. This would serve the purpose of providing smooth access for walkers and cyclists across the car park, at the same time as forcing vehicles to slow down as they enter the car park itself.
- From the southern side of the car park, a mown fairway-style path (2.0-2.5m wide, depending on width of mower used) should be established, with path markers* at regular intervals. This path would form a loop through the southern end of the park, then link back around to the main concrete path. A small footbridge would be required for this path – as mentioned, it may be possible to relocate the existing footbridge from between the main bridge and the car park for this purpose. *The total length of the mown path in this section would be approximately 380m.*

2.6 Additional new link between High St and bridge access way

In addition to the path system described above, another opportunity exists in Evandale that is worthy of serious consideration: an existing easement – apparently left over from when the Evandale Railway Station was located in the vicinity of the existing railway storage area – may be suitable for use as an alternative route between High St and the bridge.

The advantages of this link are that it is more direct (albeit steeper), it affords pleasant views to the river and tiers (and water tower looking towards Evandale), it is already lined with a nice stand of Eucalypts and it would offer users and alternative route, thus adding interest and variety to an excursion to Rotary Park.

2.6.1 Recommendations

- Further investigations should be conducted into using the existing easement for the formation of a new path between High St and the existing railways access track (*length approximately 100m*). If land ownership and other issues can be satisfactorily resolved, a well-designed compacted gravel path (stepped and ramped as appropriate) should be constructed within this easement, allowing users to access Rotary Park via the existing vehicular track that runs parallel to the railway line.

*See Appendix 1 for sample path marker concept.

2.6.2 Other issues with Evandale Rotary Park

In addition to the formation of trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Park usage:** Vehicular traffic is currently permitted in Rotary Park (although a sign prohibits access for 4WD vehicles). This presents an obvious conflict of interest with people utilising the park for walking (including with dogs) and cycling. It may also contribute to damage to facilities and vegetation and illegal dumping etc.
- **Facilities:** A number of facilities have been constructed in the past in Rotary Park, presumably as part of the original development of the park. However, many of these are poorly designed and have not stood up to the regular flooding which most of the park is subject to. Given their unsightliness and uselessness, the presence of many of these facilities is arguably worse than if they were absent.
- **Maintenance:** Even amongst the functional facilities in Rotary Park, many are poorly maintained – a situation exacerbated by recent flooding. Many trees have also been damaged by recent floods, although at the time of writing, volunteer groups have been working hard to tidy up affected areas and reinstate affected facilities.
- **Planting:** As with all flood prone areas, there are significant challenges associated with establishing new planting in areas such as Rotary Park. However, there is considerable evidence of successful planting – of both native (eg eucalypts, blackwoods etc) and exotic species (poplars) - having been carried out in the park. Additional planting has the potential to greatly improve the amenity and biodiversity of the park.
- **Weed species:** In terms of weed species, by far the biggest issue in Rotary Park itself is crack willow. The easement between High St and the Railways access track is also heavily infested with blackberries.

2.7 Evandale river link trail opportunities and constraints

Some of the main opportunities and constraints associated with developing and improving trails/bikeways to and within Evandale Rotary Park are shown in photographs on the following two pages.

2.7.1 Evandale opportunities: photos



Existing successful tree planting



Existing pedestrian access way over river



Existing footbridge over drainage channel



Existing gazebo structure



Existing easement linking High St to river



Existing track linking to bottom of easement

2.7.2 Evandale constraints: photos



Dangerously cambered path and spoon drain



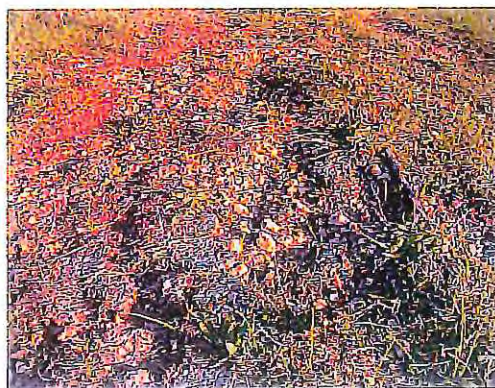
Raised railway lines and uneven surfaces



Unrepaired flood damage to paths



Poorly designed and maintained facilities



Remnants of former sealed path



Flood damaged infrastructure

3 Perth

The main area in Perth that lends itself to the establishment of trails and bikeways is the existing reserve adjacent to the South Esk River, on the eastern edge of the town. In particular, the area between Old Punt Rd and George St has been identified as most suitable for additional and upgraded paths.

This study has therefore focussed primarily on this area, although the area between George St and Mill Rd is felt to be also worthy of further investigation. Acknowledgment is given to the NMC's Perth Committee, who provided a suggested route for a new trail between Frederick and George Sts.

3.1 Existing and proposed trails/bikeways

The following sections describe each part of the existing and proposed trail/bikeway network for pedestrians and off-road cyclists utilising the riverside park in Perth. It should be read in conjunction with the Perth Trails/Bikeways Concept Plan.

Recommendations are given separately for each section of the path network, reflecting the differences between sections and aiding staged implementation if necessary.

3.2 Old Punt Rd to Frederick St

An established path system exists between Old Punt Rd and Frederick St. Commencing at the southern end of the riverside reserve, a 1.5m wide concrete path makes its way down a steep slope towards the river. This path is equipped with a handrail and has a bench seat adjacent (curiously, this is orientated and fenced in such that users can't take in the expansive views to the river which the vantage point would otherwise afford).

Unfortunately, the path has also not been designed to cater for cyclists, being too steep, narrow and having gates at both the top and bottom.

Reaching the bottom of the slope, the concrete path joins an existing unsealed vehicular track, which ends at a small turning circle adjacent to two bench seats and a small jetty. This track winds its way along through the park, fairly close to the river, forming an attractive and enticing route. Although subject to flooding, it appears to be fairly resistant to damage, providing a firm, smooth surface for walkers and cyclists alike.

A few areas of this track have potholes that reduce its usability, particularly for people pushing strollers etc. If possible, these should be repaired at more frequent intervals.

Nearing Frederick St, the vehicular track heads back up the riverbank to where it enters the reserve at what is clearly the 'main gate' for the reserve. There are two significant issues relating to this main entry:

- Although the path within the park is obviously suitable for riding bicycles, cyclists entering the park from William/Frederick St must negotiate either a large cattle grid or a gate.
- Whilst public notices regarding the use of a reserve are important and legally necessary, councils must consider the *overall message* that these notices convey. In this instance, a prospective park user (including tourists) is confronted by a total of *14 written texts and/or pictures specifying restrictions on how the park is to be used or things they need to be wary of* (ranging from opening times to prohibition of swimming, alcohol and horses). In contrast, there is *not one message welcoming the user or suggesting what they can enjoy doing in the reserve.*

3.2.1 Recommendations

- Consideration should be given to creating a separate path (compacted gravel may be suitable) in the vicinity of the new ramp at the southern end of the reserve to allow cycle access to the southern end of the existing gravel vehicular track. *The length of this path would be approximately 60m.*
- The main entry area should be thoroughly overhauled, with thought given to functional needs of all users as well as the impression it creates for users, including tourists. Giving the reserve a name may help enhance its appeal, as would a simple but attractive entry feature incorporating signage, fencing and planting elements.

3.3 Frederick St to George St

Although there are numerous access points through the existing fence alongside William St, there is currently no formed path in this section. Walking is difficult due to the cross-fall of the land and although existing sheep tracks provide some purchase for walkers, they are unsuitable for cyclists. The presence of sheep means that they also tend to be covered in droppings.

One of the benefits of the terrain in this section is that the most accessible section of the riverbank is *not subject to normal flooding*, therefore there is little likelihood of well designed infrastructure being damaged by riverine flooding.

North of the cul-de-sac at the end of William St, the terrain drops down into a gully where a small creek flows into the South Esk River. Although overgrown, this is an attractive area, with a massive oak tree, birches and eucalypts forming a shady canopy. The presence of a large, elevated flat area – accessible by a vehicular track from George St – is an added bonus and would lend itself to the development of picnic facilities or a lookout.

3.3.1 Recommendations

- A multi-use compacted gravel path (2.5m wide) should be constructed along the length of this section of the reserve. A cut-and-fill design would enable the subgrade to be prepared as a foundation for the gravel wearing course layer without the need to import or export material. Substantial drainage measures should be incorporated to ensure that the path is not damaged by water flowing down the slope (eg swale to high side of path, with regular discharge pipes through to the lower side of the path). *The length of this path would be approximately 400m.*
- The area between the end of George St and the river (including where several concrete tanks are located) has *tremendous potential for development into an outstanding recreational facility of regional significance.* Therefore, rather than just consider it just in relation to the construction of a trail/bikeway, it is recommended that a *full landscape master plan (including community consultation) be developed for this area.*
- As far as a new trail/bikeway is concerned, it is recommended that the same kind of multi-use compacted gravel path be constructed through this section, linking with the existing track adjacent to what appear to be disused water tanks. A new entry point should be created where this new section of the reserve is accessed from George St.

3.4 George St to Mill Rd

As well as extending a trail through to George St, the presence of a road reserve adjacent to the river all the way through to Mill Rd also opens up the possibility of also linking the trail network through to Mill Rd. This has great potential to increase overall use of the reserve, because it would allow cyclists (in particular) to access the reserve from Mill Rd from the north without needing to negotiate the steep rise up into Perth that following the road necessitates.

3.4.1 Recommendation

- Further investigations – including community consultation – should be carried out into the feasibility of creating an additional trail section linking the George St precinct to Mill Rd. Being above normal flood levels, this path could be constructed of compacted gravel (2.5m wide). *The length of this path would be approximately 600m.*

3.5 Other issues with the Perth river reserve

In addition to the formation of trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Park usage:** Vehicular traffic appears to be confined to the unsealed track between Frederick St and Old Punt Rd. Provided only a small number of cars use the reserve and their speed is restricted (possibly through the addition of slow points), council may decide that this is not incompatible with the same path being used by pedestrians and cyclists. Possibly of more relevance is the presence of sheep in the reserve. Whilst this clearly offers advantages to council in terms of 'mowing' the riverbank, the down side is the potential danger of a collision between cyclists and sheep and the presence of sheep droppings on paths.
- **Facilities:** A number of facilities have been constructed in both the distant and more recent past. Some of these are in good condition (eg the new access path at the Old Punt Rd end), but in several cases, only remnants remain of structures such as picnic tables and bench seats.
- **Maintenance:** Unlike other riverside areas, the reserve at Perth has the advantage of being situated on a raised (albeit in places steeply sloped) riverbank. This means that much of the reserve is above flood level, making maintenance easier and giving greater longevity to repairs. Consequently the reserve is in quite good overall condition.
- **Planting:** The reserve also benefits from a significant number of large, old European trees, which give it an attractive parklike feel. These trees are a tremendous asset and should be looked after. Council should also implement a tree replacement strategy so that large gaps are not left in the future when the existing trees reach the end of their lifespan.
- **Weed species:** In terms of weed species, by far the biggest issue in the Perth river reserve is crack willow. The area between George St and Mill Rd is also heavily infested with blackberries and gorse. However, this area is accessible to heavy machinery and there are large open areas in the adjacent council depot, making physical removal/burning a viable weed removal technique.

3.6 Perth river reserve trail opportunities and constraints

Some of the main opportunities and constraints associated with developing and improving trails/bikeways within the Perth river precinct are shown in photographs on the following two pages.

3.6.1 Perth opportunities: photos



Beautiful, elevated views to South Esk River



Existing vehicular track with pleasant alignment



Recently built path at Punt Rd end of reserve



Gently sloping grassed banks north of Frederick St



Vehicular track leading south from Frederick St



Potential picnic area near disused tanks

3.6.2 Perth constraints: photos



Non-bike friendly gates and latches



Cattle grid barring access for bikes and prams



Signs conveying entirely negative messages



Sheep droppings are an ever-present hazard



Picnic facilities have seen better days



Weed infestation between George St and Mill Rd

4 Longford

Two areas in Longford have been identified as likely locations for the development of new trails/bikeways. Reflecting the size and elongated shape of the town, trails are proposed for both the northern and southern ends.

The proposed northern trail represents a revamp and formalising of a route that has actually existed for many years, linking the Village Green – via St George’s Sports Ground – with the South Esk River precinct in the vicinity of the boat ramp and railway bridge.

The southern trail is a new route that utilises the existing Burghley St easement to the south of the formed road to link through to Wilmores Lane in the vicinity of Coronation Park.

4.1 Existing and proposed trails/bikeways

The following sections describe each part of the existing and proposed north and south trail/bikeway networks for pedestrians and off-road cyclists. It should be read in conjunction with the Longford North Trails/Bikeways Concept Plan and the Longford South Trails/Bikeways Concept Plan.

Recommendations are given separately for each section of the path network, reflecting the differences between sections and aiding staged implementation if necessary.

4.2 Longford North: Village Green to St George’s Sports Ground entry

Commencing at the corner of Wellington and Archer Sts, an existing paved path (approx 1.4m wide, using rectangular segmental pavers) runs in a north-easterly direction parallel to Archer St towards St George’s Sports Ground. This path was constructed as part of a ‘work-for-the-dole’ type program and is somewhat uneven, with grass growing in the cracks between pavers.

Whilst functional as a basic footpath, the path is too narrow to be used as a multi-use path (and may deteriorate further if used for same) and is quite unattractive, especially in the context of its location in such a high profile part of Longford.

Upon reaching Latour St, a standard pedestrian crossover gives access to a grassed verge beyond. On the diagonally opposite corner, a beautiful set of historic entry gates beckons people to St George’s Sports Ground. Unfortunately for park users, these gates are locked and entry to the park is to the rear of the amenities block about 20m further along the street.

4.2.1 Recommendations

- Consideration be given to replacing the existing paved path with a well-designed multi-use path (2.5m wide) – constructed of either exposed aggregate concrete (to match the other new paths) or asphalt. *The length of this path would be approximately 160m.*
- At the intersection of Archer and Latour Sts, provisions should be made to enhance the safety of pedestrians and cyclists as they cross into St George's Sports Ground. This will include a new section of path and may also make use of slow points or other traffic calming markings or devices. Regardless of the exact measures used, the main issue is that a *clear link is to be established* between the Village Green and St George's Sports Ground.
- At least one of the historic entry gates should be reinstated as the main entry into St George's Sports Ground.
- Consideration should be given to establishing a new entry point into the sports ground to assist people accessing the skate park and velodrome without needing to go up and over the flood levy bank. This should be linked with a sealed path to the existing access point and the proposed path.

4.3 Longford North: St George's Sports Ground to river precinct

Heading towards the river precinct from St George's Sports Ground, there is currently no sealed path, so users must either walk across the grass or partially use the velodrome.

Once in line with Smith St, an existing concrete footpath runs parallel to the southern boundary of the council depot area. It then runs on the eastern side of the unsealed Abel Tasman Ave where it appears to have previously admitted access to Carins Park (now part of the caravan park). This later section of path is also in poor condition, with pedestrians and cyclists preferring the gravel vehicular track.

Another – currently unutilised – route for linking St George's Sports Ground with the NW corner of Carins Park would be to make use of the existing flood levy bank.

There are a number of clear advantages to utilising the levy bank for a trail:

- It provides a wide, level, elevated, flood free (in all but the worst flooding) platform for path construction. Viewed from St George's Sports Ground, the levy bank has a beautiful and enticing horizontal alignment as it sweeps in a gentle curve towards the river.
- The levy bank actually provides a more direct link between St George's Sports Ground and the river precinct. Whilst the height of the levy bank where it meets Union St provides some challenges in terms of ramping the path down to street level, these are not at all insurmountable.
- Planted with large trees (the roots of which would help stabilise the bank) and with the addition of a gravel multi-use path, the levy banks could form an elevated trail/bikeway system unparalleled in the Northern Midlands.

Interestingly, there is a public perception in Longford that the levy banks were *meant to be accessible* for walking trails of this kind. This was articulated by residents during informal discussions that took place during site inspections.

4.3.1 Recommendations

- An asphalt multi-use path (2.5m wide) be constructed starting from one of the historic entry gates to St George's Sports Ground. This path should ramp gently up onto the top of the levy bank as it heads north, then follow the top of the levy bank. *The length of this path would be approximately 120m.*
- A well-designed ramp should connect this path down to the location of the existing concrete path. This path may be widened (to 2.5m wide), before sealing with asphalt. *The length of this path would be approximately 120m.*
- This path should join the existing gravel vehicular track at the southern end of Abel Tasman Ave, the surfacing of which should be improved (and eventually sealed when the council depot area is developed).
- *Serious consideration should also be given to developing a trail along the levy bank. In the future, this may include using footbridges to span the gaps in the levy banks at Union St and the railway line, thus providing an attractive 'ring road' type trail right around the northern part of the town. The length of a levy bank path between St George's Sports Ground and Union St would be approximately 300m and from Union St to the railway line would be 180m.*

4.4 Longford North: Carins Park to the railway bridge underpass

Approaching the northern end of Abel Tasman Ave, an existing gravel track admits access to Carins Park. This track runs at an angle towards the caravan park boundary fence. Other smaller gravel paths also exist in different parts of the park. However, despite the level terrain and tree-studded beauty of this area, there is *currently no circuit* allowing a user to walk all the way around the park.

On the northern side of Union street a gravel path links the boat ramp area to an underpass giving access to the Mill Dam trail beyond. Approaching the railway bridge, this path contains a steep, dangerous and unsightly stair/ramp facility.

4.4.1 Recommendations

- A concrete multi-use disabled access path (2.5m wide) should be established in Carins Park. This path would partially utilise the existing alignment of the existing gravel paths, but would also utilise the existing avenue of eucalypts to form a pleasant circuit *approximately 350m long.*
- A small car park should be established off Abel Tasman Ave to facilitate the use of this path, including by disabled users.
- A flat-topped concrete slow point should be considered to enable users of this path system to safely cross Union St to the existing large car park area.
- A new starting point for the Mill Dam walk should be established in a high profile position adjacent to the large car park in order to reduce pedestrian and cycling activity in the vicinity of the boat ramp.
- A concrete multi-use path (2.5m wide) should be established linking the large car park with the access path under the railway bridge. This path should incorporate a new, safely graded ramp to allow safe access down to the existing concrete path under the railway bridge. *The length of this path would be approximately 230m.*

4.5 Longford North: Other issues with the proposed trail network

In addition to the formation of trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Usage:** Vehicular traffic is a significant issue in relation to the proposed trail network, which crosses several streets and utilises Abel Tasman Ave. Traffic calming measures will need to be carefully employed to enhance safety and convenience for pedestrians and cyclists.
- **Facilities:** A number of facilities have been constructed in the past. These include the paved path in the Village Green and various bluestone way markers and other structures. Unfortunately, almost all existing facilities are either very rundown (eg way markers contain round signage areas, but the writing is illegible) or badly damaged (eg bluestone bench seats).
- **Maintenance:** A recent severe flood has taken a heavy toll on the entire riverside precinct in Longford. Gravel path close to the river have suffered from scouring, ranging from the delaminating of gravel wearing courses to complete destruction of pathways. Fences running perpendicular to river currents have been left with layers of attached debris.
- **Planting:** The area between the Village Green and Carins Park contains a significant number of exotic and native trees. However, there is much scope for improving the amenity of trails/bikeways in this area through additional tree planting. In non-flood prone areas such as St George's Sports Ground, advanced trees could be planted (with appropriate tree guards) using conventional techniques. In areas close to the river, it is recommended that a trial be conducted using *deep planting* as a way of increasing the likelihood of successfully establishing trees.
- **Weed species:** In terms of weed species, by far the biggest issue in the Longford river precinct is crack willow.

4.6 Longford South: Burghley St/Lewis St intersection to Wilmores Lne.

Burghley St is a north-south running street in the southern part of Longford (parallel and to the west of Marlborough St). Within the town proper, the street is 'kerbed and sealed'. However, as it makes its way south, the road becomes progressively less developed, with the section between Bulwer and Lewis Sts being unsealed. From Lewis St onwards, there is no formed road at all, just a rough farm track that makes its way along the road easement.

This part of the road reserve is currently subject to a pastoral lease as part of the farming operations (mostly sheep grazing) on either side. Walking or cycling along the existing farm track offers users a pleasant, rural experience. Hawthorn hedges provide a sense of semi-enclosure and frame views to the Western Tiers. Connecting Lewis St to Wilmores Lne via the Burghley St easement also offers users the opportunity to create a round trip experience by returning via Catherine St.

As well as the main route along Burghley St, two other road easements also exist: Cracraft St and Brickendon St. These run perpendicular to Burghley St (on the eastern side) and therefore provide alternative links through to Catherine St.

4.6.1 Recommendations

- Further investigations should be conducted – in consultation with the holder of the pastoral lease – into the possibility of creating a low-key gravel trail/bikeway utilising the existing road easement. As well as improving surfacing, fencing and gates will require upgrading. *The length of this path would be approximately 1250m.*
- As with the point above, consideration should also be given to establishing gravel side tracks linking Burghley St to Catherine St via both the Cracroft St (approx 230m) and Brickendon St (approx 270m) road easements.
- If – once established – the above trails prove successful (and depending on the timing of future residential development), consideration may also be given to also utilising the Brickendon St easement to the west of Burghley St to create a link through to Back Creek and around to Wilmores Lne.
- Regardless of the above, consideration should be given to fencing off part of Coronation Park to form a dog exercise area.

4.7 Longford South: Other issues with the Proposed Trail Network

In addition to the formation of trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Usage:** The existing road easements have long been incorporated into the farm through which they pass. This process of ‘undoing’ this usage pattern, will present challenges if the easements are to become publically accessible. The upgrading of fencing and gates in particular will require careful consideration. The presence of discarded farm equipment adds interest for trail users, but may not be entirely compatible with increased public access.
- **Facilities:** There are no existing facilities in the vicinity of the proposed Longford South trail network.
- **Maintenance:** The easements being considered for trail development are not currently publically accessible, so have not been subject to council maintenance.
- **Planting:** The proposed trail would benefit from additional tree planting, although easy-to-transplant deciduous species would be preferable with future residential development likely to occur in this area.
- **Weed species:** The main weed species present in this area are gorse and hawthorn. The latter is mostly confined to traditional hedgerows and is not usually too problematic. However, the presence of thorns – particularly around the time that hedgerows are cut back – could lead to a greatly increased of punctures for cyclists and would require careful management.

4.8 Longford trails opportunities and constraints

Some of the main opportunities and constraints associated with developing and improving trails/bikeways within the Longford North and South are shown in photographs on the following pages.

4.8.1 Longford North opportunities: photos



An existing path alongside the Village Green



Historic entry gates at St George's Sports Ground



The concrete path outside council depot boundary



Trees form a natural avenue in Carins Park.



The existing levy bank tops provide level, elevated, well-drained, flood free platforms for trail development

4.8.2 Longford North constraints: photos



Existing entry to St George's Sports Ground



Waterlogging of existing dog exercise area



Existing stairs/ramp near railway underpass



Existing bluestone structures in poor condition



Formidable gate catches greatly limit accessibility



Fences prone to collecting flood debris

4.8.3 Longford South opportunities: photos



The existing unsealed farm track



Beautiful views to the Great Western Tiers



Pleasant semi-enclosed feel of the existing track



Main route accessible from Brickendon St



Catherine St and Coronation Park (on right)



The wide grassed verges of Catherine St

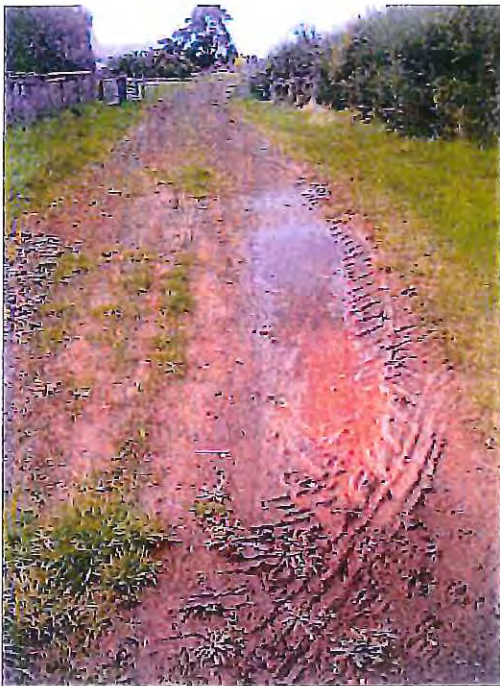
4.8.4 Longford South constraints: photos



Existing gates and stock fencing



Extensive gorse infestation



Track surface requiring upgrading in places



Old farm equipment within road easement

5 Avoca

The tiny village of Avoca is situated at the confluence of the St Pauls and South Esk Rivers. At this point in the Fingal Valley, the South Esk is full of youthful vigour, rushing over a stony and sandy bed. St Pauls on the other hand is reaching the end of its journey and has a more mellow character, its appearance further muted by suffocating crack willows.

The existing topography, combined with the layout of the village has led to the development of a strip of riverside parkland along the eastern bank of St Pauls River. This area does not appear to be well used by locals and has limited facilities (a picnic table and a few bins). However, the area currently maintained to a park-like standard is a pleasant space, albeit somewhat narrow and not suitable for sufferers of *anatidaephobia*.

Just up the hill and across the main road from the riverside park area Boucher Park is a pleasant small park featuring an amenities block, playground and tourist information board. Currently the old schoolhouse building is being renovated and will become a tourism and heritage centre. These facilities, combined with a higher profile position, make this an attractive place for visitors and locals alike. Currently, however, *there are no paths linking this park or the main part of the village with the riverside park area.*

5.1 Existing and proposed trails/bikeways

The following sections describe each part of the existing and proposed trail/bikeway options for pedestrians and off-road cyclists. It should be read in conjunction with the Avoca Trails/Bikeways Concept Plan.

Recommendations are given separately for each section of the path network, reflecting the differences between sections and aiding staged implementation if necessary.

5.2 Esk Hwy to riverside park

A small service road currently exists across the main road from the Boucher Park. For a pedestrian or cyclist traveling from the village centre towards Storys Creek Road and the riverside park area, this represents an attractive route – at least in comparison with the option of continuing on the main road. However, that sealed road comes to an abrupt dead end, with no formal access beyond.

The presence of well worn 'goat tracks' however, reveals that continuing beyond the end of this service road and around the corner towards the river is a reasonably popular route.

5.2.1 Recommendations

- This existing route should be turned into an asphalt or concrete multi-use path (2.5m wide) connecting the end of the service road with the riverside park precinct. *This path would be approximately 160m long.*

5.3 Storys Creek Road beyond railway line

Beyond the railway line and to the NE side of Storys Creek Road, the river reserve of the South Esk River includes a large low-lying and fairly flat area. Although flood prone and not particularly attractive, this area contains a large network of informal tracks.

5.3.1 Recommendations

- Consideration should be given to increasing the usability of the river reserve area adjacent to the South Esk River by forming an unsealed multi-use path with a looped circuit (similar to the southern end of Evandale Rotary Park), suitable for use by dog walkers and off-road cyclists. *The length of this path would be approximately 320m.*
- Consideration may be given in the future to upgrading the existing 4WD track to the confluence point of the South Esk and St Pauls Rivers.

5.4 Boucher Park (Cnr Esk Hwy/St Pauls Place) to riverside park area

A narrow strip of river reserve currently joins St Pauls Place to the river of the same name across the street from Boucher Park. This presents a unique opportunity to create a direct access route to the currently developed riverside park precinct without needing to cross the main highway.

The main issue with this route is that in order to pass under the existing road bridge, it would require the construction of a section of elevated boardwalk. Although expensive, such a pathway would offer an interesting experience for users, including impressive views across St Pauls River.

5.4.1 Recommendations

- Further investigations – including community consultations – be conducted into the feasibility and costs of constructing a path directly linking the existing village park with the riverside park precinct via a multi-use or pedestrian only path passing underneath the existing road bridge. *The length of this path would be approximately 200m, with the boardwalk section being approximately 50m.*
- If this path is constructed, consideration should also be given to including a raised slow point (or other traffic calming measures) across St Pauls Place, as well as signage and information to help encourage park and tourism and heritage centre users to walk or ride to the nearby riverside park area.
- Concurrent with the development of this new path, the area between the currently maintained riverside park area and the Esk Hwy would need to be developed to a similar standard, with additional tree planting and improved grassing etc.

5.5 Avoca: Other issues with the proposed trail network

In addition to the formation of trails/bikeways, the following factors should be given consideration as part of overall planning:

- **Usage:** The existing riverside park area seems to be used mostly as a rest stop by motor vehicle driving visitors. It is unclear how popular the area is as an off-road walking or riding destination for local residents, so public consultation would be required to help determine trail development priorities. The development of the new community and tourist information centre is another factor likely to affect usage patterns and lends weight to arguments for forming a direct link (via an under-bridge boardwalk).
- **Facilities:** Existing facilities in the riverside park precinct include picnic tables and rubbish bins. Fireplaces seem to have existed in the past, but these are now unserviceable.
- **Maintenance:** Apart from the presence of damaged facilities and wear caused by vehicles accessing grassed areas (due to the lack of defined parking places) the riverside park area appears to be reasonably well maintained.
- **Planting:** The proposed trails would benefit from additional planting of native and/or exotic species. Tree planting would be particularly beneficial for the proposed sealed path alongside Storys Creek Road.
- **Weed species:** The main weed species present in the riverside park precinct is crack willow. As well as threatening to choke St Pauls River, the willows also have a negative impact on the riverside park by forming a dense barrier between the park and the river. These willows should be selectively removed and replaced with suitable flood tolerant native (eg blackwood) or exotic (eg swamp cypress) species.

5.6 Avoca trails opportunities and constraints

Some of the main opportunities and constraints associated with developing and improving trails/bikeways within the Avoca river precinct area are shown in photographs on the following two pages.

5.6.1 Avoca opportunities: photos



The existing picnic area next to St Pauls River



The northern end of the parkland strip



The wide grassed verge next to Storys Creek Rd



Boucher Park: could be linked directly to the river



The existing easement near Boucher Park



The view from the proposed under-bridge route

5.6.2 Avoca constraints: photos



Damage following recent heavy flooding



Crack willows slow the flow of St Pauls River
Damage following recent heavy flooding



Gorse and hawthorn in location of proposed trail



Weeds in southern end of riverside park area

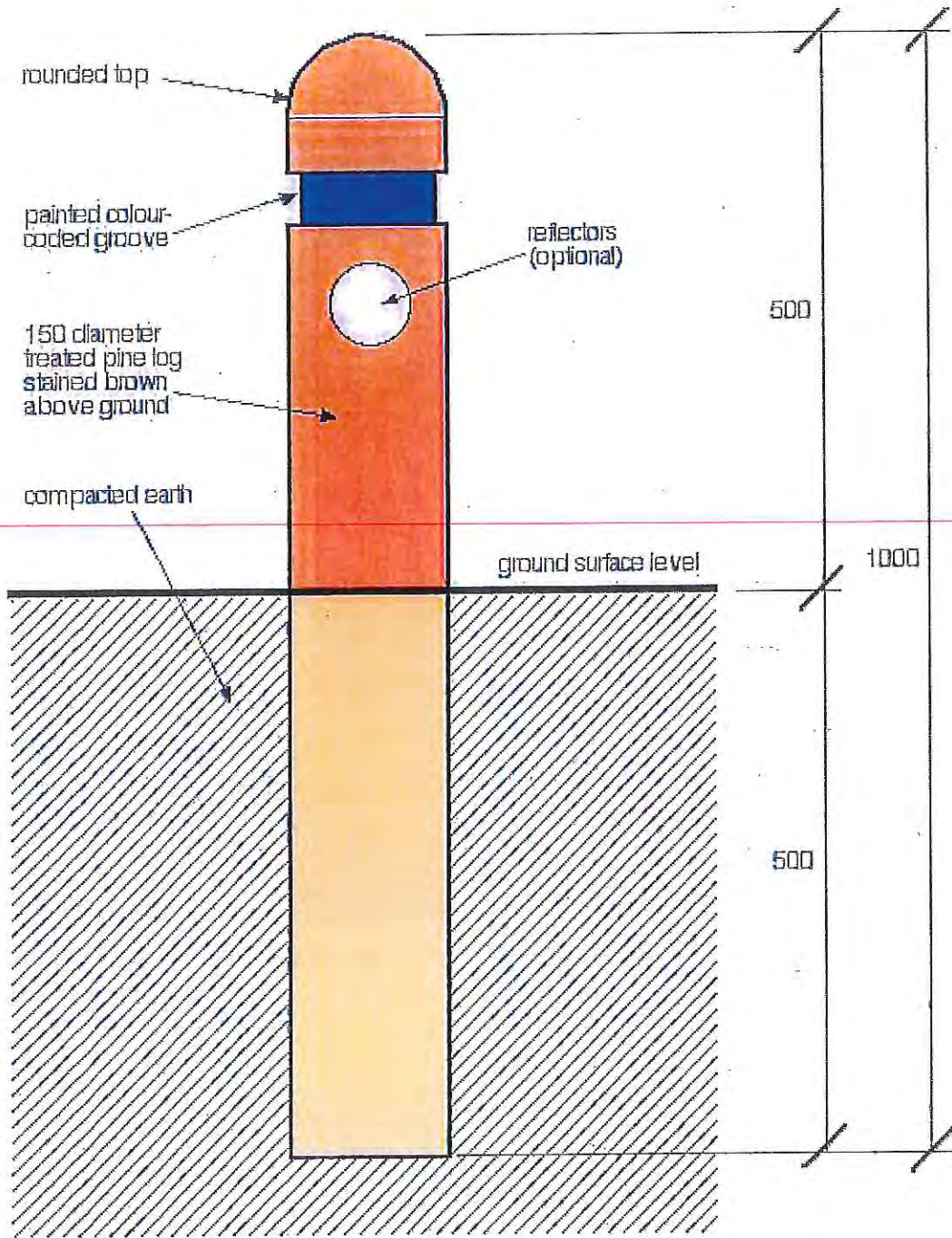


Overgrown corner where sealed path is proposed

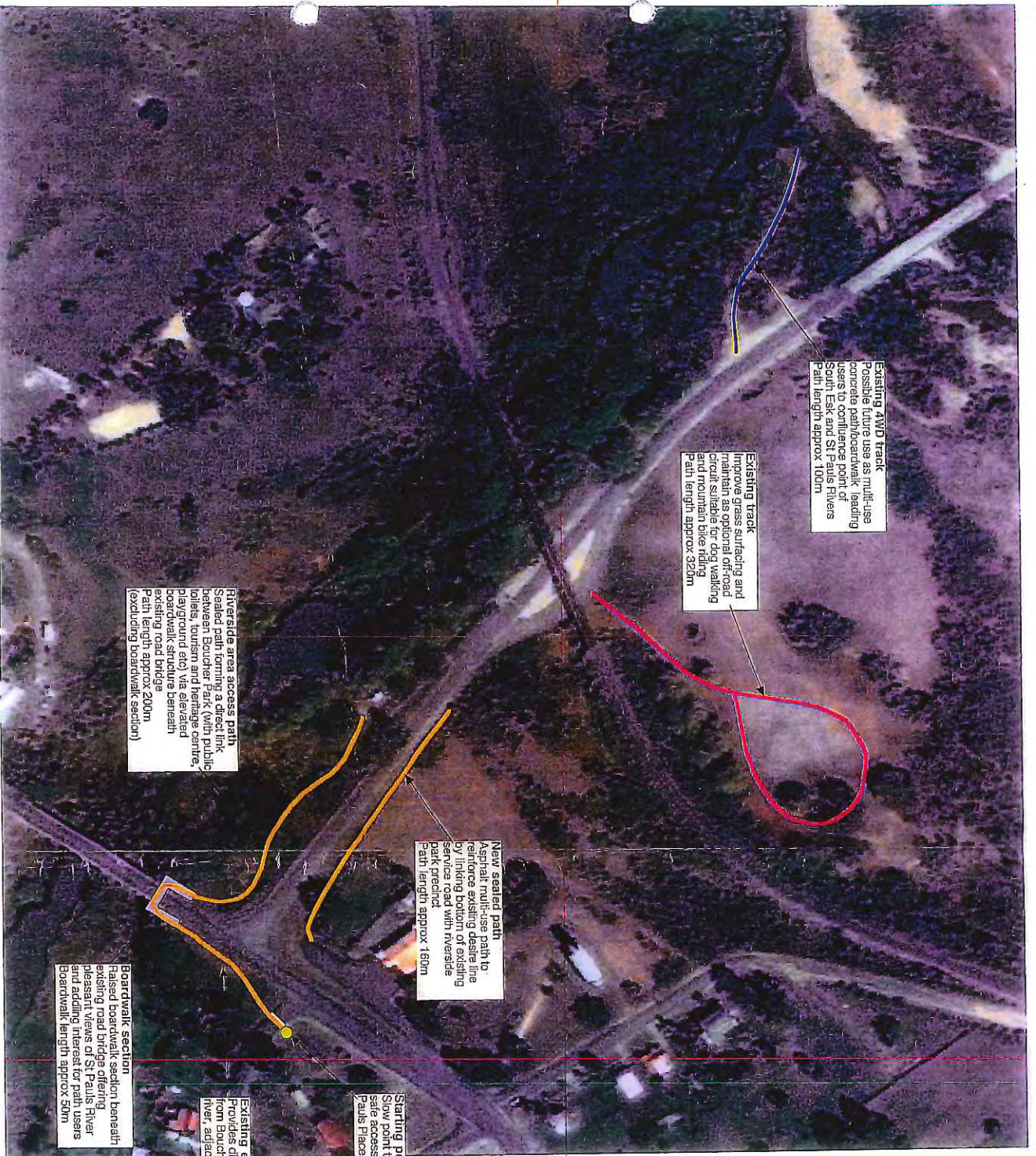


Damaged existing facilities

6 Appendix: trail marker concept detail



Northern Midlands Trails and Bikeways Development
Trail Markers: Concept Detail
Designed/drafted: Jeff McClintock Date: June 2011 NOT TO SCALE



Existing AWD track
Possible future use as multi-use concrete path/boardwalk leading users to combine St Pauls Rivers and South Creek approx 1000m

Existing track
Improve grass surfacing and maintain as optional off-road circuit suitable for dog walking and mountain bike riding
Path length approx 320m

Riverside area access path
Sealed path to connect to existing link between Bancher Park (with public playground and heritage centre, boardwalk structure beneath existing road bridge)
Path length approx 200m (excluding boardwalk section)

New sealed path
Asphalt multi-use path to reinforce existing desire line by linking bottom of existing service road with riverside park precinct
Path length approx 160m

Boardwalk section
Raised boardwalk section beneath existing road bridge offering pleasant views of St Pauls River and adding interest for path users
Boardwalk length approx 50m

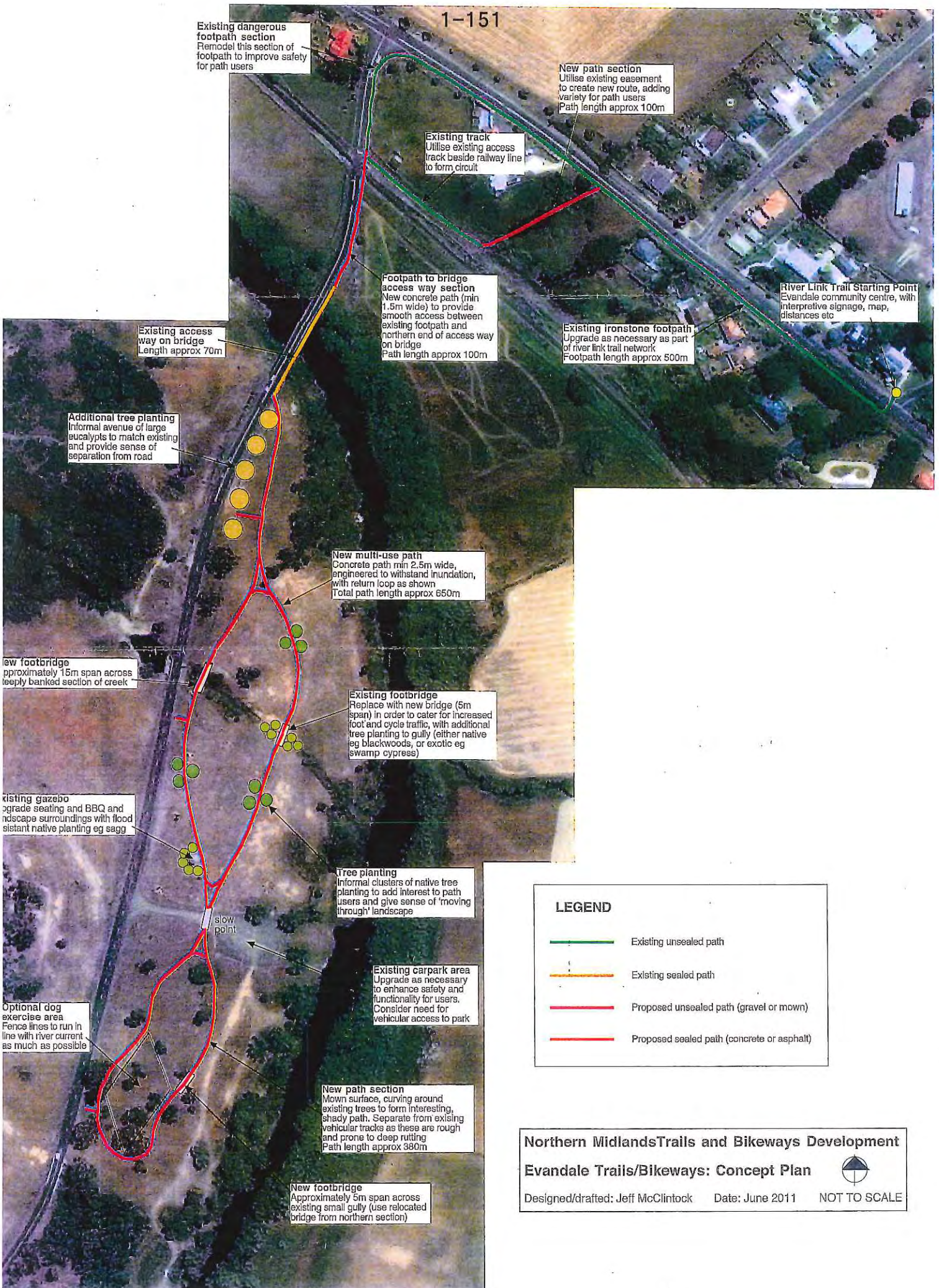
Existing easement
Provides direct access from Bancher Park to river, adjacent to bridge

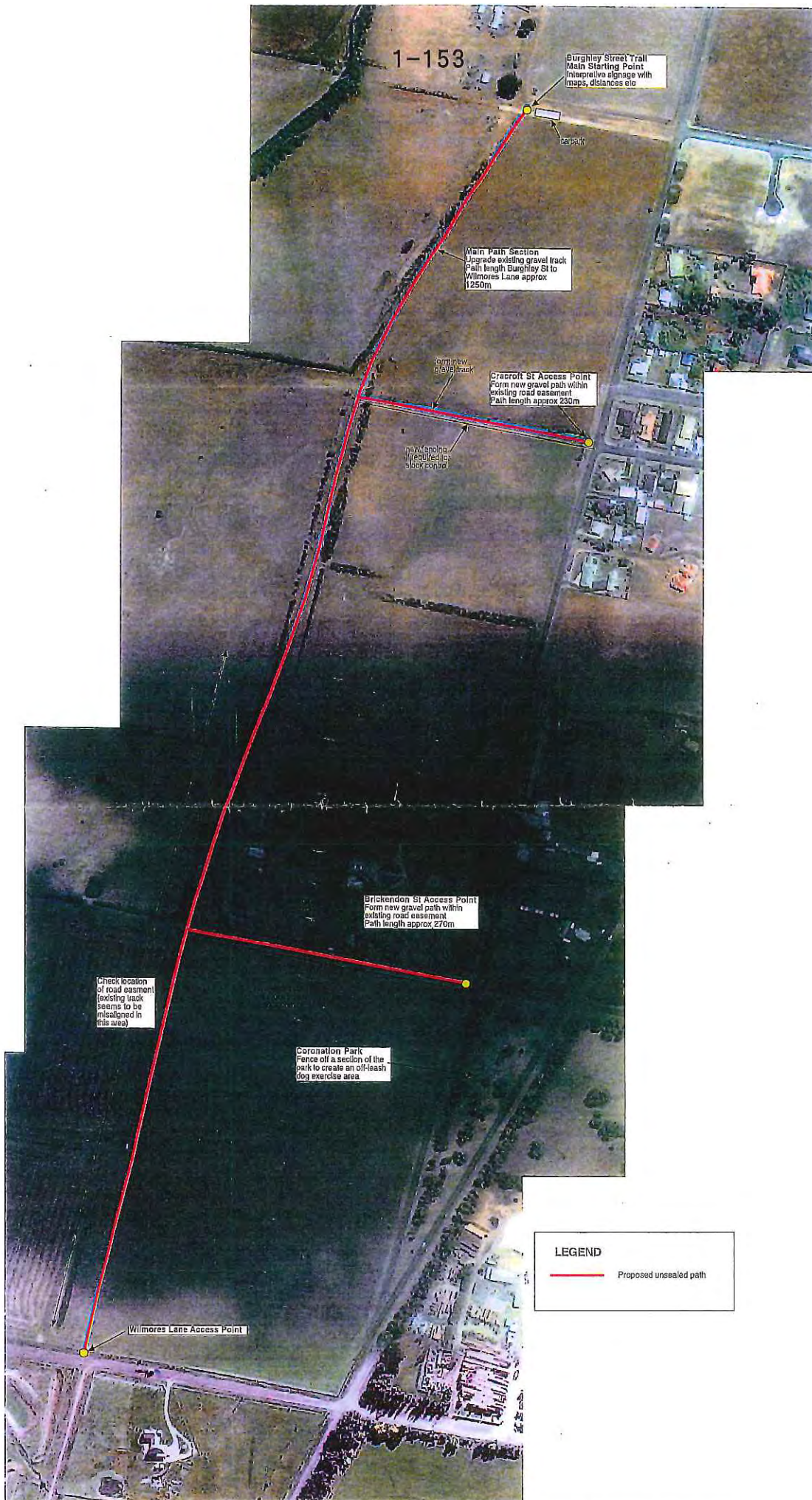
Starting point path
Slow point to facilitate safe access across St Pauls Place

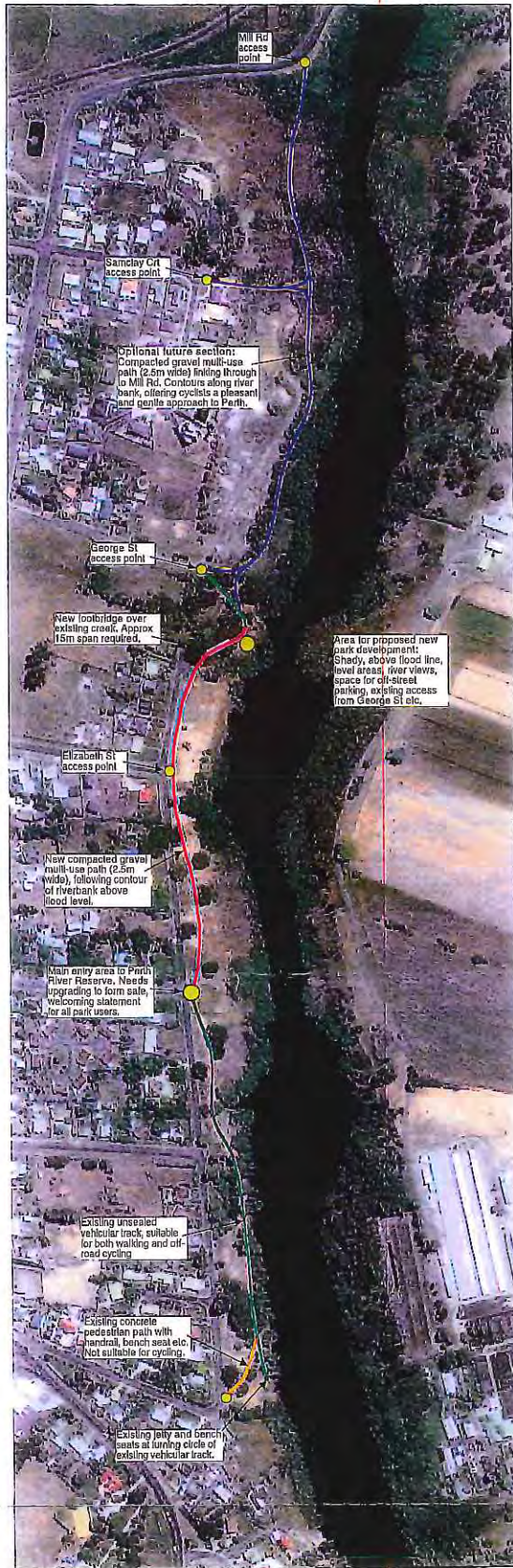
LEGEND





- Proposed sealed path (concrete or asphalt)
- Proposed unsealed path (gravel or mown)
- Possible future path

Northern Midlands Trails and Bikeways Development
Avoca Trails/Bikeways: Concept Plan
 Designed/drafted: Jeff McClintock Date: June 2011 NOT TO SCALE







LEGEND	
	Existing unsealed path
	Existing sealed path
	Proposed unsealed path (gravel or mown)
	Possible future path

PLAN 1

PLANNING APPLICATION P16-099

MIDLAND HWY (CNRS CHISWICK RD & ROSENEATH RD), ROSS

ATTACHMENTS

- A** Application & plans, correspondence with applicant
- B** Responses from referral agencies
 - Department of State Growth
- C** Representation
- D** Assessment against planning scheme provisions

PLANNING APPLICATION Proposal

Description of proposal: CONSTRUCT ENTRANCE SIGNS

.....

.....

(attach additional sheets if necessary)

Site address: NORTHERN AND SOUTHERN ENTRANCES TO ROSS

(SEE SITE PLAN)

ID no: and/or Council's property no:

AND/OR

Area of land: ha/m² and/or CT no:

Estimated cost of project \$ 5000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No
If yes – main building is used as

If variation to Planning Scheme provisions requested, justification to be provided:

.....

.....

(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m², or there will be over 56m² of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

.....

.....

External colours:
(attach additional sheets if necessary)

Is any signage required?
(if yes, provide details)

A/C 707855 692
A/C 323150 692

EXHIBITED

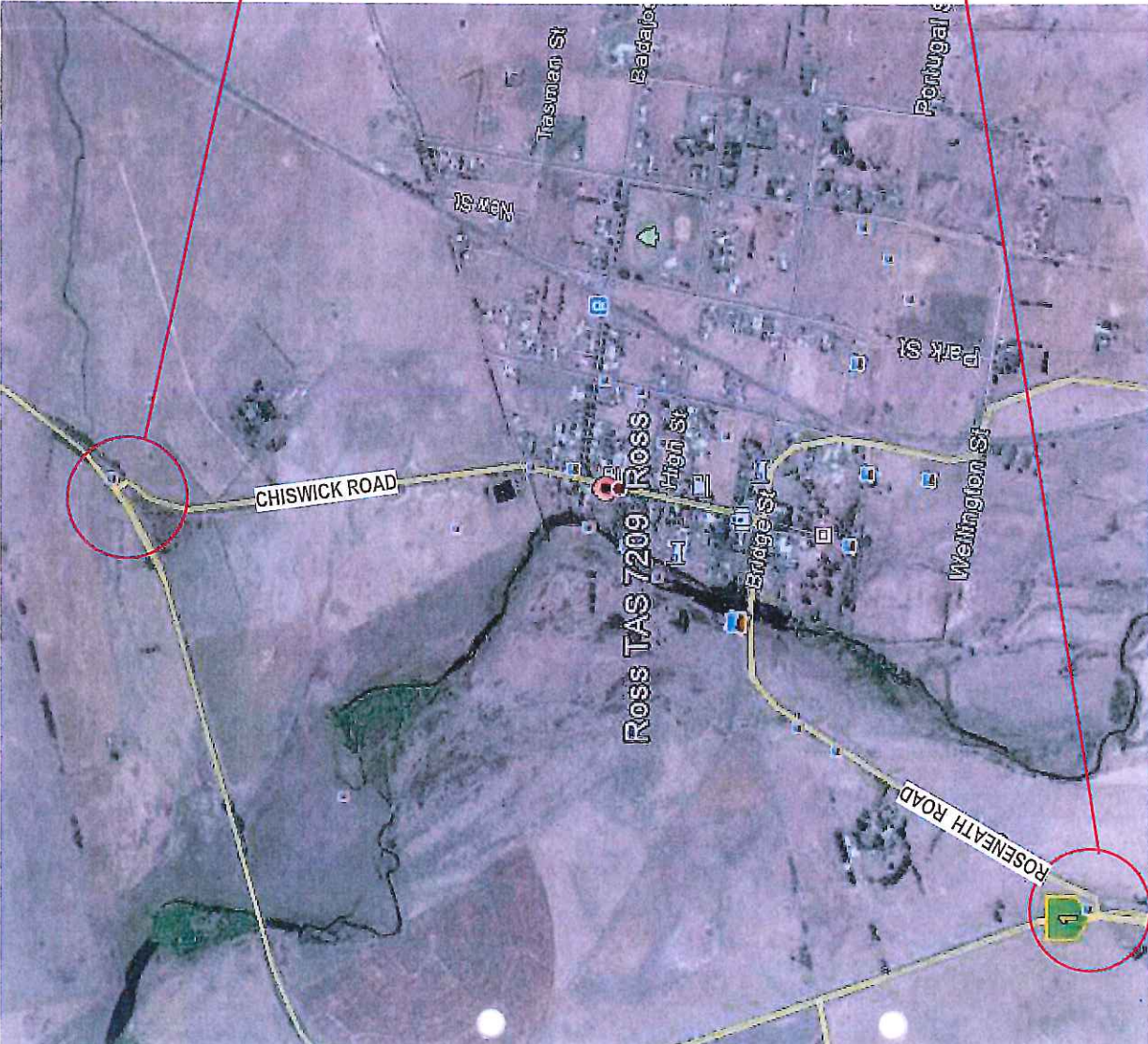
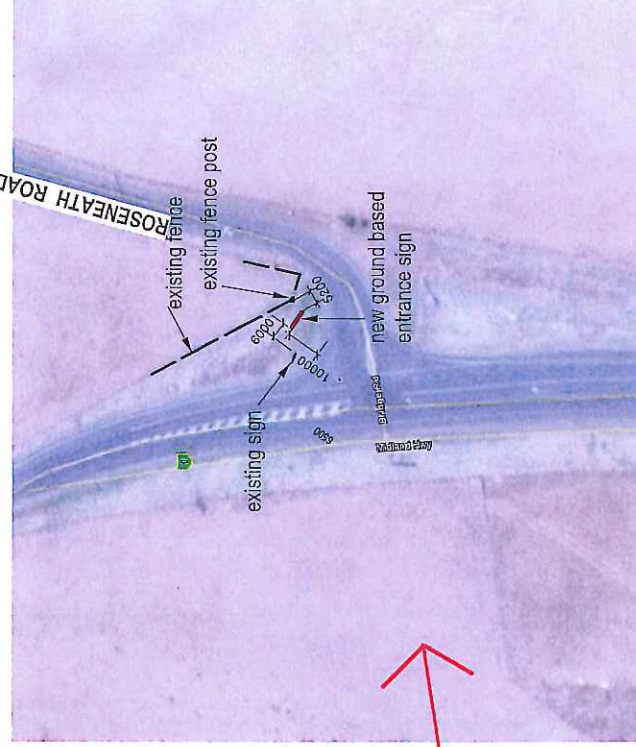
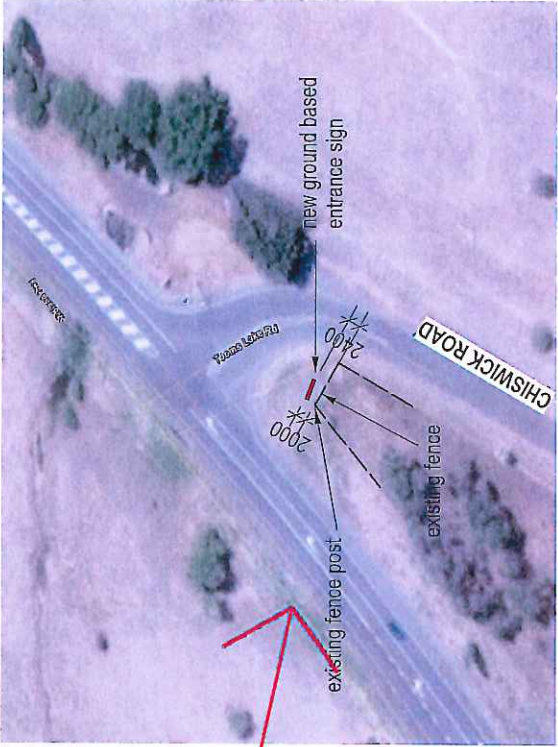


DAVID DENMAN
ARCHITECTS
'old customs house'
7/59 Williams St Launceston 7250
t: 03 6334 4899
f: 03 6344 6899
e: denmanarchitects@bigpond.com

Project
ROSS
VILLAGE ENTRANCE SIGN

Drawing
LOCATION PLAN
amended 27.4.16

date: Nov 15
scale: 1:1000
drawn by: D
wd - 01



EXHIBITED

NORTHERN
MIDLANDS
COUNCIL

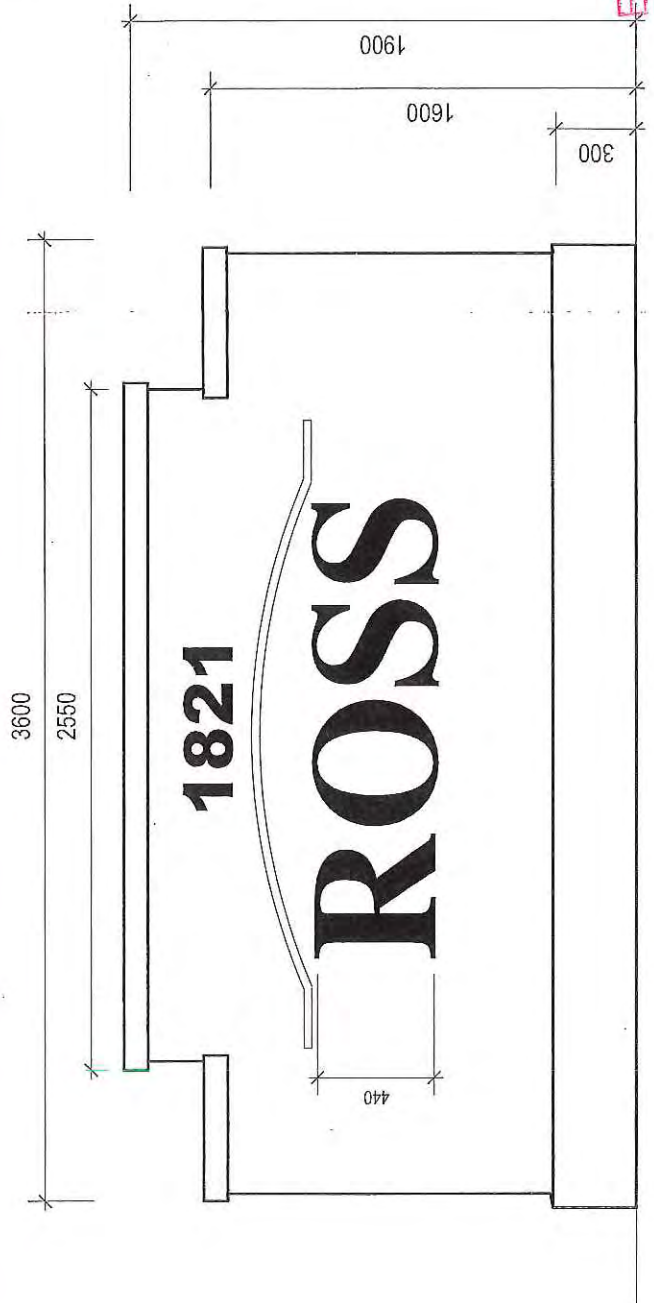
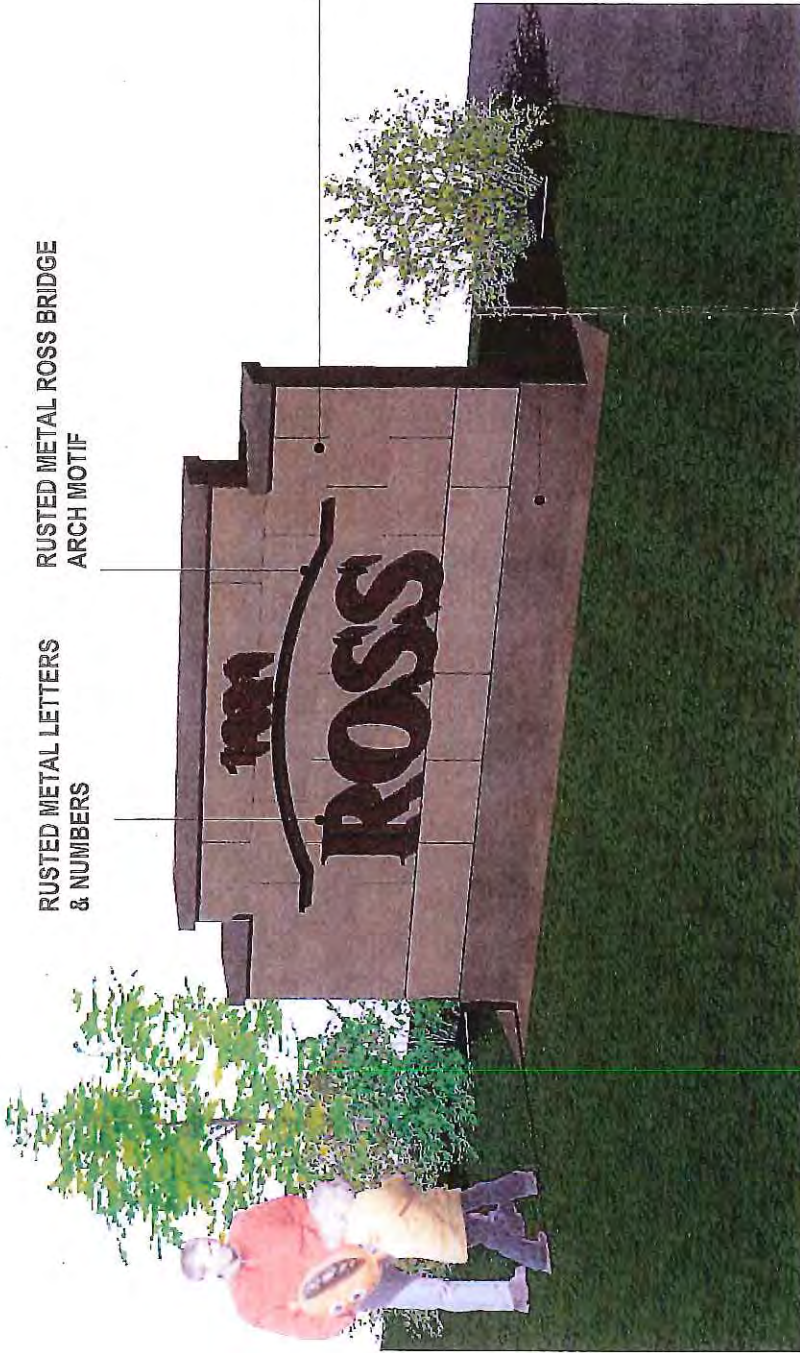
SITE LOCATION PLAN

RUSTED METAL LETTERS
& NUMBERS

RUSTED METAL ROSS BRIDGE
ARCH MOTIF

PICKED FACE SANDSTONE BLOCKS

SAWN SANDSTONE BLOCK
PLINTH & CAPPINGS



EXHIBITED

1-158

ARCHITECTS
+ HERITAGE CONSULTANTS



DAVID DENMAN
ARCHITECTS
'old customs house'
7/59 Williams St Laureston 7250
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e: denmanarchitects@bigpond.com

Project
ROSS
VILLAGE ENTRANCE SIGN

SKETCH DESIGN
Drawing

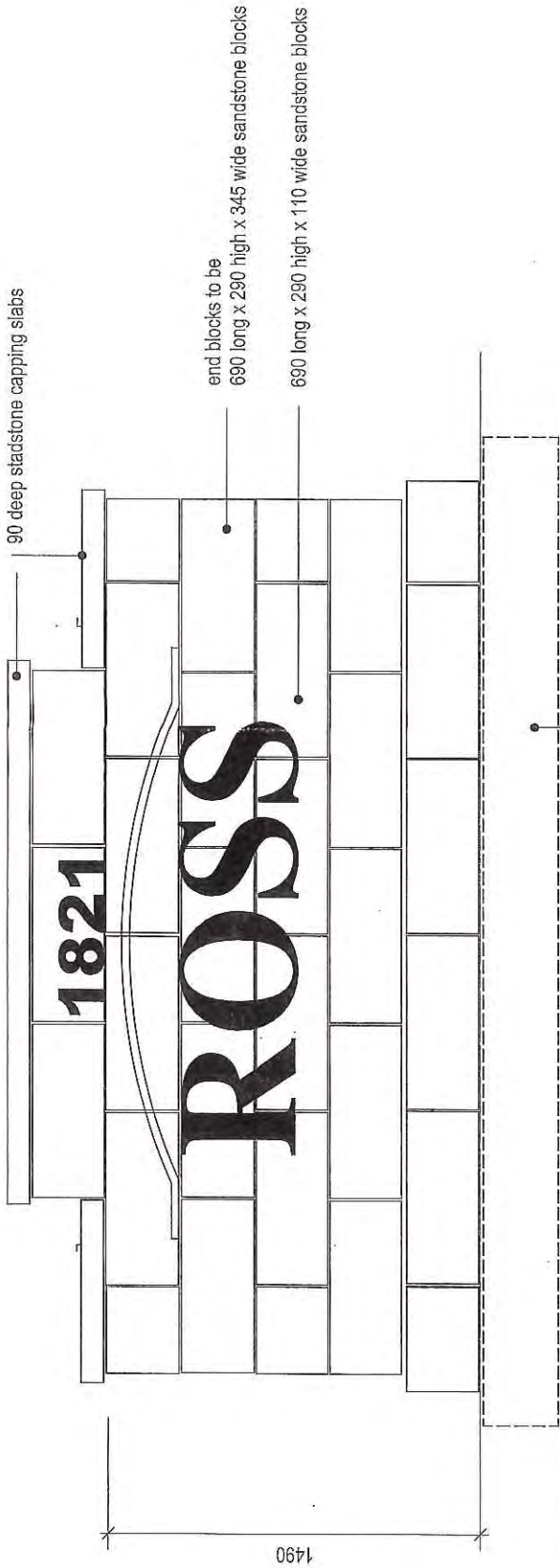
date: MAY 21
scale: 1:50
drawn by: D

SK - 01

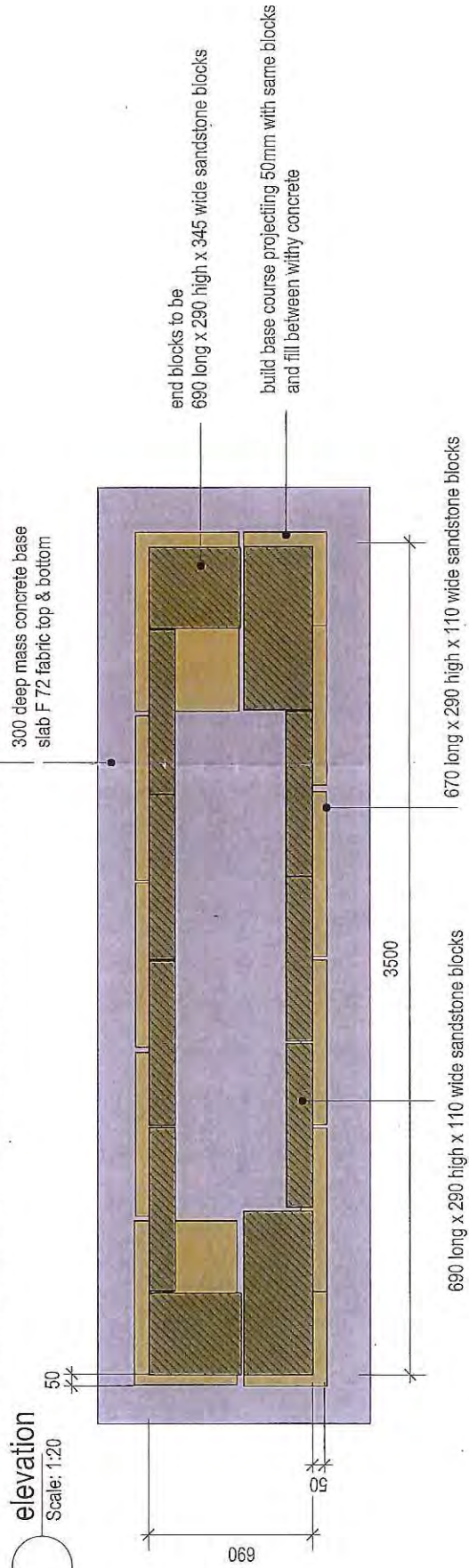
Accreditation No CC157G



**NORTHERN
MIDLANDS
COUNCIL**



elevation
Scale: 1:20



plan
Scale: 1:20

ROSS ENTRANCE SIGN - NORTHERN MIDLANDS COUNCIL

EXHIBITED

**Traffic Impact Assessment - P16-099
Proposed Ross Location Signs, Midland Highway, Ross**

The following assessment is provided for a section E4.0 Road and Railway Assets Code of the Northern Midlands Interim Planning Scheme report.

1 Midland Highway

The Midland Highway at the site is a Category I road in the State Road Hierarchy with a 110 kmh speed zone in place

2 Sign and Location

The proposal is to install two "ROSS" location signs on the northern and southern approaches to Ross with:

a) sign to be installed at the northern junction within the road reserve for the Midland Highway. The sign to be located on the south west side of the junction some 10m. off the nearest edge of seal for the Highway and some 5m. off the nearest edge of seal for the exit from Ross.

b) sign to be installed at the southern junction within road reserve for the Midland Highway some 10m off the nearest edge of seal for the Highway and some 9m off the edge of seal for vehicles turning toward Ross.

The signs to be installed as blockwork structures 3500mm long by 690 mm wide and 1490 mm high showing 'ROSS' as the legend.

3 Assessment

Assessment in accord with Section E4.0 of the Interim Planning Scheme indicates:

E4.6.1 A1 The proposed sign is not considered as a "sensitive use" with the sign purpose to provide location information for passing motorists. The use is not considered a traffic generator with no increase in traffic movements at the sign.

E4.7.1 A1 Not applicable as the sign is defined as a structure not as new roadworks, building, earthworks or landscaping

E4.7.2 A1 No permanent access required, site access will be necessary for sign installation with the work to be undertaken under the relevant roadworks safety guidelines

E4.7.3 Not Applicable

E4.7.4 Not Applicable as no permanent access proposed

4 Sign Location Authorisation

- Ministerial Consent has been provided for the Development Application, (correspondence of 11th May 2016)
- Road Safety, DSG (Road Authority) acceptance of proposal (email of 3rd May 2016 from Garry Hills)

4 Conclusion

A Traffic Assessment for the placement of "ROSS" location signs on the Midland Highway at the connecting links to the town indicates compliance with Section E4.0 Road and Railway Assets Code of the Northern Midlands Interim Planning Scheme

Terry Eaton
23.5.16

Attachments

- 1 Sign Detail
- 2 Locations Plan
- 3 DSG consent to development application
- 4 DSG

Department of State Growth

STATE ROADS DIVISION

Enquiries Justin O'Shannassy

Ph 61663494 Fax

Email justin.oshannassy@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

Your Ref Our Ref D2016/080777

Mr Jonathon Galbraith
Engineering Officer
Northern Midlands Council
PO Box 156
Longford TAS 7301

Dear Sir

**Landowner Consent
Roseneath Road and Chiswick Road
Planning Development Application- Placement of Signs**

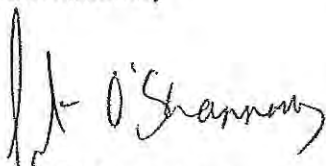
In terms of landowner consent I, Justin O'Shannassy, being and as the Manager Commercial Strategy, State Roads Division, Department of State Growth, having been duly delegated by the Minister under Section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of Section 52 (1B) (b) of the Act, hereby give my permission to the making of the application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only and relates to work being undertaken in accordance with the attached image indicating the placement of approved signage at the above road junctions. The Department reserves the right to make representation to the Launceston City Council in relation to any aspect of the proposed development relating to its road network and/or property.

Please make contact me on the number indicated at the top of this letter if you have any queries.

I trust the above is of assistance to you.

Yours sincerely



Justin O'Shannassy
Manager Commercial Strategy

11 May 2016

EXHIBITED

From: Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>
Sent: Thursday, 2 June 2016 10:55 AM
To: NMC Planning
Subject: RE: Referral to Department of State Growth of Planning Application P16-099 - Midland Hwy (Cnrs Chiswick Rd & Roseneath Rd), ROSS

Our Ref: D16/93095/1

Rosemary,

Thank you for the referral regarding the above mentioned Planning Application.

I can advise that State Growth has no objection to the proposal having discussed details relating to the signage locations with Council officers prior to lodgement of the application.

Appreciated if you can please ensure the standard condition requiring application to State Growth for a works permit prior to any works within the State Road reservation is included in Council's permit.

Thanks,

Garry Hills | Senior Traffic Engineering Officer
State Roads Division | Department of State Growth
287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

1821 ROSS



Kim Peart
39 Church Street
Ross 7209 Tasmania

0400 856 523

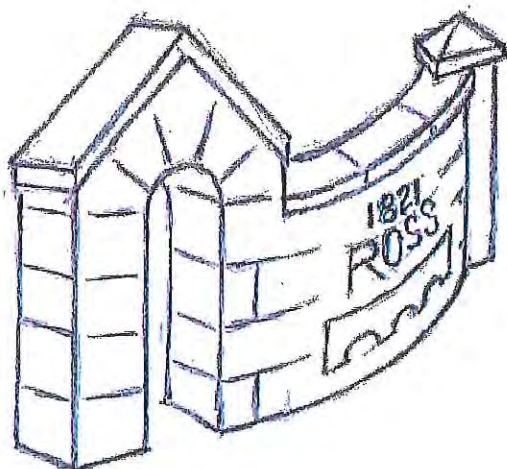
Re: Proposed entrance signs for Ross

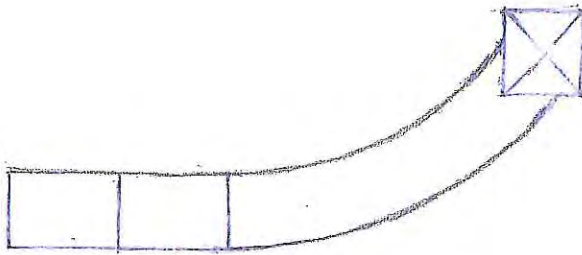
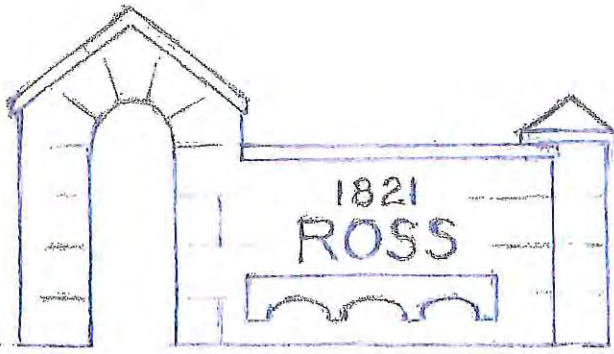
See full visual essay:

<https://visionross.discussion.community/post/entrance-statement-for-ross-8144705?&trail=15>

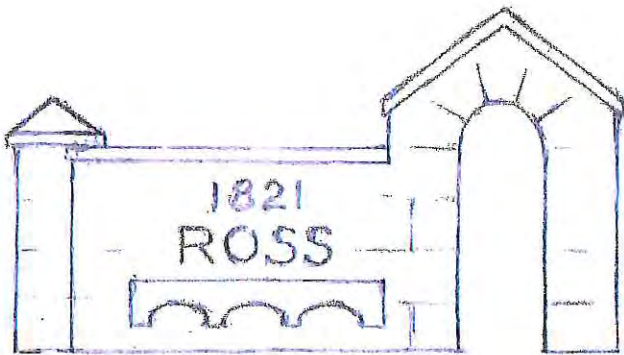
The proposed entrance signs for Ross would tell people that they are entering Ross, but could they be more interesting? The current design could have a problem with the weather, where rusting metal will leave a stain on the sandstone, which would not look good and give a bad view of the town, even discouraging people from visiting.

I offer an alternative design, which has been examined by Eddie Freeman, the wood-carver in Ross, who agrees with this approach.





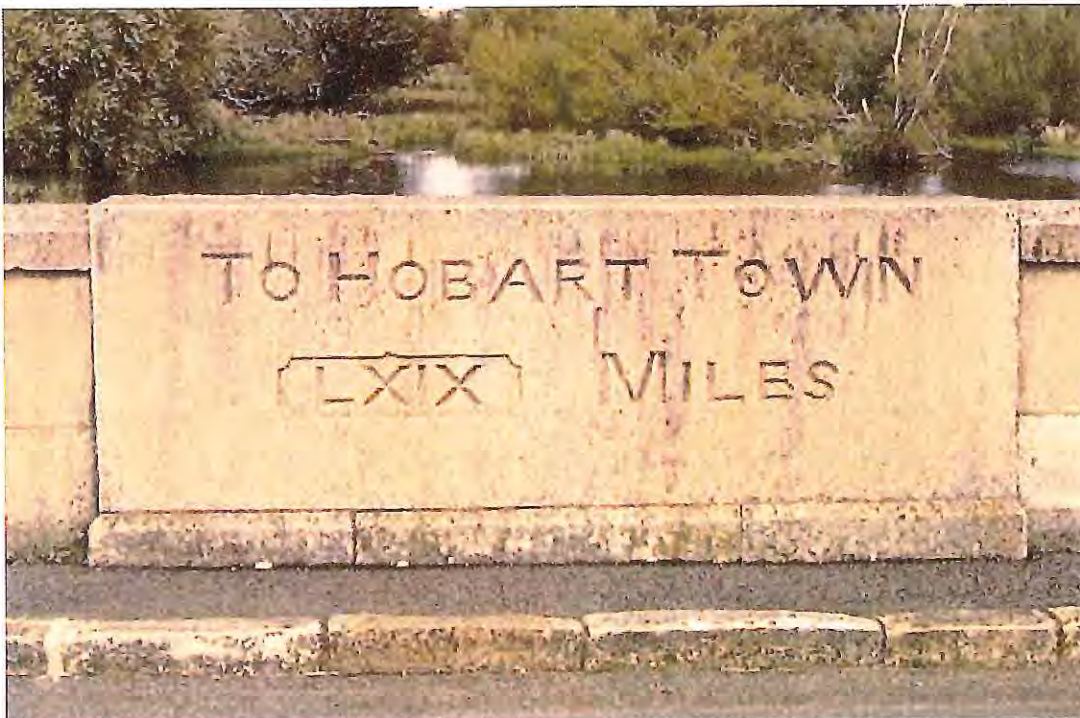
Southern Entrance to Ross



Northern Entrance to Ross

My alternative suggestion is an entrance statement for Ross, rather than a sign. It includes a simple symbol of the Ross Bridge showing the three arches. The advertised design shows only one symbolic arch form, which could trick visitors into thinking this represents the Tacky Bridge, which is located at the northern entrance to Ross.

My suggestion for entrance statements on the Midlands Highway at the north and south of Ross would be made of sandstone and include architectural features found in Ross, which can be seen in the visual essay. The wall could be 5 feet high and the arch high enough for a person to step through. The curve of the wall would strengthen the structure and lesson the chance of the wall being pushed over, or developing a lean and falling over. The lettering would be the same as found on the Ross Bridge and be carved into the stone. The symbol would also be carved into the stone. The designs for the northern and southern entrances mirror each other, so that the arch is seen first, and then the name as visitors drive into Ross. People passing by will wonder what it is and be tempted to turn off the highway and find out. People may stop and have their photo taken in the arch, by the name, or standing on a shelf that could be placed behind the wall. There could be information about Ross on the back of the wall. It would be possible to add other features to this design, such as woodcarvings by Eddie Freeman of Ross, who made the popular woodcarvings by the Red Bridge in Campbell Town. Standing on one side of the arch there could be a full-size carving of a colonial trooper, on guard. On the other side of the arch there could be a carving of the recently lost dog of Ross, Jackson, known as Jack, who loved to have his photo taken with visitors. The southern Jack could be seated and the northern Jack could be standing, watching out for the next visit of the Mayor to Ross. There could also be a smart notice board to the side for events coming up in Ross.



The carved sign on the Ross Bridge

The entrance statement for Ross needs to attract people off the Midlands Highway and into town, where they can discover Ross and the amazing carvings on the Ross Bridge. A vision for the future of Ross can include more carvings in stone and wood, some of which may be inspired by the art of the Ross Bridge by Daniel Herbert. By having a creative and interesting entrance statement for Ross, people going by will wonder what they are missing. Because Ross is a creative and interesting heritage town, the entrance statement needs to alert the traveller to this fact, that they should call in and find out what they might be missing. A creative and interesting entrance statement will also serve to attract quality enterprise to Ross, because the town is selling its qualities in the right way. If a traveller flies past the northern entrance, they may think twice about driving on when they get to the southern entrance, or even turn around and come back, at the demand of the passengers. It would also be possible to include a sizeable sculpture behind the wall at a future time, in the alcove created by the curve of the wall.

The recently departed town dog of Ross, Jackson, known as Jack to most people who knew his name, was a character in Ross if ever there was a dog with character in any town. An independent spirit, Jack would walk the streets of Ross both day and night, join in events like street parades, go off on a bus, or lie in the road asleep, ignoring cars. Cars had to watch out for Jack. A friendly gentleman, Jack loved to have his photo taken and many people did take his photo. Jack was a wonder to the town of Ross and an attraction on four legs. He will be sadly missed, but fondly remembered. It has been suggested that there be a carving made of Jack and if there could be two, Jack can watch out for visitors to Ross and friends returning, in his old friendly way.



A full-size sandstone replica of Daniel Herbert's grave memorial can be found in the Tasmanian Wool Centre in Ross. That such a replica would be made shows the passion of the people of Ross for the history and heritage of the town. An entrance statement that signals to visitors that here Ross can be found and discovered, needs to match this passion for heritage with a quality entrance statement that will find it's way into photo albums around the World.



The full-size recreation of Daniel Herbert's grave memorial in the Tasmanian Wool Centre.

The Northern Midlands Council policy on entrance statements for towns states that:

“Large flat surfaces should be avoided.”

and

“The design should be in keeping with, and sympathetic to any heritage features of the town (if applicable).”

If the Council would like to explore my approach to entrance statements for Ross further, more detailed designs can be made. It would also be good to display this design in Ross, so that the people of Ross can see what is being proposed and be prompted to make a comment, or raise an alternative proposal.

Yours sincerely,

Kim Peart

From: Kim Peart <kimpeart@inet.net.au>
Sent: Saturday, 25 June 2016 10:18 AM
To: NMC Planning
Subject: Re: Advertised Entrance Signs for Ross ~ P16-099 ~ and the Ross Town Square



The Ross entry sign that now exists at the northern entrance to Ross. ~ There is another at the southern entrance.

Kim Peart
39 Church Street
Ross 7209 Tasmania

0400 856 523

Re: Advertised Entrance Signs for Ross ~ P16-099 ~ and the Ross Town Square

One detail that I did not include in the information with my representation on the advertised Ross Entrance Sign, is that Ross already has a really excellent entrance sign at the northern and southern entrances.

This sign includes a detailed illustration of the Ross Bridge.

Any new entrance sign for Ross would have to be a whole lot more exciting than the signs that already exist.

And they are really good signs.

Anything of lesser quality, will be a waste of money, especially when the proposed rusting letters begin staining the sandstone, making the lettering harder to read.

The original brief for Northern Midlands Towns in Council minutes was for an Entrance Statement.

There are clear guides for the minimal appearance of an entrance statement.

How did Ross end up with simple signs, instead of creative entrance statements, that would have to be much more impressive than the fine entrance signs that now exist?

I suggest that the consultation process is happening in the wrong direction, and this is the problem.

Members of the community should have been invited to meet and consider what would work best and offer comment, before consultants were paid to design anything.

By running the process from the Council officers and planners perspective, then engage a consultant, then bounce the selected design off a limited number of volunteers in Council Special Committee in Ross, before advertising the design, is wasting a heap of treasure and time to get a really bad outcome.

If the current advertised sign is built, I suggest that it will need to be replaced as Ross finds stronger feet and demands a better image presented to the World, with an actual exciting Entrance Statement.

ROSS TOWN SQUARE

Reading the article on the Ross Town Square in The Country Courier, June 2016, page 10, it becomes apparent that the same deadly planning mistakes are being repeated as with the Ross Entrance Sign.

I urge the Council to put the brakes on and invite the whole community to look at the land and what may happen.

This should have happened before a consultant was engaged, and I have read the advertisement for a consultant.

No mention was made in the article about the old school oval being included, next to the Town Hall, or that a car and coach park is part of the mix.

The whole Ross community should be invited to look at this at the beginning of the process and consider what works best in their town.

The road being taken will invest a lot of time and treasure and really without knowing if this is the best way, or what the community in Ross really thinks of it.

ATTACHMENT D

Assessment Against Planning Scheme Provisions

UTILITIES ZONE	
ZONE PURPOSE	
28.1.1.1	To provide land for major utilities installations and corridors.
28.1.1.2	To provide for other compatible uses where they do not adversely impact on the utility.
Assessment: Signs advising of the entrances to Ross are compatible with the use of the land for a road, and do not adversely impact on the road, with the signs' locations having been agreed to by the Department of State Growth.	

28.3 Use Standards

28.3.1 Capacity of existing utilities

Objective: To ensure that uses do not compromise the capacity of utility services.	
Acceptable Solutions	Performance Criteria
A1 If for permitted or no permit required uses.	P1 The proposal must not unreasonably compromise or reduce the operational efficiency of the utility having regard to: <ul style="list-style-type: none"> a) existing land use practices; and b) the location of the use in relation to the utility; and c) any required buffers or setbacks; and d) the management of access.
Comment: Complies. The use is permitted in the zone.	Comment: Not applicable.

28.4 Development Standards

28.4.1 Building Design and Siting

Objective: To ensure that the siting and design of development: <ul style="list-style-type: none"> a) considers the impacts to adjoining lots; and b) furthers the local area objectives and desired future character statements for the area, if any. 	
Acceptable Solutions	Performance Criteria
A1 Height must not exceed: <ul style="list-style-type: none"> a) 6m; or b) 15 m for ancillary antenna and masts for communication devices. 	P1 Height must: <ul style="list-style-type: none"> a) minimise the visual impact having regard to: <ul style="list-style-type: none"> i) prevailing character of the landscape or urban pattern of the surrounding area; and ii) form and materials; and iii) the contours or slope of the land; and iv) existing screening or the ability to implement/establish screening

	<p>through works or landscaping; and</p> <p>b) protect the amenity of residential uses in the area from unreasonable impacts having regard to:</p> <ul style="list-style-type: none"> i) the surrounding pattern of development; and ii) the existing degree of overlooking and overshadowing; and iii) methods to reduce visual impact.
<p>Comment: Complies. The maximum height is 1.96m.</p>	<p>Comment: Not applicable.</p>
<p>A2 Buildings must be set back from all boundaries a minimum distance of 3m.</p>	<p>P2 Building setbacks must:</p> <ul style="list-style-type: none"> a) complement existing building setbacks in the immediate area; and b) minimise adverse impacts on adjoining land uses having regard to: <ul style="list-style-type: none"> i) the form of the building; and ii) the contours or slope of the land; and iii) methods to reduce visual impact; and c) protect the amenity of adjoining residential uses from unreasonable impacts of overshadowing and overlooking having regard to: <ul style="list-style-type: none"> i) the surrounding pattern of development; and ii) the existing degree of overlooking and overshadowing; and iii) methods to reduce overlooking and overshadowing.
<p>Comment: The southern sign is to be 5.2m from the boundary – complies. The northern side is to be 2m from boundary – does not comply.</p>	<p>Comment: The sign is consistent with the boundary setback for road signs in the area. It is setback a sufficient distance from the road surface as to not provide a traffic hazard, as demonstrated by the Traffic Impact Assessment and approval from the Department of State</p>

	Growth. The form and materials (sandstone to 1.9m high) minimise impacts on adjoining land uses.
--	--

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	See below.
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	N/a
E7.0	SCENIC MANAGEMENT CODE	See below
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	N/a
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	See below

ASSESSMENT AGAINST E4.0 ROAD AND RAILWAY ASSETS CODE

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

<p>Objective</p> <p>To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to:</p> <p>a) ensure the safe and efficient operation of roads and railways; and</p> <p>b) allow for future road and rail widening, realignment and upgrading; and</p> <p>c) avoid undesirable interaction between roads and railways and other use or development.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h:</p>	<p>P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to:</p>

<ul style="list-style-type: none"> a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building envelopes on new lots; and c) outdoor sitting, entertainment and children's play areas 	<ul style="list-style-type: none"> a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.
<p>Comment: Does not comply. Needs to address the performance criteria.</p>	<p>Comment: The applicant provided a TIA which notes that: The sign to be installed at the northern junction is to be located some 10m from the nearest edge of seal for the highway and some 5m off the nearest edge of seal for the access to Ross.</p> <p>The sign to be installed at the southern junction is to be located some 10m off the nearest edge of seal for the highway and some 9m off the edge of for the access to Ross.</p> <p>The Department of State Growth (the Road Authority) has been consulted and has agreed to the proposed locations in regard to traffic safety.</p> <p>It is considered that the proposal satisfies the performance criteria.</p>

ASSESSMENT AGAINST E7.0 SCENIC MANAGEMENT CODE

E7.1 Purpose of the Code

E7.1.1 The purpose of this provision is to:

- a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and
- b) ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape.

E7.6 Development Standards

E7.6.1 Scenic Management – Tourist Road Corridor

<i>Objective</i>	
<p>(a) To enhance the visual amenity of the identified tourist road corridors through appropriate:</p> <ul style="list-style-type: none"> i) setbacks of development to the road to provide for views that are significant to the traveller experience and to mitigate the bulk of development; and ii) location of development to avoid obtrusive visual impacts on skylines, ridgelines and prominent locations within the corridor; and iii) design and/or treatment of the form of buildings and earthworks to minimise the visual impact of development in its surroundings; and iv) retention or establishment of vegetation (native or exotic) that mitigates the bulk or form of use or development; and v) retention of vegetation (native or exotic) that provides amenity value to the road corridor due to being in a natural condition, such as native forest, or of cultural landscape interest such as hedgerows and significant, exotic feature trees; and <p>(b) To ensure subdivision provides for a pattern of development that is consistent with the visual amenity objectives described in (a).</p>	
Acceptable Solutions	Performance Criteria
A1 Development (not including subdivision) must be fully screened by existing vegetation or other features when viewed from the road within the tourist road corridor.	<p>P1 Development (not including subdivision) must be screened when viewed from the road within the tourist road corridor having regard to:</p> <ul style="list-style-type: none"> a) the impact on skylines, ridgelines and prominent locations; and b) the proximity to the road and the impact on views from the road; and c) the need for the development to be prominent to the road; and d) the specific requirements of a resource development use; and e) the retention or establishment of vegetation to provide screening in combination with other requirements for hazard management; and f) whether existing native or significant exotic vegetation within the tourist road corridor is managed to retain the visual values of a touring route; and g) whether development for forestry or plantation forestry is in accordance with the 'Conservation of Natural and Cultural Values – Landscape' section of the Forest Practices Code; and h) the design and/or treatment of development including: <ul style="list-style-type: none"> i) the bulk and form of buildings including materials and finishes; ii) earthworks for cut or fill; iii) complementing the physical (built or natural) characteristics of the site.
Comment: Does not comply.	<p>Comment:</p> <ul style="list-style-type: none"> a) The proposal does not impact on skylines, ridgelines or identified prominent locations. b) The proposal is proximate to the road but its height OF 1.9m means it does not impact on views from the road. c) The signs advertising the entrances to Ross need to be

	<p>prominent to the road.</p> <p>d) Not a resource development use.</p> <p>e) Retention or establishment of vegetation to provide screening is not required.</p> <p>f) Does not proposed removal of existing native or significant exotic vegetation within the tourist road corridor.</p> <p>g) Is not for forestry or plantation forestry.</p> <p>h) The design of the development is of limited bulk, with materials and finishes (sandstone and metal), complements the physical characteristics of the site.</p>
--	---

13.0 SIGNS CODE

<i>Directional Sign</i>	<i>A sign to assist navigation to a destination.</i>
-------------------------	--

E15.4.1 The following signs do not require a permit:

<i>Directional Sign</i>	<i>Must be erected at the direction of a public authority.</i>
-------------------------	--

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Subdivision	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES***STRATEGIC PLAN 2007-2017***

- *4.3 – Development Control*

TOWN ENTRANCE STATEMENT POLICY**Purpose**

It has been identified that the installation of a town entrance statement provides a sense of identity, place and belonging for the community of that town.

A town entrance statement is a structure to identify a town, constructed of stonework, metal and/or timber and located at the entrance of the town.

Design and Materials

The following factors ought to be considered in the design of an entrance statement:

- Large, flat surfaces should be avoided;
- The design should be in keeping with, and sympathetic to any heritage features of the town (if applicable);
- Materials should be low maintenance and complimentary to the heritage features of the town (if applicable).

Comment: The proposal is consistent with the policy in its use of stonework and metal. The use of picked face sandstone blocks is consistent with the design and materials considerations of the policy.

PLAN 2

PLANNING APPLICATION P16-129

171-183 HIGH STREET, CAMPBELL TOWN

ATTACHMENTS

- A** Application & plans, correspondence with applicant

- B** Responses from referral agencies
 - TasWater
 - NMC Works & Infrastructure Department

- C** Planning Scheme Assessment

PLANNING APPLICATION Proposal

Description of proposal: A combined application under sections 33(1) and 43(A) for a site specific amendment and development application for a 24 hour service station

.....
Refer GHD Submission
.....

.....
(attach additional sheets if necessary)

Site address: 171-183 High Street Campbell Town
.....

ID no: and/or Council's property no:

AND/OR

Area of land: ha/m² and/or CT no: CT 135815/6

Estimated cost of project \$ 3.5 million (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No x

If yes – main building is used as

If variation to Planning Scheme provisions requested, justification to be provided:

.. Site specific amendment to allow the use and 3 types of signs to be considered as discretionary in the General Residential ZOne (refer GHD submission)

.. A combined application under Section 33(1) and 43(A) of the Land Use Planning and Approvals Act 1993

.....
(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m², or there will be over 56m² of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

.....
External colours: Refer GHD submission

.....
(attach additional sheets if necessary)

Is any signage required? Refer GHD submission

.....
(if yes, provide details)



United Petroleum Pty Ltd

171-181 High Street, Campbell Town

Combined Application for a Planning Scheme Amendment
and Planning Application for a Service Station

May 2016

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- Appendix A - Title
- Appendix B - Development Plans
- Appendix C - Traffic Impact Assessment
- Appendix D - Onsite Wastewater Assessment
- Appendix E - Traffic Management Plan

1. Introduction

1.1 Purpose of this Report

This report has been prepared by GHD Pty Ltd (GHD) on behalf of United Petroleum to support a combined application for a site specific amendment to the *Northern Midlands Interim Planning Scheme 2013* ('Interim Planning Scheme') and a permit application to enable the use and development of the site at 171-183 High Street Campbell Town for a service station which is a 'vehicle fuel sales and service' use under the Interim Planning Scheme.

The application is made in accordance with Section 33(1) and 43(A) of the Land Use Planning and Approvals Act 1993 ('LUPAA').

The report provides a detailed assessment of the application with reference to the objectives of LUPAA, State Policies, the Cradle Coast Regional Land Use Strategy 2010-2030, provisions of the Interim Scheme and Council's strategic documentation as relevant.

1.2 Applicant

The applicant is GHD Pty Ltd on behalf of United Petroleum Pty Ltd. The contact is:

John Ayers, Principal Planner – GHD

Phone: 03 6332 5508, Email: john.ayers@ghd.com

23 Paterson Street, Launceston, TAS, 7250

1.3 Structure of the Report

This report has been structured to provide a background and rationale for the amendment and permit application and to address the relevant considerations in the *Land Use Planning and Approvals Act 1993* as set out in Division 4 – Combined permit and amendment process.

1.4 Scope and Limitations

This report: has been prepared by GHD for United Petroleum Pty Ltd and may only be used and relied on by United Petroleum Pty Ltd and the Northern Midlands Council for the purpose agreed between GHD and United Petroleum Pty Ltd as set out in this report.

GHD otherwise disclaims responsibility to any person other than United Petroleum Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by United Petroleum Pty Ltd and others who provided information to GHD, which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

2. Statutory References

2.1 Name of Planning Instrument

The planning instrument subject of the proposed amendment is the *Northern Midlands Interim Planning Scheme 2013* ('Interim Planning Scheme').

2.2 Name of Planning Authority

The Planning Authority is the Northern Midlands Council.

3. Site and Surrounds

3.1 Site and Surrounding

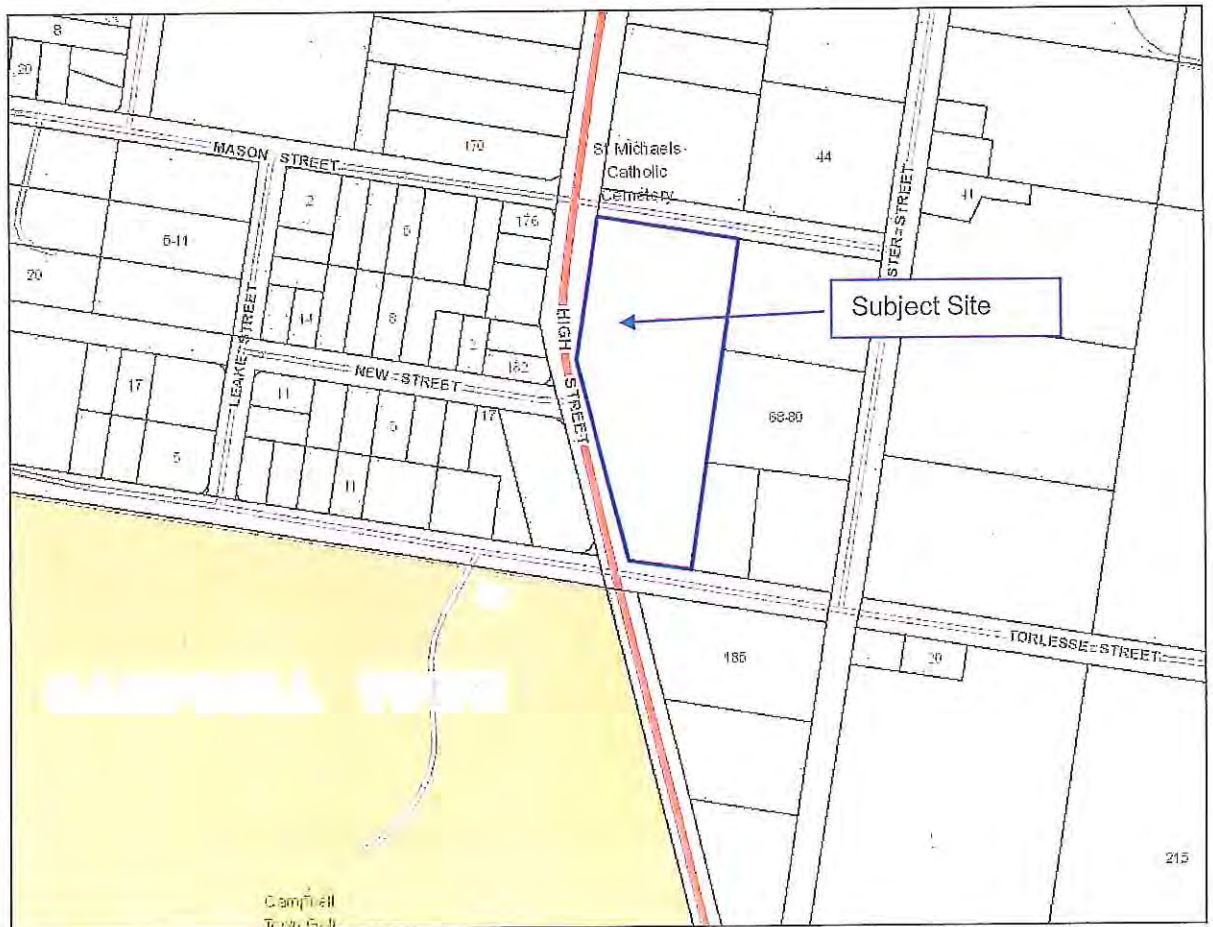
The subject site comprises land situated at 171-183 High Street Campbell Town. It is located towards the southern boundary of the urban residential area of the township and is at the interface with the Recreation and Rural Resource zones.

The subject site has an area of 1.925 hectares and is bounded by High Street to the west, Mason Street to the north and Torlesse Street to the south. High Street is classified as a 'Category 1 – Trunk Road' in the Tasmanian State Road Hierarchy and is located along the Midland Highway corridor. Category 1 roads are major highways which carry substantial traffic volume for freight and passenger vehicles and are critical to the State's economy.

Directly east of the site are 3 residential lots as well as 1 vacant lot ranging in size from 2800m² to 7600 m². The land adjacent High Street contains a pocket of residential lots. St Michaels Catholic Cemetery is located to the north adjacent to Mason Street. The land adjacent Torlesse Street to the south contains Rural Resourced zoned titles.

The site has title boundaries of approximately 100 meters to Mason Street, 242 meters to High Street and 43 meters to Torlesse Street. The main frontage is High Street.

Figure 1 Topographic Map of Subject Site



Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania

3.1.1 Title Information

The subject site is contained in Certificate of Title 135815 Folio 6. A copy of the title documentation is provided at Appendix A of this report.

3.1.2 Zoning

The site is zoned General Residential under the Interim Scheme (refer Figure 2). Adjacent zones include Rural Resource to the south east and Recreation to the south west .

Figure 2 Site Zoning



Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania

3.2 Site Characteristics

3.2.1 Topography

The site is on a relatively level grade.

3.2.2 Vegetation

The site is grassed and does not contain any significant vegetation.

3.2.3 Natural Hazards

Contaminated Land

The site is vacant and not known to have contained a potentially contaminating activity.

Landslide

The site is not within an identified landslide hazard area.

3.2.4 Infrastructure

The subject site is within an urban area and capable of being connected to infrastructure services including water, sewerage, electricity and telecommunications. On site stormwater disposal will be required.

3.2.5 Stormwater

Connection to Councils reticulated stormwater system is not possible for the site. Jamie Wood of Sustainable Environmental Assessment and Management ('SEAM') has provided an assessment of the capability of the site to provide on-site stormwater disposal.

3.2.6 Access

There are currently no crossovers onto the property from any of the adjoining roads.

3.2.7 Heritage

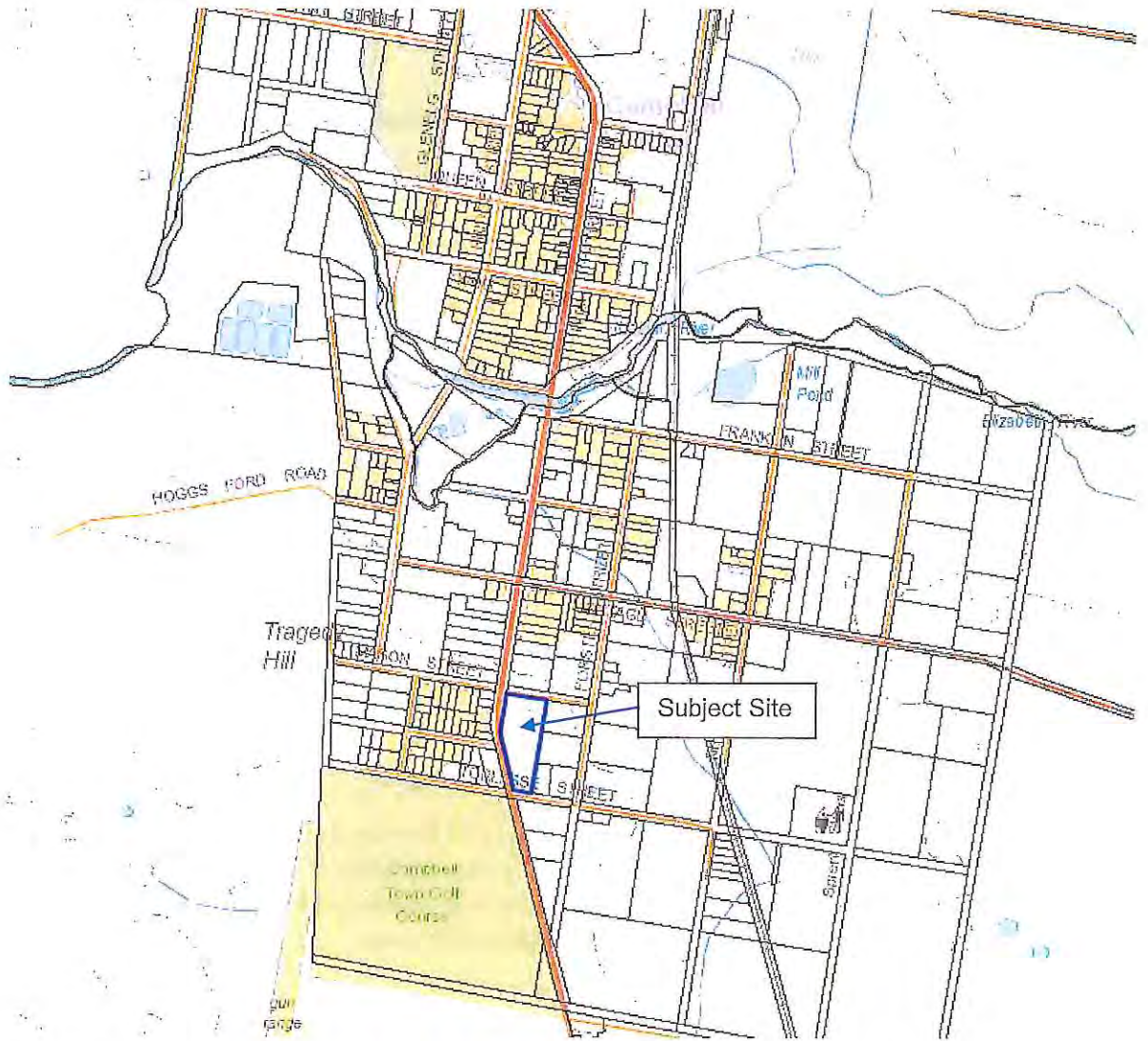
Cultural Heritage

The site is not one of the places listed in Clause E5 of the Interim Planning Scheme or on the Tasmanian Heritage Register.

3.3 Surrounding Area

The surrounding area is shown in Figure 3. The site is at the southern end of the residential precinct of the town. To the east of the site is a series of vacant lots which are typically larger than the minimum permitted by the General Residential zone. The lots south of Torlesse Street provide the interface with the Rural Resource zone.

Figure 3 Locality Plan - Showing Site at the Southern End of the Campbell Town Community



Base image and data from theLIST (www.thelist.tas.gov.au). © State of Tasmania

4. Proposed Interim Planning Scheme Amendment

4.1 Proposed Amendment

4.1.1 The use

The proposed site specific amendment to the Interim Scheme would alter the use table of the General Residential Zone (Table 10.2) as it applies to the site (CT 135815/6). It will insert the 'vehicle fuel sales and service' use class as discretionary subject to the qualification: "*if on 171-183 High Street only*". The remainder of the use table will remain unchanged.

4.1.2 Signage

An amendment to the ordinance of the development standards of the Sings Code (E15) is also being sought as it applies to (CT 135815/6). This will relate to two separate sign types; 'Awning Fascia' and 'Other'. The sign types are currently prohibited in the General Residential Zone.

Awning Fascia

It is proposed to insert into the P5 of clause E15.5.3 of the Interim Scheme to allow a site specific amendment to the standard: "*An Awning Fascia Sign will be discretionary if on (CT 135815/6)*".

Other Sign

It is proposed to alter P34 of clause E15.5.3 of the Interim Scheme to allow a site specific amendment to the standard:

Other signs are allowed in any zone apart from being discretionary in the General Residential Zone if on CT 135815/6 only provided it can be shown that...

The remainder of the performance criteria (a) – (d) of P34 will remain unchanged.

Pole Signs

It is proposed to alter P35 of clause E15.5.3 of the Interim Scheme to allow a site specific amendment to the standard. It is proposed to add 'General Residential' to the list of zones that allow pole signs to be considered at Councils discretion (if on CT 135815/6)". The remainder of P35 is to remain unchanged.

4.2 Rationale for the Amendment

A site specific amendment is proposed to enable approval of a 'vehicle fuels and service' use to be approved at the discretion of the planning authority and to avoid a Commercial 'spot' zoning. The existing General Residential zoning would be retained.

A primary rationale for the site specific amendment is as follow:

- The volume of traffic in Campbell Town is sufficient to warrant another service station given that High Street is a Category 1 road in the Tasmanian State Road Hierarchy and the importance of the Road for freight and passenger travel across the State;
- The congestion and potential loss of visitor amenity caused by only having one existing service station in town nearby to other commercial and retail uses; and
- The point of difference the service station offers providing an emphasis for larger vehicles at the southern end of town.

The Traffic Impact Assessment included with the application indicates that the Midland Highway is estimated to carry approximately 5,120 vehicles per day at the southern end of Campbell Town. Traffic growth has been a consistent 1.5% p.a. in the past 25-30 years. Commercial vehicles make up approximately 17.2% of the traffic. It is anticipated that a service station allowable by the proposed amendment would serve the significant volume of commercial vehicles in particular which currently travel the highway.

The proposed site specific amendment to the Signs Code will enable the incorporation of necessary corporate 'livery' as part of the development.

4.3 Proposed Use Table

No Permit Required

Use Class	Qualification
Residential	If a single dwelling
Natural and cultural values management	
Passive recreation	

Permitted

Use Class	Qualification
Residential	If a caretakers dwelling or home-based business If for multiple dwellings, except on CT 152543/1
Utilities	If for minor utilities

Discretionary

Use Class	Qualification
Business and professional services	If a medical centre
Educational and occasional care	
Food services	If a cafe or takeaway food premises. If a Restaurant on the land described in CT 3040/81 (114 Marlborough Street, Longford).
General retail and hire	If for a local shop. If a hairdressing salon and the sale of clothing and accessories only on the land described in CT 110036/1 (4 Nile Road, Evandale).
Community meeting & entertainment	If not a cinema or function centre.
Residential	If a boarding house, communal residence, hostel, residential aged care facility, retirement village. If on CT 152534/1 retirement village only.
Vehicle fuel sales and service	If on 171-183 High Street only
Visitor accommodation	
Utilities	If not for minor utilities

Prohibited

Use Class	Qualification
All other uses	

5. Development Application

The amendment application is accompanied by a concurrent planning application to develop the site for a 24-hour service station under the use class 'vehicle fuel sales and service'. The application is supported by detailed site investigations undertaken for the site. The key findings of reports are described in section 5.2 of this report.

5.1 The Service Station

The proposed development seeks to establish a 24 hour service station which will have direct access via two new access points from High Street. The development plans are attached as Appendix B.

The proposed development will consist of a main building and canopies. The main building has a floor area of approximately 385m². This building is where the point of sale will be for fuel and retail sales. The retail aspect of the development will cover an area of approximately 80.5m².

There will be two canopies attached to this building which provide shelter to the light vehicle and truck fuel pumps and provide shelter between the light vehicle fuel pumps and the service station main building for customers.

The canopies will have a maximum height of approximately 6 meters. The amount of land covered by roofed buildings (including the canopy structures) is approximately 1289m². The development will cater to commercial (truck) vehicles in particular and the development has been designed to allow trucks to enter the site and manoeuvre around the site via use of 'thru lanes' as indicated on the proposal plans.

The development will consist of the following:

Main Building

- A point of sale and retail 'sales'/ shelving area with food display;
- An indoor dining area;
- A 'truck driver's' indoor dining area;
- A 'back of house' area with staff amenities, cool rooms, office and storage areas;
- Customer toilets.

Hardstand Area

- 4 light vehicle fuel pump stations;
- 3 truck fuel stations;
- 17 parking spaces for longer vehicles;
- 34 light vehicle parking spaces (including 2 accessible);
- 4 motorbike parking spaces;
- Bicycle parking station;
- Loading bay;
- Service yard; and
- Outdoor dining area

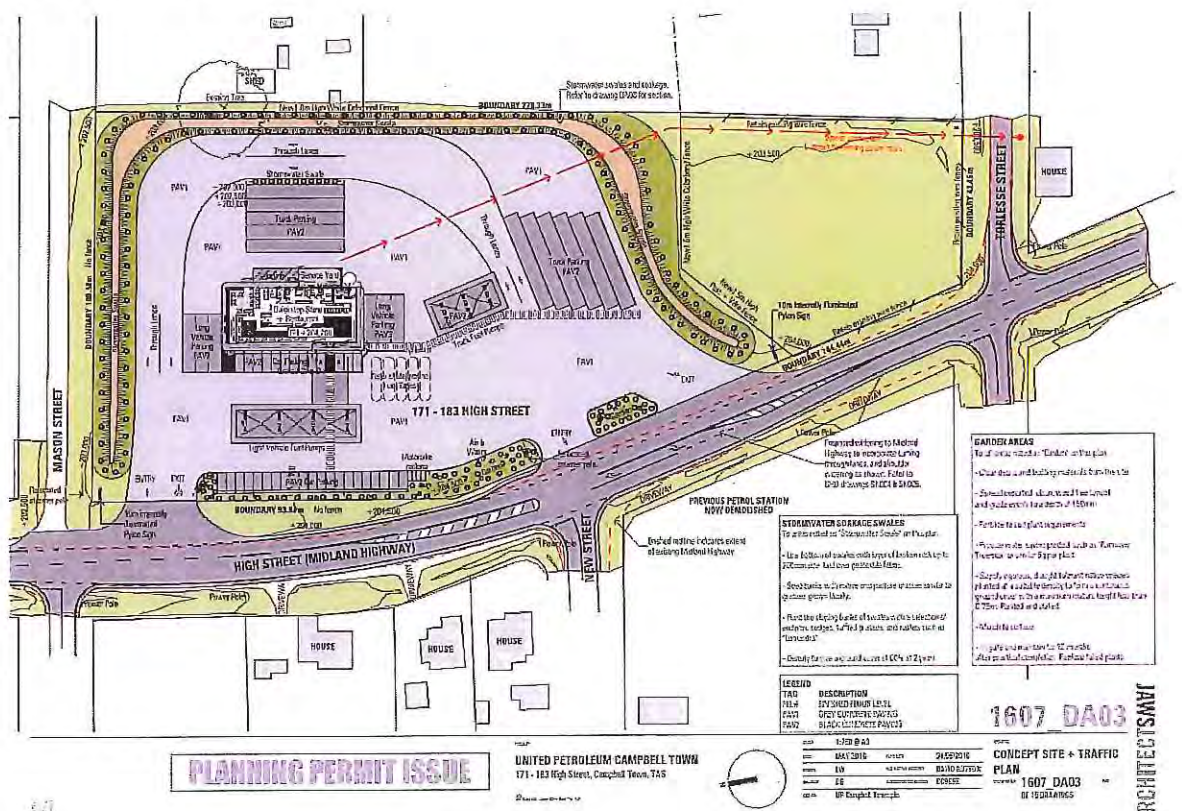
Stormwater Swale

- Install a length of vegetated swale drain approximately 280m long, 2m wide and 1m deep around the boundary of the hardstand area (refer Figure 4).

Fencing

- New 1.8-meter-high white Colorbond fence along the eastern boundary;
- New 1.5-meter-high-white Colorbond fence along the southern boundary of the hardstand and stormwater area; and
- New 1.5-meter-high post and wire fence from the frontage along the south of the stormwater swale until meeting the proposed southern Colorbond fence.

Figure 4 Site Plan



Signage

'Other Signs'

There will be two other (pylon) signs adjacent each access points. They are to be 10m high, 3.45m wide and 400mm deep. They will be internally LED illuminated and will display fuel prices and the sites facilities. Such signs are typical of service stations development.

Fascia Signs

Described as 'canopy' signs in other Interim Schemes.

Three 'United' awning fascia signs are proposed on the north and southern ends of the driveway canopies. They will be 1.1m high and 3.6m wide.

One 'Quickstop' awning fascia sign above main building entry which is to be 1.1m high and 3.2m wide.

Pole Signs

Two 'air and water' pole signs located on north and east sides of proposed building. The signs will be 600mm high and 600mm wide. Including the pole the sign will be 1.2m high.

14 pole signs located at ends of fuel pump areas to display fuel types available. The signs will be 450mm high and 704mm wide. Including the poles, the signs will be 1.1m high and 984mm wide.

5.2 Supporting Assessments

5.2.1 Traffic Impact Assessment

A traffic impact assessment (TIA) was undertaken by GHD which concluded that the proposal can be supported on traffic grounds confirming that adequate access and parking can be provided which meets the requirements of the relevant Code. The report is attached as Appendix C.

Midland Highway (High Street) carries approximately 5,120 vehicles per day (two-way) at the southern end of Campbell Town, near the subject site. This is expected to continue to grow.

High Street is classified as a 'Category 1 – Trunk Road' in the Tasmanian State Road Hierarchy which function as follows:

Trunk Roads are the State's major highways and are crucial to the effective functioning of Tasmanian industry, commerce and the community. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.

Trunk Roads facilitate:

- *Inter-regional freight movement;*
- *Inter-regional passenger vehicle movement; and*
- *Business interaction*

The Trunk Roads connect the largest population centres, major sea and air ports, and key industrial locations."

Findings and Conclusion

The proposed development includes 2 new accesses on High Street (Midland Highway). The southern access opposite the New Street Junction is proposed to prohibit right turns out of the site. The northern access adjacent Mason Street will allow all movements (left and right out). The accesses will be wider than the 5 meters required by the Interim Scheme.

The site has been designed to accommodate movements by a 26-metre B-Double design vehicle, with truck parking to be provided at the rear of the site. A loading dock and service yard is located behind the building.

The proposed development includes 34 car parking spaces, 3 motorcycle spaces, 17 parking spaces for longer vehicles (trucks and buses) (including 2 accessible parking spaces) in addition to fuel pump bays.

The assessment concludes that:

- Turn treatments will be appropriate for the site.
- Site distances comply with the requirements of the Interim Scheme and Australian Standards.
- Pedestrian access is not considered to be necessary. The proposed development is considered to provide safe pedestrian within the site.
- The proposed development maintains an acceptable level of safety for all road users and therefore complies with the requirements of the Interim Scheme and relevant Australian Standards.

5.2.2 Onsite Stormwater

The report by SEAM found that the site has ample room available for processing the stormwater via a swale drain. Triple interceptor traps on the drains collecting water from the hardstand areas are proposed which will remove the majority of the expected pollutants. The report is attached as Appendix D.

It is proposed to install a length of vegetated swale drain approximately 280m long, 2m wide and 1m deep which will allow for the buffering needed to eliminate peak rainfall events and will absorb significant amounts of water whilst the remaining stormwater will trickle onto the street verges.

The swale drain will run along the northern and eastern boundary of the site and will run along the southern boundary of the handstand area of the development. There will also be small stormwater swales directly east of the five (5) truck parking spaces adjacent the eastern site boundary (refer Figure 4).

The proposed swale drains will slow down the velocity of the stormwater to ensure erosion is no higher than before the construction of the service station. It is also recommended that the runoff from roofed areas gravity feed into a larger rainwater tank and the overflow be directed into the swale drain for disposal.

6. Assessment of the Planning Scheme Amendment

6.1 Regional Land Use Strategy

6.1.1 Regional Activity Centres Network - 4.8

The *Regional Land Use Strategy of Northern Tasmania* ('Regional Land Use Strategy') identifies a Regional Activity Centre Network ('RACN') which is comprised of the following:

1. Principal Activity Centre – Launceston CBD;
2. Major Activity Centres – Mowbray and Kings Meadows;
3. Suburban Activity – Prospect, Legana, Shopping Centre, Prospect Vale Market Place, Riverside;
4. District Services Centres – George Town, Longford, Scottsdale, St Helens, Westbury, Deloraine, Campbell Town
5. Neighbourhood or Town Centres – Wellington Street, Newnham, Norwood , Youngtown, St Leonards and other smaller rural localities;
6. Local or Minor Centres; and
7. Specialist Centres.

The strategy indicates that the planning of these activity centres should be relative to their function and role, residential growth within their primary and secondary catchments over time and the availability of land.

Campbell Town

Campbell Town is described as being a District Centre in the Regional Settlement Hierarchy table of the RLUS (pp. 43-44).

Figure 5 Function and role of District Centres according to the Regional Land Use Strategy

Role	<i>To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Trips to larger centres only required occasionally.</i>
Employment	<i>Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.</i>
Land Uses	
<i>Commercial and Retail</i>	<i>Should offer at least one major or a combination of independent supermarkets and a range of speciality shops. Local or district level commercial office space servicing the community. May include district offices of government functions if strong correlation to features of the surrounding location.</i>
<i>Government and Community</i>	<i>Should offer a range of health and cultural facilities required to support rural community: District Health Centre, Service Tasmania outlet, Community Centre. Community Hall. Educational facilities should be provided (at least Primary and Secondary School). Should be centre of Local Government services within the relevant LGA.</i>
<i>Residential</i>	<i>Some in-centre residential development, complemented by infill and consolidation of surrounding residential areas at medium to higher densities (Up to 25 dwellings per hectare).</i>
<i>Arts, Cultural and Entertainment</i>	<i>Hotel(s), restaurant, and dining facilities with other entertainment for rural community. Local sporting facilities/clubs.</i>
<i>Access</i>	<i>Local bus service with connections to higher order District Centres, but with expected low service frequency. Predominantly accessed via private motor vehicle with good walking and cycling linkages to surrounding residential area.</i>
<i>Public Open Space</i>	<i>Local sports grounds, playgrounds and linear parks. Active sports facilities such as skate parks, basketball/tennis courts and the like to serve local needs.</i>
<i>Indicative Catchment</i>	<i>Serving outer, more rural based sub-regions and LGAs.</i>

Source: *Regional Land Use Strategy of Northern Tasmania*, pp. 65-69

The proposed site specific amendment is consistent with the Regional Land Use Strategy as it will maintain and consolidate the Regional Activity Centres Network given that the role of District Service Centres is to provide predominantly non-urban communities with a range of goods and services required to meet their daily and weekly needs.

By allowing another service station to locate towards the southern end of the town will allow for a wider choice/ options for locals and those passing through (particularly truck drivers). There is nothing within the strategy to suggest that commercial uses such as that proposed should not be undertaken. Rather, it is stated that a District Service Centre is to provide the highest concentration of employment for the sub-region.

Relevant Priorities and Actions

The relevant Regional Priorities and Actions for the Regional Activities Centre Network in the Regional Land Use Strategy are identified and addressed below in relation to proposed site specific amendment.

<i>Policy</i>	<i>Action</i>
<i>RAC-P1 Maintain and consolidate the Regional Activity Centres Network to ensure future urban development consolidates and reinforces the spatial hierarchy of 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.</i>	<p><i>RAC-A1 Integrate the Regional Activity Centres Network into government policy and strategies (i.e. strategic plans, corporate plans, planning schemes and capital works programs.</i></p> <p><i>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.</i></p>

Comment: Consistent

It is anticipated that the proposed amendment will enable a use which will serve passing commercial and passenger traffic. Further, this would relieve congestion in the commercial centre of Campbell Town. The subject site is located 700 m to the south of the Commercial zone in the town. The proposed amendment would therefore enhance the role of the town within the Regional Activity Centres Network.

<i>Policy</i>	<i>Action</i>
<i>RAC-P10 Provide a range of land uses to be incorporated into activity centres appropriate to their role and function within the hierarchy of activity centres.</i>	<p><i>RAC-A13 Focus higher density residential and mixed-use development in and around regional activity centres and public transport nodes and corridors.</i></p> <p><i>RAC-A14 Planning scheme controls on uses, height and residential density should reflect the Regional Activity Centres Network.</i></p>

Comment: Consistent

Campbell Town is a District Centre in the Regional Settlement Hierarchy of the Strategy and its role is to “provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Trips to larger centres only required occasionally”.

The proposal will increase the range of services provided to cope with the substantial freight and passenger vehicle volume passing through Campbell Town whilst also providing for local demand. The *range* of services will also increase given that the service station will cater to commercial (truck) transport in particular so there will be a point of difference between the existing service station and that proposed.

<i>Policy</i>	<i>Action</i>
<i>RAC-P12 Regional Activity centres should encourage local employment, although in most cases this will consist of small scale business servicing the local or district areas.</i>	<i>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.</i>

Comment: Consistent

The proposal will provide local employment through a small scale business servicing the local/district/wider area.

6.1.2 Regional Economic Development - 4.12

Freight and Port Development

The key land freight link is identified as being the Midland Highway between northern and southern Tasmania which carried up to 2.4 million tonnes in 2009. With Campbell Town being a key stop off point on this journey, a service station providing services to truck drivers would be a welcome addition to a town currently only having one operational service station.

The proposed service station will provide for both fuel and supplies for commercial vehicles in particular, as well as general commuters and can become a key stop off point on the journey across the State. The site is conveniently located on High Street to the south of the main centre of town, which therefore reduces impacts on the amenity of the existing commercial and retail precinct.

6.2 Campbell Town Development Plan

In regard to the issue of reducing the supply of available residentially zoned land in the Campbell Town the report states:

As a result of the declining population, demand for new houses and subdivided lots is low... against that demand there is an extreme excess of (residentially) zoned land.

The strategy deems that Council should avoid adding any further residentially zoned land to the current supply (through rezoning) until there has been a significant take up in the land already zoned for residential purposes. At the time of the publication the Interim Scheme process was underway and it was recommended in the report that some of the residential land should actually be 'back zoned'.

The report mentions that there is no explicit need to increase the density of the town whilst the declining population results in the only real obvious driver to increase demand for new housing being a change in household size brought about by an ageing population. The report states:

Given the historical demand and current supply of residential lots in Campbell Town there is well in excess of one hundred years of supply of land zoned residential serviced and residential reserved land. The norm for good land use planning and provision of infrastructure is a ten year supply.

A portion of the subject site was flagged as being capable of being developed for residential purposes and could be developed as the interface between the rural land to the south and the urban area of the township. 12 sites are mentioned as having the potential to develop with 4 being seen as priorities due to proximity north of the river (but this does not involve the subject site).

The report therefore has reaffirmed that there is ample supply of residentially zoned land in Campbell Town. Additionally, it can be noted that there was previously a segment of commercially zoned land directly adjacent the subject site demonstrating that similar uses have been historically undertaken at this part of the town.

The use of this land for another purpose will not therefore impact negatively projected demand for residential land.