



NORTHERN  
MIDLANDS  
COUNCIL

DRAFT

# NORTHERN MIDLANDS

ECONOMIC HEALTH AND WEALTH

## PRIORITY PROJECTS

2 JUNE 2017





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## Issue

*The Northern Midlands, 'Tasmania's Historic Heart'* places great value on the uniquely historical focus of its regional towns. Council appreciates the economic necessity to preserve and protect unique built and natural heritage in our region for future posterity and to provide accurate interpretation of its historical perspective, building pride in 'sense of place'. Supporting essential rural village business and industry, will ensure future economic strength and resilience, attracting business and residents to lifestyles in supportive communities that value aesthetically pleasing villages and towns.

## Background

To re-invigorate towns and villages, Council is completing a series of 'Sense of Place' Plans. Commencing with Longford, Council has completed the *Place Activation Plan* to improve essential characteristics of the streetscape. The vision is to thematically enhance the business centre, entrance and exit statements, including traffic management and provide a range of ideas for community-driven business and lifestyle improvements. These will be undertaken in stages.

The *Place Activation Plan* for Longford creates three themes – *Reposition, Reconnect and Refresh*. It provides a template for future similar planning in towns and villages in the Northern Midlands, each cherishing its own unique values.

## Discussion

The projects of importance that emerge will be prioritised by Council, with Traffic Management, entrance and exit statements and street beautification to support a stronger business centre being the primary focus.

*Longford Urban Design Strategy* – The project will provide traffic management and main street designs for Longford from its entry roundabout to the town centre. For many years, the town has struggled with the challenges of having a convergence of important roads intersecting in, and passing through the town. The project will determine the best actions to resolve the traffic challenges while enhancing the village atmosphere.

Aim: To provide safe traffic through the town to improve street amenity and activity such as outdoor dining and façade improvements. This will encourage new and improved business and local services. Challenges include the daily heavy vehicular traffic through the town centre. Certain businesses rely on this traffic for custom.

## Cost

*Council funded a Longford Urban Design Strategy as a starting point. The aim is now to implement the plans in a prioritised manner to best effect for the town. The Longford Place Activation Plan suggested a number of exciting projects driven by a Main Street Activation Team of local champions and Council representatives. The many ideas included improved retail and food offerings and a cultural heritage museum in the CBD. The following plans are desirable and may be prioritised by Council.*

- *Heritage Precinct Upgrades – installation of 'parklets', lighting and banners in the precinct at a cost of \$1,000,000 (+GST)*
- *A multi-purpose Village Green event pavilion that could house a museum, increased art space, a venue for special events, weddings and similar functions or community gatherings and other purposes. Cost is expected to be approximately \$1,000,000. (+ GST)*  
*(For a snapshot of these suggested projects, see overleaf.)*

## Recommendation

Council would value Government dollar for dollar financial assistance for each of the identified commencement projects listed above. The Heritage Precinct Upgrades at \$2,000,000 (+GST). These projects will kick start much needed improvements to local amenity and support business growth in this important regional town centre. Projects will be included in Council's Capital Works Program in progressive stages, with Government partnerships being sought at appropriate times.

## Add colour, spice and all things nice

For the first phases of 'Sense of Place' Plans for Longford, some projects were seen as being of high value to residents and have been gathered into a cohesive project for the benefit of the town. Local business valiantly aims to meet the growing market at both a local and tourist level. These projects are seen as value-adding to the local 'Sense of Place' increasing length of tourist stay and spend. The community is excited by the potential these offer and support levels are high.

### Heritage Precinct upgrade ➡

There are many areas in the centre of Longford village that will be enhanced under the *Place Activation Plan* to upgrade the streetscape. This is one idea mooted for a centrally located area in the heritage precinct.

With a growing number of tourists coming to the region to experience world heritage sites, lifestyle and natural beauty, there is increasing impetus to upgrade the facilities and experiences on offer.

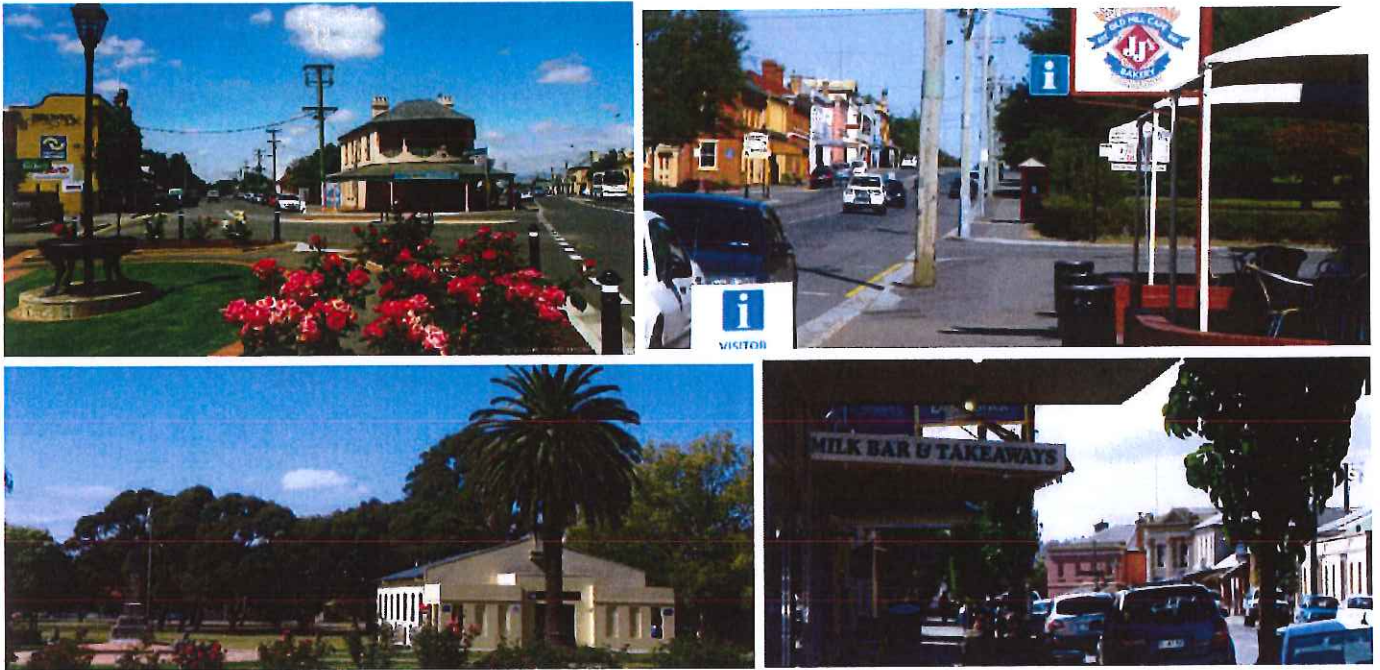
Located within easy commuter distance to Launceston, families are moving to Longford for a small rural community lifestyle.



### Museum ➡

A colourful history dotted with racing – horseback racing and motor racing is deeply embedded in the Longford storybook. There is a strong desire to share its history with visitors, giving it pride of place.

Museums create a destination for tourists and locals alike. A pavilion will be added to the Memorial Hall in the Village Green creating a multi-purpose space, proudly providing a dash of racing history and at the same time, expanding the hall to provide a bigger hall for local events. A Heritage Museum will later be considered as an adjunct to the racing museum.



Images extracted from Longford Visitor Appeal Study, Bill Fox & Associates

## Issue

Northern Midlands Council has identified the development of the Longford Recreation Ground as a significant project within the open space and recreational fabric of the municipality.

Longford Recreation Ground is home to a number of current users including:

- Longford Football Club (Senior and Junior)
- Longford Cricket Club
- Longford Districts Little Athletics Club
- Longford Primary School

Council identified the need to develop a masterplan for the Longford Recreation Ground to ensure the grounds and facilities are maintained and further developed over time to meet the everchanging needs of the community in terms of demographic changes, changing recreation and leisure demand trends, and emerging new sport and recreation activities.

## Background

Council is committed to promoting the health and well-being of Northern Midlands residents by ensuring the provision of sport and recreation facilities and programs/activities that enable residents to participate in physical activity. The Longford Recreation Ground is an integral component of the sport and recreation infrastructure of the Northern Midlands, serving as the town's main sport and recreation precinct.

Council needs to ensure Northern Midlands sport and recreation facilities. In December 2016 Council contracted Lange Design to develop a masterplan to drive the maintenance and further development of the Longford Recreation Ground to ensure it continues to meet the sport and recreation needs of Northern Midlands residents into the future.

The master plan developed explores the full potential of the ground and how that potential can consolidate the Longford and district community sporting activities to better accommodate the future population of the area. The plan recommends an eight-staged program of works from 2017 through to 2030: dependent on the sourcing of funds.

## Discussion

The purpose of the Longford Recreation Ground Master Plan is to allow Council to gain an understanding of what the current user groups require for their sporting activities and to identify solutions for the future that can be integrated and consolidated within the grounds and within the existing infrastructure.

The primary issues, raised by Council, focused on the following issues:

1. Rationalise and refurbish current uses within the stadium building.
2. Traffic management, entering, circulating and parking within the site.
3. Upgrade of visitor and umpire change rooms.
4. Better storage and maintenance facilities for all user groups.
5. Improve current oval lighting.
6. Upgrade of cricket nets.
7. Scoreboard upgrade to electronic.
8. Rationalise existing grounds usage and maintenance regimes.
9. Integration of the Longford Sports Centre and Recreation Ground activities.

With the information gathered during these consultations and investigations, a proposed plan was developed that would allow Council to commence the redevelopment of the recreation grounds up to the year 2030.

### Cost

The total cost of implementing the Master Plan is estimated as \$3,251,600 with the major costs being upgrading the visitor/umpire facilities, upgrading the oval and stadium building refurbishments.

Implementation of the Master Plan in its entirety is estimated at \$7,626,000.

• Stadium Building Refurbishments	\$ 500,750
• Function Room Building Refurbishments	\$ 61,250
• Maintenance Facility	\$ 103,200
• Traffic	\$ 526,000
• Oval	\$ 600,800
• Open Space Works (old tip site)	\$ 300,000
• Cricket Nets	\$ 90,000
• Visitor / Umpire Facilities	\$ 1,037,600
• Little Athletics	<u>\$ 32,000</u>
• <b>Total</b>	<b><u>\$ 3,251,600</u></b>

### Recommendation

Council would welcome financial participation by the Government to assist with the implementation of the Master Plan.









- LEGEND**
1. Widened entry or established gateway, either on a dual road.
  2. Existing roads to be retained with lower concrete kerbs.
  3. Declared intersection with a new structure of signals directing traffic either in the existing lanes or across the road for vehicles.
  4. New off-street parking spaces with parking bays to suit the layout forms and a distinctive coloured pathway guiding users to the main entry of the clubhouse and stands.
  5. Clubhouse, bar, refreshment and utility in existing shell.
  6. Temporary parking area capacity of 88 for a maximum of 100 for summer months.
  7. Internal landscaping between new parkland and existing pavilion.
  8. Concrete access ramping the slope into an unpermeable area with permeable and parking.
  9. Replacement of existing concrete paving using restricting curbs to allow access and provide a ramp through access to the existing area.
  10. Upgrade primary access with night access, bollards, lighting, and unpermeable entry transition area.
  11. Refurbish roof of existing clubrooms including restricting curbs to allow access and provide a ramp through access to the existing area.
  12. Remove the 'Heddy Maggy Dancers' stand and the adjoining stairs, forms a new structure to include a new facility for the club which change room, equipment change room, and public toilet facilities. The new change room will cater for both genders.
  13. Demolish existing toilet facilities and include a new building for toilet, shower, and laundry.
  14. Realign external green, maintained by incorporating the brown ground car park and street-paved areas.
  15. Upgrade existing lighting to a new low lighting and night games.
  16. Clubhouse to be relocated to site sites will be the structure building.
  17. New clubhouse to be demolished and replaced by stadium.
  18. New club house capacity of 3000 male and 1000 female for summer months.
  19. New wide concrete pathway connecting the Sports Centre with the other end of the recreation ground.
  20. New 400m cycle path and pedestrian path connecting to the parkland area for road users and cyclists. New access to the parkland area and weather access.
  21. New tennis courts with a grassy perimeter and drainage with a high PVC coated drainage for a 1000m<sup>2</sup>.
  22. New tennis courts to accommodate a standard 100m x 100m.
  23. Existing Longford Sports Centre (LSC).
  24. New 600m x 100m of the LSC will be replaced by a new, with more multi-purpose rooms, access, and better views, office, and open area for parking and storage, and a new area for the LSC to be used as a multi-purpose area.
  25. New 600m x 100m of the LSC will be replaced by a new, with more multi-purpose rooms, access, and better views, office, and open area for parking and storage, and a new area for the LSC to be used as a multi-purpose area.
  26. Refers to replace all the old metal fence to provide better connections across the grounds.
  27. Compacted topsoil and grass cover to provide a weathered ground surface across the grounds.
  28. Existing oval to be replaced with improved irrigation system including lighting, and upgrading of surface.
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## Issue

For a considerable number of years, Council has been voicing concern over the danger of the level rail crossing at Wilmores Lane, outside Bishopsbourne. The 5 May 2012 fatality at the site is an immeasurable and unacceptable cost.

The high number of near misses, accidents and incidents are of high concern to the community, who are distrustful of the safety of crossing the rail line. Council has made submitted requests to TasRail to install signal lights at the site. The response was negative, as TasRail deemed it a low priority, with little to no chance of infrastructure improvement.

## Background

Application has been made for black spot funding in an attempt to find an alternative solution to the safety problem. It failed and indications would appear it may be considered too high a cost for a black spot funding project. Council has limited jurisdiction to improve safety. Stop signs are in place and advance warning signs are installed on the approach to the crossing. Rail crossing signs are installed on Bishopsbourne Road. Council approached a land owner to trim trees to improve sight lines at the crossing and some trees were trimmed/removed. The road approaches the crossing at an acute angle, causing a much reduced sight line and in low light, poor weather or night driving, it is an unacceptable risk level for the residents and workers in the areas. Sadly, all these measures failed to prevent an unnecessary fatality.

One death and anecdotal reports of a large number of near misses illustrates that the risk of serious crashes is very high.

## Discussion

The rail crossing falls under the jurisdiction and responsibility of TasRail. Intercessions to the Department of State Growth have failed to solve the issue.

Having examined all aspects of the safety concerns closely, Council feels very strongly that this dangerous crossing requires a much higher priority to lower the risk of further unnecessary deaths or severe traffic accidents. Many people living in the area travel to and from work and school via that route. Their safety is of primary concern to Council. Even if it did prove logistically possible, realigning the road is not a cost-effective method of improving safety. The cost of lights would be a far less costly solution.

As it is the responsibility of TasRail to ensure safety from accidents caused by their infrastructure, it is surely in the best interests of Government to facilitate a solution to this concerning issue. Council welcomes the opportunity to work with TasRail to ensure the best outcome. Council understands the need for prioritisation of actions in respect of infrastructure improvements. In this instance, Council and the community represented, firmly believes that the cost of a life and the risk of more tragedy is not negotiable. Council seeks Government assistance to fund TasRail to rectify the situation as a matter of urgency.

## Cost

*TasRail advice to Council indicated an estimated cost of \$500,000 to place signal lights at the crossing. This is a cost Council believes should be met by TasRail as the owner of the risky infrastructure.*

## Recommendation

Council asks the Government to intercede with TasRail and provide funds to make the Wilmores Lane rail crossing safe.

## Issue

The current timber bridge crossing the Macquarie River close to Woolmers Estate, was built in 1994 and is rapidly approaching the end of its useful service life. The bridge is subject to regular inspections following 'tomming' (inclusion of additional support) under some of the spans. The expected deterioration over the next year will result in the imposition of load limits by mid-2017, and complete closure potentially by 2018.

## Background

Woolmers Lane travels through, and is adjacent to, the World Heritage Listed convict-built Brickendon and Woolmers Estates, the local iconic tourist attractions. Woolmers Bridge crosses the Macquarie River near the entrance to Woolmers Estate, with the river forming the boundary between the two estates.

Woolmers Lane, or C521, is an important and significant rural route providing a southern connection between the Midland Highway and, in conjunction with C520, the township of Longford. It is fully sealed and sign-boarded as the primary route to Longford for northbound Midland Highway traffic.

## Discussion

This road carries a high volume of traffic from local light vehicles and tourist traffic to heavy vehicles associated with the intensive high value agricultural activity in the Northern Midlands. If the bridge is no longer available for use by heavy farm vehicles, there would be significant impact on the efficiency of high value agricultural operators (a 22km additional journey detouring via the Midland Highway).

The closure of Woolmers Bridge would have dire consequences for the local economy, with significantly negative impact on visitor numbers to Brickendon and Woolmers Estates.

Many businesses in Longford rely on flow-on business from tourist traffic, given the high visitor numbers that travel along Woolmers Lane (C521), to see the two World Heritage properties that are high on the must do lists of visitors to the State.

If the road is by-passed by tourists, using the alternative route on the Midlands Highway via Perth, significant business and tourist dollars would be lost in the Northern Midlands.

The potential for newly diversified intensive agriculture as a result of the State irrigation scheme will increase reliance on the bridge, making it critical infrastructure well into the future. It is, therefore, deemed of high importance to the entire State.

## Cost

*The cost of replacing the aged wooden Woolmers bridge with a two-lane reinforced concrete bridge has been costed at \$2.83 Million.*

*Council has committed \$1,415,000 to the project and has lodged an application with the Australian Government Bridge Renewal Program for \$1,415,000.*

## Recommendation

Council requests that Government commit 50% of the funding \$1.415m to ensure this vital infrastructure is renewed on this important State road as a matter of priority.



## Issue

The Perth Link Road Project will see the Midland Highway divert heavy traffic away from the central business district of Perth. The Link Road, Stage 2 will begin to impact on Perth in approximately 2020. It is imperative that the recently completed *Perth Structure Plan* be implemented to ensure that the town can grow. Perth must adapt as traffic patterns change. Customer bases will shift and societal, recreational and educational needs will settle into new patterns.

It is timely that Council lay appropriate foundations for future economic growth and infrastructure to support new and enhanced business and enhance amenity and promote community cohesion.

## Background

The highway has historically cut the town in two. This town has a unique character and the planned link bypass road will increase its natural charm as a growing community, within easy commute to Launceston, the airport and Longford.

The historic riverside town affords enviable options for local lifestyle and events. There is the usual smattering of local antique and boutique shopping and basic services for locals and visitors.

As Perth's population grows identified needs include better school infrastructure, more parks and enhanced recreational facilities, new shopping experiences with core services and amenities befitting a town of its size and strategic location. Within a five-minute drive of the airport and ten minutes to Launceston central, it is a convenient place to live.

Perth has the potential to cater for a large proportion of the expected growth within the Northern Midlands. The primary aim of the *Perth Structure Plan* is to establish a preferred pattern for urban consolidation and the future residential growth of Perth; along with a framework for revitalisation of the town centre, acknowledging its historic values and strong relationships with other nearby activity centres.

## Discussion

Council aims to balance and manage positive changes to achieve quality amenity and services. The *Perth Structure Plan* provides goals to dovetail with Government road work projects. It values existing attractions and natural assets, encourages new and enhanced business, provides choice and variety of lifestyle and improves physical and social connectivity, rather than relying on income from travellers passing through the town. The growth being experienced in business and industry within the TRANSLink Precinct adjacent to the airport, Longford and potential employment in relation to future Rural Processing will benefit Perth as a desirable, centrally located place to live.

Completing projects from the *Perth Structure Plan* in conjunction with existing roadwork projects will avoid costly, ad hoc attempts to develop new residential areas. Over 21% of the Northern Midlands population lives in Perth. It has grown by 172 people and 102 dwellings between 2006-2011.

## Cost

*The implementation of the Perth Structure Plan will cost in excess of \$5,000,000 and will need to be funded by Council with the assistance of the State. Projects will include, pathways, parks, bikeways, road and stormwater infrastructure, inclusive of Water Sensitive Urban Design projects associated with Sheepwash Creek, and expansion and improved cohesion of the streetscape in the central business district.*

## Recommendation

Council welcomes support from Government, especially for co-delivery of elements of the implementation of the *Perth Structure Plan*. This would ensure a cohesive, multi-faceted approach to the repositioning of the town and reduce development-related contingency costs and minimising disruption to business and lifestyle.



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PERTH STRUCTURE PLAN REPORT

**OPTION 2 - DESIGN STRATEGIES**

**Land Use**

- 1 Foster a more compact form by promoting infill residential, within suitable areas.
- 2 To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area.
- 3 Establish new retail centre and community facilities within South Perth Area. Strengthen also the direct retail spine along Main Road.
- 4 Land on the western and north western edge, to provide strategic reserves for future residential growth.
- 5 Opportunity to re-develop strategic corner site in prominent location, to create a community centre and open plaza space for gathering.

**Transport and Movement**

- 6 Undertake streetscape improvements along Main Road, including landscaping, traffic calming measures and street furniture, to enhance the town centre setting.
- 7 Extend the local connector road network to provide a logical road layout within the new development areas (South Perth and Sheepwash Creek), which is well integrated with the surrounding road network.
- 8 Create a new shared use path network through open space spines within the South Perth Area and along Sheepwash Creek.
- 9 Strengthen the path network and accessibility along the South Esk river foreshore.
- 10 Create a new footbridge to extend the pathway network along the South Esk River.
- 11 As a longer term solution, close western portion of Drummond Street to minimize traffic conflicts at this location.
- 12 Implement bicycle lanes and new footpaths along Arthur Street, as well as, streetscaping improvement works, to provide an efficient east-west connection for pedestrians and cyclists.
- 13 Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

**Landscape and Open Space**

- 14 Establish a strong linear open space network within the South Perth area and along Sheepwash Creek.
- 15 Transform former quarry site into an open space park and corridor for recreation. Master plan prepared independently for this area.
- 16 Employ water sensitive urban design practices for stormwater drainage.
- 17 Provide additional facilities and amenities within open space assets.
- 18 Improve the open space amenity beneath and around the Perth Bridge, including improved access for persons with a disability associated with Eaklough Home.
- 19 Preservation of existing mature trees along entrance to 35 Drummond Street.

**Environmental Management**

- 20 Manage flooding through integrated water management.
- 21 Protect and rehabilitate river environments.

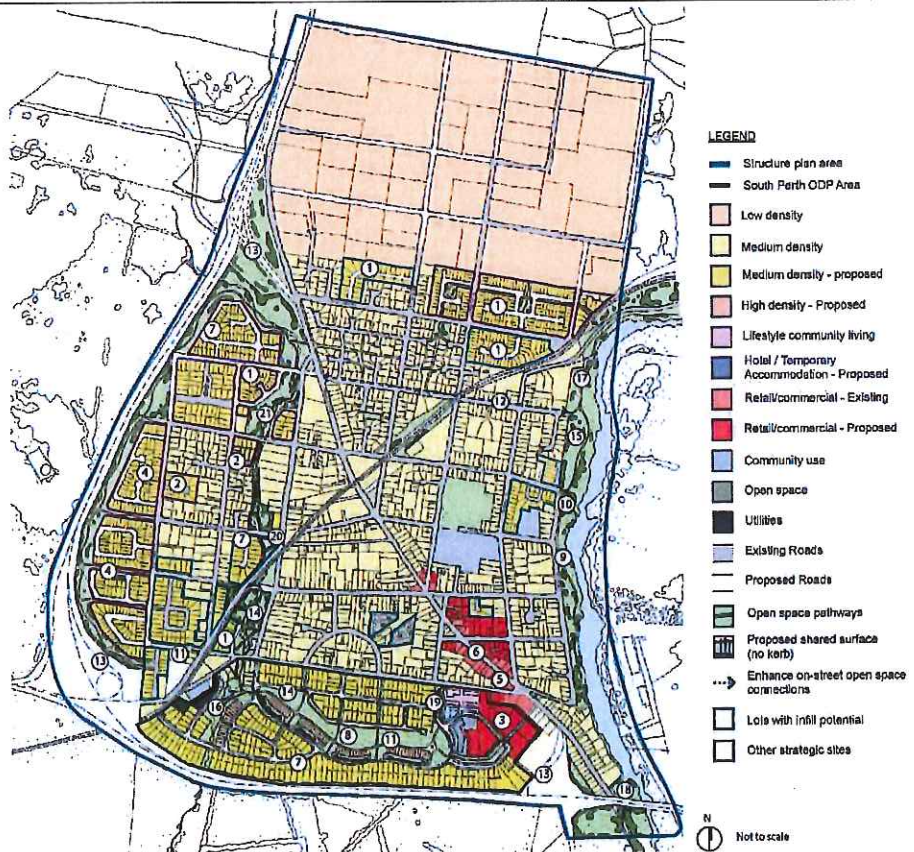
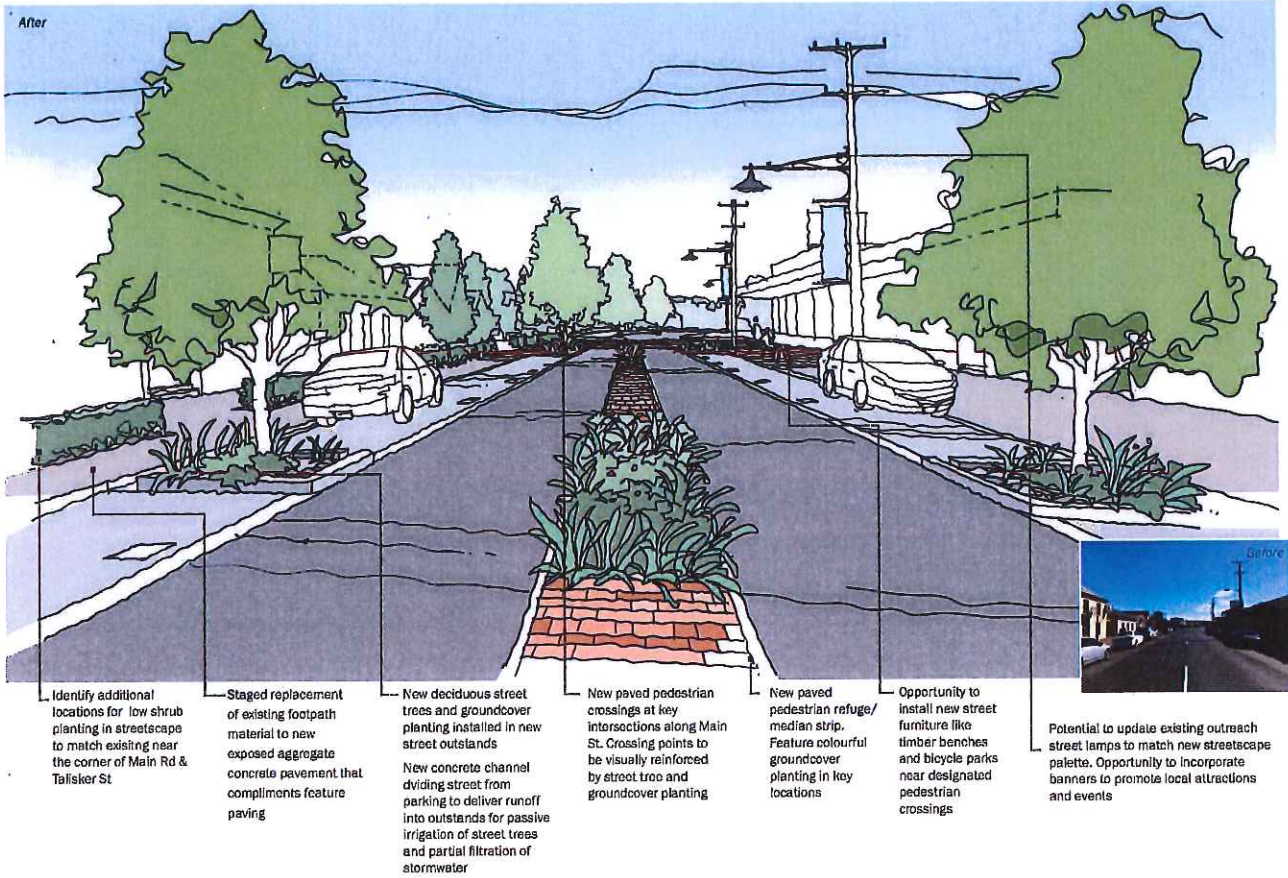


Figure 25: Structure Plan - Option 2

**STRUCTURE PLAN: OPTION 2 (PREFERRED)**

Figure 22: Perspective of Main Road with streetscape Improvements

View looking north along Main Road, within Town Centre



**MAIN ROAD, PERTH**  
ILLUSTRATIVE CONCEPT - STREETScape UPGRADE



## Issue

The Perth Link Road Project currently underway by the Government, necessitates that Council prioritise this project to lay appropriate foundations for future economic growth and infrastructure in the township of Perth to support new and enhanced business, amenity and community cohesion.

The Perth Recreation Ground is the town's primary sport and recreation precinct. It has facilities and infrastructure of varying age and serviceability that have been developed over the years in an ad-hoc manner. They now struggle to meet demand and resident's expectations.

## Background

Perth has a unique character and the link road will enhance its natural charm. It is preferred by many families as a small town location, within easy commute to Launceston, the airport and Longford. Now showing strong population growth, it is timely to provide improved and new infrastructure, befitting Perth's size and attractive strategic location.

The Perth Recreation Ground Master Plan was adopted by Council in April 2016. It's staged approach to developing the ground's facilities and infrastructure will ensure it continues to meet the ever-changing needs of the community. In light of Perth's substantial demographic change, upward trending demand for recreation and leisure facilities, emerging new sport and recreation activities and the impact of the Perth Link Road Project, it is time to ensure facilities grow to meet these demands.

The Master Plan identifies thirteen key elements that are integral components of the overall redevelopment of the Perth Recreation Ground. These include a significant upgrade of the oval, removal of the skate park and development of a multi-purpose concrete loop track, relocation and upgrade of the cricket nets, clubhouse and change room upgrades and landscaping including the planting of trees and vegetable buffers.

The Plan recommends a staged implementation from 2017-2030. Stage One, 2017-2019, is costed at \$685,790.

## Discussion

The Plan explores the full potential of the grounds and how that potential can accommodate future generations' need for open space and recreational facilities. The ultimate completion of the proposed redevelopment works planned for the Perth Recreation Ground will ensure that the community of Perth has an open space and recreational facility that will perform for at least the next sixty to seventy years.

It is critical that the positive impacts of the link road project are further enhanced through improved facilities and amenities. The benefits of the future bypassing of heavy vehicular traffic is already being realised via increased housing demand and strong building figures. As a key satellite town for Launceston CBD workers, Perth's popularity and preferred convenience is expected to continue to grow.

Council further suggests that these works should be seen as a necessary addition to the current road formation changes now being implemented.

## Cost

*Implementation of the Master Plan in its entirety is estimated at \$2.133,822 (+ GST).*

*Below is a schedule of each key element of the 2030 master plan:*

• Removal of skate park	\$ 45,960
• Sealed entry drive, car parking, and road-base roadway	\$ 331,440
• Oval upgrade	\$ 927,030
• Relocate and upgrade cricket nets	\$ 108,000
• Multi-purpose concrete loop track	\$ 163,800
• Clubhouse and change room upgrades	\$ 100,440



# COUNCIL PERTH RECREATION GROUND MASTER PLAN 2030

## PROJECT BRIEFING

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• <i>Scoreboard upgrade</i>	\$ 12,000
• <i>Maintenance facility</i>	\$ 117,660
• <i>Tennis courts and shelter</i>	\$ 131,400
• <i>Trees and vegetation buffers</i>	\$ 21,504
• <i>Boundary fencing</i>	\$ 30,648
• <i>Usability of all areas</i>	\$ 137,940
• <i>Other - Services location</i>	\$ 6,000
• <i>Total</i>	<u>\$ 2,133,822</u>

### Recommendation

Council would welcome financial participation by the Government to assist with the implementation of the Master Plan.



- LEGEND**
- 1. Existing mature trees
  - 2. New plantings
  - 3. New plantings to be planted in 2030
  - 4. New plantings to be planted in 2030
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**PERTH RECREATIONAL GROUND**  
fallowburgh street

**Master Plan**  
2030-2040



## Issue

Council has collaborated with the Perth Primary School to develop an integrated development plan for the existing sites of:

- Perth Primary School – State responsibility
- Perth Community Centre – Council responsibility
- Perth Recreation Ground – Council responsibility (separate brief)

The proposed development takes account of future expansion, infrastructure improvements, reduced duplication and the connectivity of the facilities and grounds.

As the Perth Link Road program progresses, the expansion of the Perth town is becoming a reality. The Perth Structure Plan has identified significant areas for residential expansion which will in turn grow the population and increase the numbers attending the Perth Primary School.

The Perth Primary School has made application to expand its facility as its numbers are at capacity and increasing.

It is now time to initiate the expansion of the Community Centre, improving the Child Care facility and Community Centre services along with improved integration with the Perth Primary School and the Perth Recreation Ground which are direct neighbours.

A Perth Recreation Ground Master Plan 2030 has been developed and endorsed by Council.

## Background

The completed Master Plan for the Centre allows for:

• New Building Area	\$ 1,975,000
• Landscaping	\$ 44,000
• Verandah / Covered Way	\$ 30,000
• Utility	\$ 8,000
• Soft Fall Play Area	\$ 44,000
• Refurbish Amenities and Activity Area	\$ 198,000
• Footpaths / Paving	\$ 32,000
• Relocated Tennis Courts to adjacent Recreation Ground	<u>\$ 269,000</u>
• Total	<u>\$ 2,600,000</u>

## Discussion

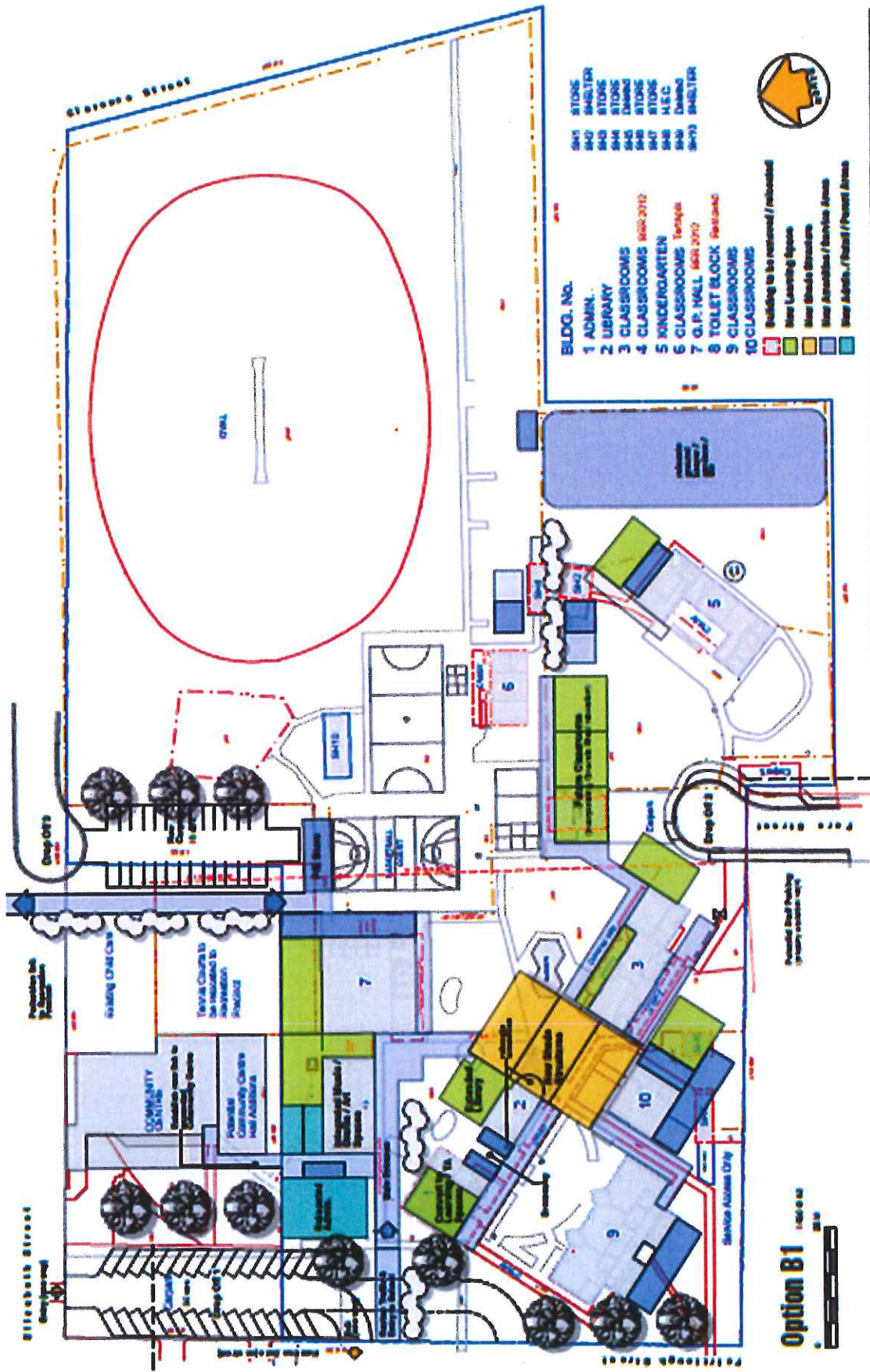
The Child Care Centre will be expanded to cater for increasing numbers of afterschool care placement requirements. The tennis courts will be relocated to the recreation ground, thus enabling the club members to utilise the Recreation Ground facilities.

## Cost

*As noted above, the project has a number of components. If all components are completed the facility redevelopment and expansion is expected to cost approximately \$2,600,000 (+GST).*

## Recommendation

Council would welcome financial participation by the Government of \$1,300,000 (+GST) being 50% of the cost of delivery of redevelopment and expansion of the Perth Community Centre.



**Perth Primary School / Community Centre Masterplan**  
Fairbrough Street, Perth

## Issue - Stormwater

To secure the best facilities and strong future growth in the now very popular commercial, industrial and logistics hub, TRANSLink, Council must ensure that business expansion, safety, security and viability of existing businesses is not threatened by risks associated with ageing infrastructure or climate change related severe weather events. The Precinct is a key economic driver and an important linkage point for freight, business and industry across the State, providing a key point of convergence. The ageing stormwater infrastructure is in dire need of upgrading to minimise business risk.

## Background

The TRANSLink Precinct is the commercial, industrial and logistics jewel in the Northern Midlands crown.

The precinct is located adjacent to Launceston Airport and has sustainable competitive advantages including:

- being centrally located to a range of transport modes: only 15 minutes from the heart of Launceston city, less than two hours by road to all cities in the state, one hour by air to Melbourne and less than one hour by road to a deep water port;
- extensive flat sites zoned for industrial use;
- separation from residential areas;
- high quality development including landscaping and site planning requirements;
- highly competitive rating and fees schedules.

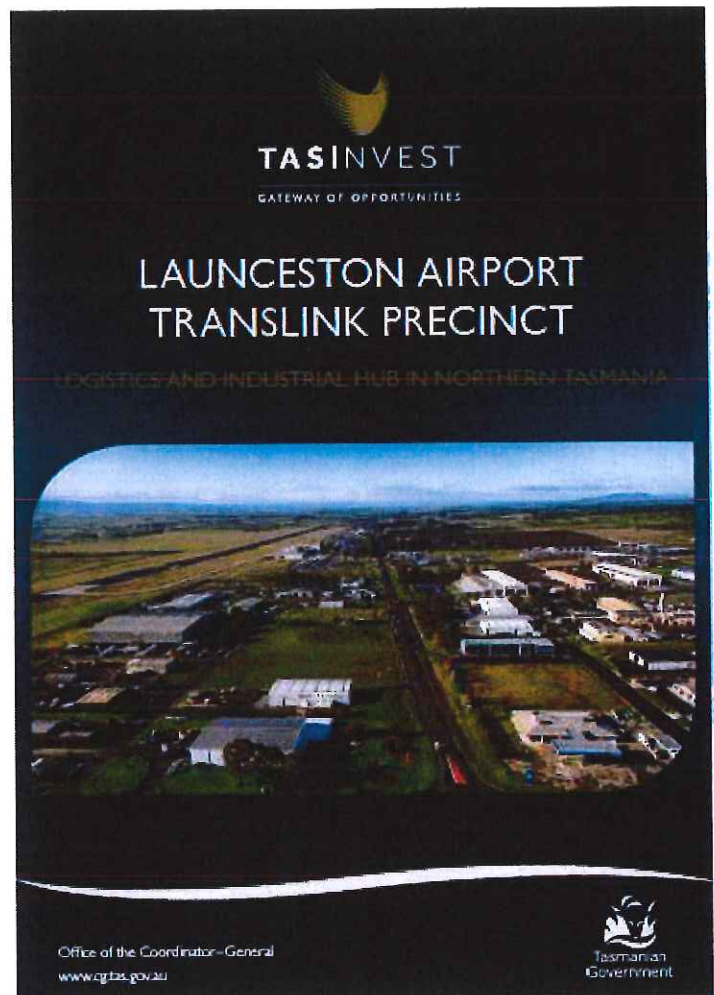
The precinct has grown from a small nucleus of low-key business developments in the late 1980s to a thriving business estate, currently home base for more than 60 businesses employing a total workforce in excess of 1,250 (not including the businesses and workforce at Launceston Airport).

There are currently 58 vacant lots with a total area of 59 hectares in the TRANSLink precinct, and a further 120 hectares in the adjacent primary industry zone to the south-east for future expansion of the precinct

## Discussion

The existing TRANSLink stormwater infrastructure was designed and constructed in the 1980s. The stormwater network was designed with sufficient capacity to deal with the run-off from a 1 in 5 year storm event – in accordance with Council and businesses expectations of the 1980s. These expectations have changed in the past 35 years, as the implications of global climate change have been realised and in some locations, tragically experienced.

As a result of this project Council aims to provide a 1 in 20 year ARI capacity for minor infrastructure in commercial and industrial areas, including TRANSLink. This applies to assets such as stormwater pipelines and pits. 1 in 100 year ARI protection to properties will be provided for major overland flow paths, such as detention basins, swales, and roads. In order to further future proof the development these assets will be sized to accept runoff from an expansion of development areas within the precinct.



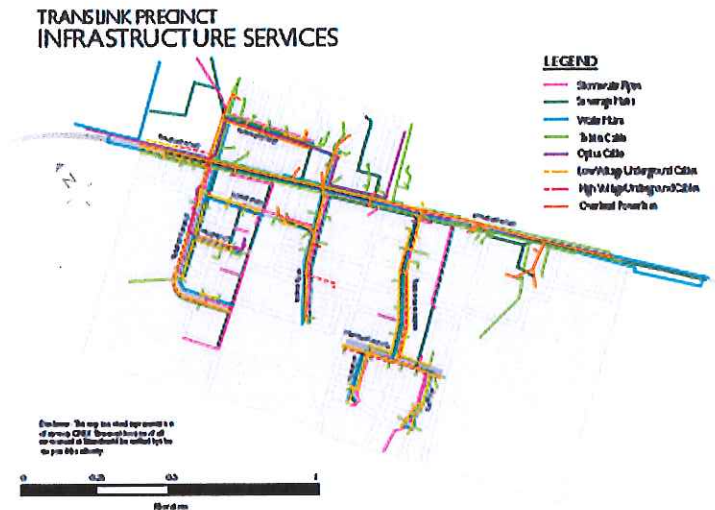
These proposed works will help diversify the industrial base, as an estimated eight large businesses will be accommodated on site within the first two years of project completion, employing some 320 workers. Consequently, total employment on site will increase from the current base of 1,200 to reach 1,500 by 2019 and to 1,600 by 2025. By contrast, employment growth will be somewhat minimalistic in the absence of these proposed works as investor confidence remains weak. As a result, the site will not be to realise its full potential as an export-oriented high value-adding hub in Northern Tasmania.

## Cost

The stormwater upgrade and associated roadworks program has been costed at \$5,482,805. Council has committed \$1,525,623, TRANSlink business investor have committed \$1,2015,780 and an application has been made to the Australian Government Building Better Regions fund for \$2,741,402.

## Recommendation

Council requests that Government take the time to review Council's considerable work on the Precinct to date and commit a matching grant of \$2,741,402 for the remainder of the stormwater and road infrastructure project to encourage economic growth.





# 1-87 LAUNCESTON GATEWAY PRECINCT MASTER PLAN PROJECT GAS RETICULATION PROJECT BRIEFING

## Issue

The *Launceston Gateway Precinct Master Plan* strategic long term goal is for a fully integrated intermodal transport and logistics hub, warehousing and allied businesses. The plan includes a nearby *Rural Processing Centre*, adding great value to the Tasmanian agricultural sector when newly installed irrigation attracts more intensive agriculture to the region.

As business and new tertiary agricultural processing grows, a reticulated gas option adjacent to the TRANSlinc site could be a major drawcard, thus completing a vital link in the fast paddock to plate scenario Council envisages for the Northern Midlands. The Launceston Airport has also expressed strong interest in seeing reticulated gas to their premises.

Council discussed the use of reticulated gas with the State Government and supplier Tas Gas Networks. Tas Gas raised the issue of costs to supply an 8km extension to their existing pipe network. It would pass through sparsely populated area to stretch from its current point in Youngtown to the TRANSlinc Precinct. Tas Gas Networks fear the take up rate of consumers along the 8km of new line may be minimal, with some major users already identified. However, with projected growth in and around the TRANSlinc site, Council believes the addition of gas would be an excellent proposal.

Council aims to future proof companies building efficiencies into their structures. Reticulated gas will encourage growth and lower the energy impost on the State. Reticulated gas will not compete with other energy suppliers without good take up rates, so the option of having an airport online with a large cluster of adjacent business and industry would be a positive step forward.

Council would prefer to see natural gas to TRANSlinc. The profits would flow to Tas Gas Networks with the pipeline laid beside the State-owned road to the airport. It is not infrastructure on which Council can justify spending ratepayer dollars, given the user pays system of piped natural gas to premises. Council sees future need for the product to the site and hopes it can be a priority for Government. The 8km pipeline with fewer customers may well see future infill as growth between Youngtown and the Airport expands. It would also be offset by large consuming customers at the southern end of the proposed line.

## Background

A subsequent Tas Gas Networks Discussion Paper advised that to place the infrastructure in the ground would cost them \$2,085,000. Having examined potential customer load uptakes, they estimate the customer contribution could be in the order of \$1.4m per annum. It would appear to be a viable option for the company to provide the infrastructure, with Government help.

Council continues to market the site as a strong and viable option for co-location of business, industry, transport and logistics, warehousing and freight transfer. Rail would complete its streamlining of freight movement around the State. This will grow over time and it is expected the precinct will be full to capacity, adding to the potential gas customer take up rate.

Council has resolved to seek support from Government to enable Tas Gas Networks to place this important infrastructure in the industrial TRANSlinc precinct to ensure strong growth and lower costs can be realised for key operators, providing sustainability and lowering the environmental footprint.

## Discussion

Significant development costs are associated with the site. A reticulated gas pipeline of 8kms will cost \$2.085m. Customer contribution is initially estimated at \$1.5m. Cost estimates are based on the Company's financial expectation of positive NPV and internal rate of return of 15%.

## Costs

*Providing reticulated gas to the Launceston Gateway site would cost approximately \$2,085,000.*

*The contribution from customers is expected to be \$1.4m at 9,700Gj pa, if first year uptake occurs. (The assumption appears to be based on 4 customers.)*

## Recommendation

Council asks Government to support and fund reticulated gas into the collaborative *Launceston Gateway Precinct Project*.





### Issue

The *Launceston Gateway Precinct Master Plan* has a strategic long term plan for an integrated intermodal transport and logistics hub, large scale warehousing and allied businesses, to service the State. The overarching strategy will see consolidated services around the ever-expanding TRANSlInk Industrial Precinct, Launceston Airport and the Western Junction rail node. This multi-stakeholder, collaborative initiative, identified in the *Greater Launceston Plan*, will facilitate long term economic growth.

To maximise the potential for intermodal transport and logistics, the project must co-locate rail into the precinct via a spur off the main line, preparing the hub for crucial future growth on the site. Preparing efficient rail freight options for FCL's, LCL's and broken stowage, intercity freight, agricultural and other products from paddock, to processors, to port, represents an opportunity and a challenge for regional Tasmania, with agricultural output expected to expand exponentially. The Midlands Irrigation Scheme will encourage employment and intensive agricultural expansion, enabling faster, smarter connections to new overseas markets.

### Background

A *Freight Demand Analysis* recently completed by Council and its partners, models 3 scenarios – low, medium and high growth. The precinct currently handles 600,000 tonnes per annum (tpa) of freight and is considered a business as usual scenario. In a medium growth scenario, by 2025, it would capture 950,00-1.4m tpa. In a high growth scenario, it would realise 1.7m-3.0m tpa.

The *Economic Impact Statement* shows significant levels of value-adding to the region. A medium growth strategy will generate an income of \$50m pa and 538 jobs by year 30. The high growth option includes a rail spur, terminal and a rural processing cluster to facilitate paddock, to processor, to market. This scenario will generate a value-add of \$84m pa and 850 jobs by year 30. These excellent levels of growth are well worth planning for, ensuring a strong regional economic future.

The benefit to TasRail, will be easy access to ongoing and larger freight volumes to bolster bottom line sustainability into the long term. This can add an income stream to support planned expansion, improve rolling stock and maintain infrastructure. It will lower travel impact, reducing heavy traffic on the highways and creating more user-friendly roads for locals and tourists.

The 300ha site has 59ha of free space for new business and transport. A rail spur and terminal will require 8-10ha, and a rural processing plant, approximately 7.5ha. That leaves good space for big box warehousing and new businesses hoping to co-locate for logistical purposes, effectively linking producer, carrier, wholesaler, retailer and market. A further 90ha exists for expansion.

The recent *Freight Demand Study* suggests clarifying the best location for a *Rural Processing Centre* for processing products grown using the Midlands Irrigation Scheme. If rail was available on site, the co-location of the processing centre at the Gateway would be ideal, creating a fully integrated logistics centre. The inclusion of rail into the precinct maximises the effective streamlining of this intermodal system and makes clear common sense in an age of climate change reduction targets.

### Discussion

Road freight places unsustainable loads on our road network. It is timely to provide an efficient, low impact alternative, via strategically placed, rail-serviced, inter-modal hubs such as TRANSlInk to re-direct traffic and streamline paddock to plate movement. Tourism is on the rise, markets are improving and people expect safe and cost effective transport options.

In its Population Growth Strategy 2015, the State Government committed to "investing \$1.806 billion to deliver the infrastructure needed to drive economic growth in Tasmania". This project will create the first Tasmanian hub to logistically connect road, rail, air and sea freight in Tasmania in one place. It is imperative it finds its way to the top of the Government's 'must do' list, if Tasmania is to realise its potential to be the primary provider of quality produce into China and other overseas markets.

### Costs

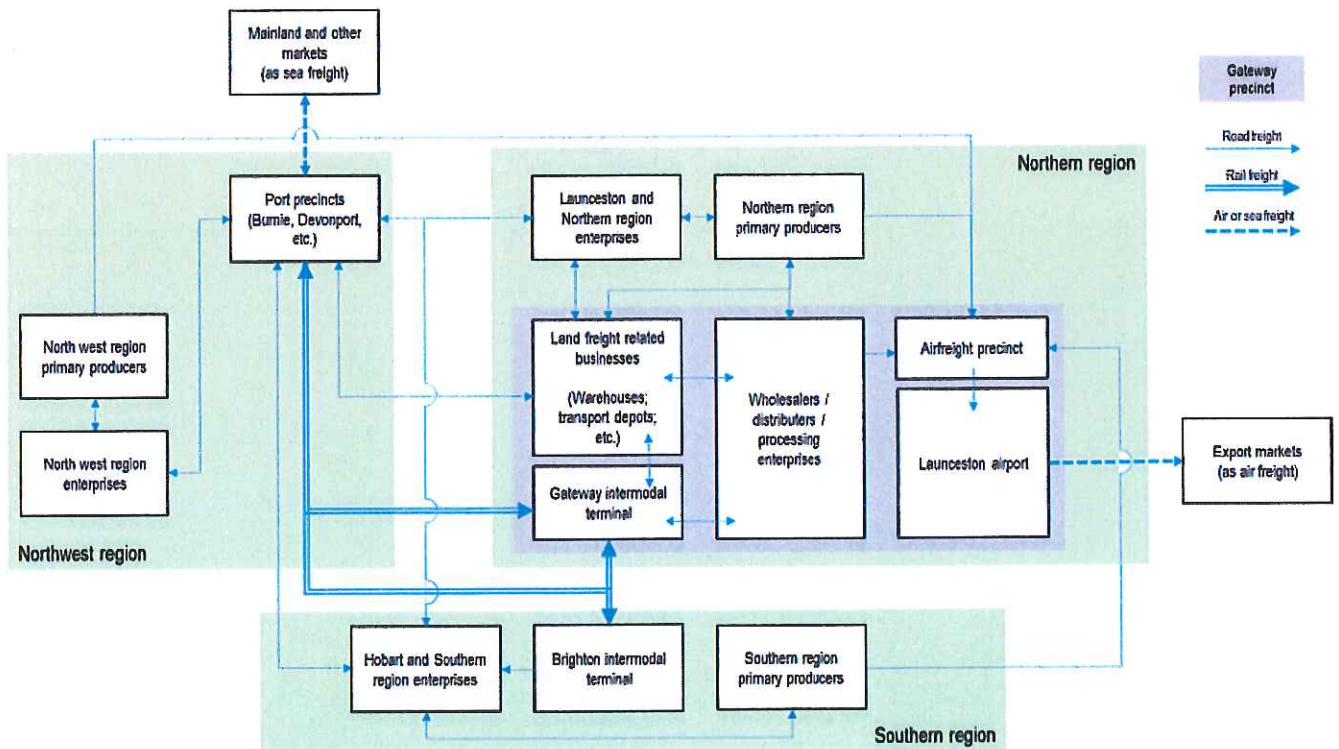
A rail spur with 8km rail line linking to a precinct terminal would cost approximately \$7,000,000, not including land purchases.

### Recommendation

Council asks Government to support and fund a rail spur into the collaborative *Launceston Gateway Precinct – Rail Spur Project*, hauling us into the 21<sup>st</sup> century.



FIGURE 4 - DIAGRAMMATIC LAYOUT OF KEY FREIGHT FLOWS BETWEEN REGIONS, ENTERPRISES AND LOGISTICS NODES



*Note: The diagram is not intended to infer any scale in distance or freight task*

## Issue

Evandale Road is integral to the State servicing the Launceston Airport (the 'gateway' to Northern Tasmania), the industrial TRANSlink Precinct and the city of Launceston, as well as Evandale a picturesque tourism hub and historical town in Northern Tasmania, a great location to visit and enjoy some of the most unique attractions Tasmania has to offer.

Evandale road is a State Road and managed by the State Government through the Department of State Growth. Vehicles, up to the size of tri-axle semi-trailers, have general access of the road and, in particular, the TRANSlink Precinct shares the road with significant passenger vehicle movements to the Launceston Airport and Evandale. Due to the freight in and out of TRANSlink and the Launceston Airport the network allows movement of vehicles up to a size of B-double.

Due to the growing demand on Evandale Road which is critical road infrastructure for the movement of the population and freight within the road network connecting from north and south to Evandale, Launceston Airport, TRANSlink Industrial Precinct and Launceston.

Although this road is classified as a Category 2 Freight road by the State Government, the road is considered by the Northern Midlands Planning Scheme (1995) as part of Tasmania's Category 1 Trunk Road System.

The road is in need of significant improvement in its vertical and horizontal alignments, including improved stormwater management inclusive of kerb, watertable and footpaths.

## Background

### Launceston Airport

Located 15 kilometres south of Launceston on the Evandale Road, 3 kilometres from the Midland Highway junction and 5 kilometres north of Evandale; the airport caters for the movement of 1.3 million passengers annually and increasing.

Launceston Airport has experienced unprecedented growth in recent years; with passenger numbers rising from 534,000 in 2001/2002 to 1.3 million in 2016. As a result, \$20 million has been spent recently to upgrade the airport facilities.

### Launceston Airport TRANSlink Precinct

Is centrally located in northern Tasmania, approximately 15 kilometres from the city of Launceston.

Nearly 100 established businesses are accommodated within the precinct and the airport, ranging from local to multi-national companies. These businesses are supported by skilled employees working in a variety of industries and services from logistics, transport and warehousing, to manufacturing, construction and wholesale trade, employing upward of 1,700 employees.

The TRANSlink Precinct covers 150 hectares with upward of 60 businesses utilizing over 110 hectares, with 50 hectares available for immediate take-up and Council progressing land use strategy that would realise the doubling of available industrial land ready for development.

### Evandale

Evandale, a major tourist attraction in the State, is one of the best preserved historic towns in Australia. Its late-Georgian and early-Victorian buildings and relatively untouched streetscapes offer a unique glimpse into Australia's past, with buildings dating back to 1809. The village is a key tourist destination, with the 2016 Tasmanian Visitor Survey reporting 42,614 interstate and international visitors stopped and looked around Evandale, and a further 8,616 visitors stayed overnight in the village.

As identified above, Evandale Road is a major connector providing for significant freight and passenger movements.

## Discussion

Over the past ten years, the TRANSlink Business, Transport and Industrial Precinct adjacent to, and opposite, Launceston Airport has been rapidly developing. The Precinct is centrally located in the state and has easy access to all major highways, offering the impressive combination of quality infrastructure, access to a stable and skilled workforce, established business base and proximity to domestic and fast-growing Asian markets, the Precinct is a proven commercial and light-industrial hub as well as a logical choice for businesses which are establishing, relocating or expanding.

Thus as a Category 1 Road, Evandale Main Road facilitates inter-regional freight movements, inter-regional passenger and vehicle movements; business interaction.

The section of Evandale Road from the Breadalbane roundabout to the airport, approximately 1.8 kilometres, is constructed to a two-lane rural standard. The road surface is poor and entirely unsuited to the level of usage. The need to upgrade this road was recognised in the Northern Tasmania Integrated Transport Plan 2003; yet, 14 years later, no action has been taken.

Launceston Airport Management have expressed grave concern about the state of Evandale Road. They state that in the tourism industry, 'image matters'; and the first impression visitors receive of Northern Tasmania as they leave the airport is not favourable. They come out of a state-of-the-art airport onto a narrow, two-lane rural standard road being heavily used by industry and passenger vehicles. This first impression lasts, and can colour the visitors' memories, and thus, word of mouth descriptor, of Northern Tasmania.

Evandale Road is already unsuitable for the high volumes of traffic and heavy vehicles it carries. The hazardous manoeuvring required for the many B-doubles regularly turning onto/off the road severely compromises traffic flow and safety, and accidents and near-misses are a regular occurrence. Many Evandale residents travel the road daily and they report the poor state of the road results in broken windscreens on a regular basis.

In late 2014 the Department of State Growth engaged Pitt and Sherry to undertake the Evandale Main Road Corridor Study from the Midland Highway to Evandale. The purpose of the project was to provide an independent strategic review of the road corridor and develop a prioritised list of short, medium and long term road improvement projects required to meet the expected forecast transport demand over the next 20 years. The work undertaken for the Corridor Study has included an assessment of existing road geometry, crash analysis, traffic assessment (including existing and predicted growth rates) and land use analysis.

The Corridor study has identified up to 10 road improvement projects for the upgrading of Evandale Road over the next 20 years and a Multi Criteria Analysis process has been used to score each project to determine the priority of short, medium and long term.

Council believes the works identified need to be progressed as a priority. Council is unable to afford to seal this road without Government assistance.

## Cost

*The estimated cost of road improvement is \$4.5 Million (+GST), this is only a preliminary estimate without full design details.*

## Recommendation

Council would welcome the delivery of this State significant project at a total estimated cost of \$4.5 Million (+GST) and, within Council's available resources, would assist to facilitate the major Evandale Road Improvements.



## Issue

Honeysuckle Banks parkland is located on the banks of the South Esk River on the outskirts of Evandale. The reserve is popular with visitors and locals alike, with activities ranging from walking, cycling and dog exercising, to picnicking, fishing and canoeing. The current facilities and presentation of the reserve are well below the standard expected in one of Tasmania's key tourist towns.

Failure to improve the reserve's facilities and presentation will continue to deter significant numbers of locals and visitors from pursuing physical and relaxing activities in the reserve, and detracts from the town's visitor appeal.

## Background

In September 2015, Council contracted Landscape Consultant, Mr Jeff McClintock, to develop a masterplan for the Honeysuckle Banks. Mr McClintock reviewed previous plans proposed for the Honeysuckle Banks and consulted with Council's Works Manager, the Evandale District Committee and other relevant stakeholders. Mr McClintock's draft masterplan was tabled at the January 2016 Council Meeting.

The draft masterplan was released for community consultation across the month of February 2016, with the plan and a proposed implementation schedule on display at the Evandale Community Centre and on Council's website.

The feedback received during the community consultation was collated. On the whole, the masterplan was received positively, with the exception of the proposed bike track. Additional features advocated for the masterplan included more picnic furniture and retaining of the dog exercise areas status.

The draft masterplan and community feedback was discussed at the May 2016 Council Workshop. The need to review the masterplan in light of the frequent flooding of the reserve was identified.

Lange Design was contracted to undertake the review of the draft masterplan. The revised masterplan, 'Honeysuckle Banks Parkland Plan', the associated cost estimates and Landscape Works Technical Specification were submitted in November 2016, and finalised at a Council Meeting in May 2017.

## Discussion

This 6.36ha parcel of land referred to was previously known informally as "Rotary Park" and is located at 356 Leighlands Road, Evandale (ID 23983/1).

For some considerable time "Rotary Park" was jointly maintained by Council and the Evandale Rotary Club.

In September 2013 the Rotary Club of Evandale advised that they were no longer able to commit to the maintenance of the area and the Rotary signage was removed from the park.

On 1 April 2014 the Nomenclature Board was contacted in order to establish whether the reserve had been formally named. The Nomenclature Board advised that no formal name had been assigned and provided information in relation to the assignation of a name.

Following investigation by the Evandale History Society and others it was established that the precinct had previously been known as Honeysuckle Banks. The use of this name is evidenced in Governor Macquarie's diaries of his journeys in Van Diemen's Land – December 1811, as well as being quoted in a number of publications.

Council made application to the nomenclature board to assign the name Honeysuckle Banks. The name was accepted and gazetted on 24 September 2014.

The consultant has undertaken a thorough review of the draft masterplan in light of the frequent flooding of Honeysuckle Banks reserve and the resultant Honeysuckle Banks Plan provides a clear and sustainable way forward for the future development of the reserve. The Landscape Works Technical Specification prepared by the consultant provides a concise and thorough basis for the briefing of contractors undertaking the implementation of the plan.



1-94  
**HONEYSUCKLE BANKS MASTER PLAN – EVANDALE  
PROJECT BRIEFING**

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## Cost

*The cost of full implementation of the Honeysuckle Plans Parkland Plan was estimated as \$264,000 (+ GST) comprising:*

• Demolition work	\$ 2,000
• Earthworks	\$ 58,0000
• Road works	\$ 102,000
• Hard landscape works	\$ 85,000
• Soft landscape works	<u>\$ 17,000</u>
• Total	<u>\$ 264,000 (+GST)</u>

## Recommendation

Council would welcome financial participation by Government of \$132,00, being 50% of the cost of delivery of the redevelopment project to assist in minimising costs to the ratepayers of Northern Midlands and promoting the State Government commitment to healthy lifestyles.

## Issue

The *Ben Lomond Ski Field*, 40km from Launceston, is the most accessible alpine environment in Tasmania.

Council commissioned a feasibility study that identified an investment of \$1.8 million in the Ben Lomond Skifield will provide a major tourism and recreational product of state significance, capable of generating new and complimentary tourism investment in Northern Tasmania and contributing to the economic growth of the wider region. This project has the potential to attract significant numbers of visitors to Northern Tasmania in what is usually the low tourist season, providing accommodation, eateries and tourist attractions with a new income stream to enable business sustainability.

The report also identified an array of opportunities for out of snow season activities/developments that will increase visitation to the mountain by Tasmanians and tourists.

## Background

Ben Lomond is Tasmania's most accessible alpine environment, being only 40 minutes driving time from Launceston. It has the state's only commercial skifield and provides visitors to the mountain the opportunity to participate in a range of snow based activities including beginner and intermediate skiing, snowboarding, tobogganing and snow play.

The Ben Lomond ski season is often short, hampered by unreliable snow cover. Despite attempts by ski area operators to secure grant funding to extend snowmaking in the skifield, little investment has occurred in recent years. The lack of investment is symptomatic of the level of uncertainty associated with return on investment given the highly intermittent nature of snowfall and whether the skifield has the potential to become a key driver for tourism growth in the traditionally low tourism season.

In order to address this uncertainty, Council partnered with Parks and Wildlife Services, State Growth, Launceston City Council, Regional Development Australia (Tas), Northern Tasmania Development, the Ben Lomond Committee and two private individuals to fund a feasibility study to clarify the sustainability of Ben Lomond Skifields as a financially viable, seasonally reliable, beginner to low/intermediate ski and snow play destination.

## Discussion

Ben Lomond ski field should be a powerful winter attraction. Improved under a collaborative model or single ownership, it can be a valuable economic driver for northern Tasmania. It requires vibrant branding and marketing. A variety of growth scenarios suggest regional spending increases from \$3.6m-\$5.4m. Jobs growth is estimated between 24.6-33.1.

Visitors must love their visit and plan to return to this small, family-friendly, convenient ski field. Australian snow sport holidays keep pace with other destinations if they offer value for money. Its potential is for a small site, ski destination of choice. It must be an attractive, value for money, viable alternative to large ski destinations.

Without action, this valuable site may be lost, leaving a vitality gap in the region's economic landscape. Conveniently located to Launceston airport, it should be recreated as a jewel in Tasmania's winter crown. The mainland has few winter holiday options to compete with New Zealand tourism offers. As climate change continues its impact, we must act to improve our winter tourism market, given our southerly location.

## Cost

*At a cost of \$1.8m, the project will provide a major tourism and recreational product of State significance, capable of generating new and complementary tourism investment in Northern Tasmania and economically benefitting the region. It will deliver new experiences for beginners and family; attract repeat visitors, targeting families and young people from inter-and-intra-state. It will aim to increase visitor spend income and empower local business improvement.*

*Investment will consist of:*

- *additional snow-making guns and summer grooming to maximise snow-making;*
- *a revitalised snow play experience with magic carpet and snow tube park;*
- *increased water supply and energy capacity;*



- *a new walking track taking visitors from the village to Legges Tor; and*
- *signage and interpretation, new visitor amenities and integrated marketing.*

## Recommendation

Council requests the Government recognise this as a project of State significance and assume costs. Improvements at the ski field needs cohesive and progressive action. State and Federal Government support is essential to turn it into a reality.





## Issue

Nile Road is a through road that runs south from Evandale through the township of Nile in parallel to the Midland Highway before connecting to Glen Esk Road, which eventually connects to the Midland Highway near Conara.

Providing adequate tourist access to our 'hidden' gems is both a matter of pride and concern to Councils. A small area local economy can quickly be negatively impacted by a downturn in income from visitation to our valuable architectural heritage. One such impact has sadly been felt by the Clarendon Estate. Access to Clarendon from the South is hindered by a small 8km unsealed section of Nile Road, its most direct route from the Midland Highway. To visit the heritage estate, visitors coming from Hobart pass it by and have to 'double back' to find sealed road access. Tourists are exposed to \$9,000 extra liability for permission to use hired cars on unsealed roads. If the southern end of Nile Road was sealed, they could leave the highway and experience the history of Clarendon, Nile, Deddington and Evandale. They could then end their trip by flying home from Launceston Airport. It is a natural catchment of Tasmanian colonial history. Council is passionate about providing such access.

## Background

Tucked away off the main highway along Nile Road, named after the small, historically significant hamlet of The Nile, is the grandly imposing masterpiece of colonial architecture, Clarendon House, built in 1838 by James Cox. He was one of the pioneers who helped introduce Merino sheep to Tasmania. It is listed by the National Trust.

Interior designer Carnery Cox stated it remains in a league of its own, saying of it, *"This has got to be one of, if not, the grandest classically Georgian house in Australia, not just Tasmania."* Lovingly built by James Cox with a leaning towards his own regency background, the home has a classic regency feel.

Having lately undergone a major renovation, this glorious masterpiece is ready to receive visitors once more. It offers tourists a trip back in time to visit the house and the picturesque hamlet of Nile where its workers lived and raised their families. Originally called Lymington, it was renamed 'The Nile' in 1910 to avoid confusion with Lymington in the Huon Valley. It was built to house the workers on the two massive neighbouring estates of 'Clarendon' and 'Fordon'. The Nile, with its classic red brick church of St Peters built in 1850, adjacent parish hall and still used historic cemetery, draws large numbers of visitors tracing their genealogy. Time appears to stand still in The Nile.

Vehicles travelling from the south towards Nile, Deddington, Evandale and/or Launceston Airport and vice versa can choose between driving over the gravel section of Nile Road or taking a detour along the Midland Highway. Tourists in rental cars are often not familiar with driving on unsealed roads and car rental companies discourage use of unsealed roads by applying increased liability clauses. As a result visitors travelling from the south have to drive to Evandale and then back down to Clarendon, Nile, Deddington and Ben Lomond National Park, and then backtrack to Evandale. Visitors travelling south from the north also have to double back to the Perth turnoff at the railway track outside of Evandale to continue their journey. This deters a significant number of tourists from visiting these towns and attractions as it is perceived as wasted travelling time.

## Discussion

Sealing the southern section of Nile Road will generate tourism benefits and convenience benefits for local residents and tourists alike. This project has the strong support of the National Trust (Tasmania).

It is an important link in the chain of our local economy, that visitation to the Clarendon area with its surrounding hamlets and villages is maximised and attracts at least as much attention as some of Tasmania's less grand colonial estates. Current management is working hard to ensure it receives its fair share of attention and Northern Midlands Council wants to ensure the area has its well-earned place in our historical tapestry.

Council is unable to afford to seal this road without Government assistance.



## Cost

*It is estimated the capital cost of sealing the 8.21kms of Nile Road will be \$2.463m.*

*Council would also face re-sealing the road at 12.5 year intervals at approximately \$197,040.*

*Additional maintenance costs are estimated at \$21,165 per annum.*

## Recommendation

While ever this cost remains outside Council's sole capacity to deliver, the only way to ensure continued support for the historically significant assets in this small, forgotten corner of Tasmania, is to attract funding by the Government.

Council would welcome financial assistance to enable the sealing of the southern section of Nile Road and deliver this important infrastructure link to heritage Tasmania.

## Issue

The Cressy pool, located in the centre of town is a focal point for this small, proud and close knit community. It provides people with exercise and activity infrastructure close to home. Currently, Cressy has a 25m pool, toddler's pool, electric BBQ, shade area, change rooms built in 2010 and a small kiosk. The pool infrastructure, while serviceable itself, needs significant upgrading to realise its potential and remain a gathering place for events, exercise and recreation.

Improved vehicular access and safe, secure parking, kiosk improvements, storage and office facilities with efficient space for stock, safety and first aid equipment are required. There is a decided lack of critically important sun and weather protection.

## Background

Council commissioned a Master Plan that identified issues to be systematically and progressively addressed to increase pool amenity with a modern, user-friendly focus. Council aims to achieve a contemporary presentation, improved functionality and access, while fostering local and visitor use.

The Master Plan identified the need to relocate the main entrance to the street frontage to make the pool more visually accessible to improve visual range on entry and exit from the site. It also allows for a more amenable range of facilities surrounding the pool, such as increasing the shade cover and shelter from the elements.

Implementation of works in Cressy Swimming Pool Masterplan are prioritised as follows:

- Redevelopment of Kiosk / Entry – High priority due to lack of storage space and unappealing street access.
- Pool concourse and fencing – Minimise WHS issues, maximise views and visual connection to street and Memorial Park.
- Water Treatment – Minimise operational risks and WHS issues.
- Shade structures – Provide additional shade structures throughout the site and contribute to the street frontage.
- New Car Parking – Maximise vehicle capacity and improve presentation to the streetscape.
- Playground & Signage – Increase visitor attraction via improvement of play areas that interact with the pool facility.
- Portable BBQ & Fixed / Portable Seating – Provide mobile BBQ options to lengthen seasonal use for varied user groups.
- Construct fixed seating platforms and relocatable seating options to adapt with varied user groups / functions / etc.

## Discussion

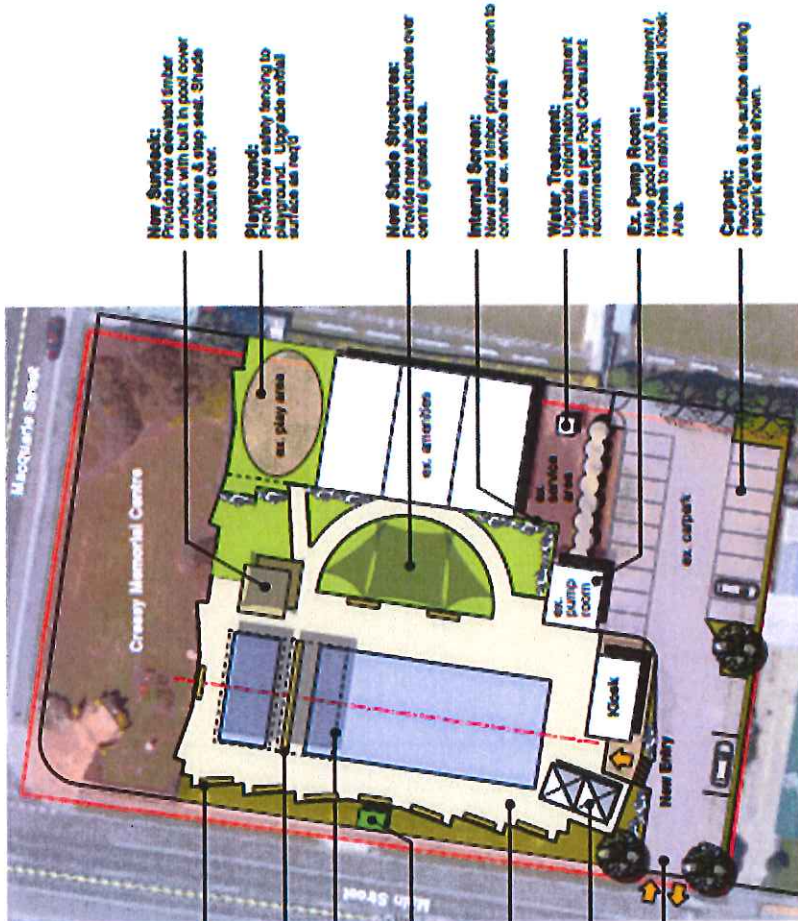
Cressy High School is within walking distance of the pool. Employment is growing in the agricultural sector, and visitors are attracted to fishing tourism and other events in Cressy. It is expected that amenities such as the town pool will see increased demand. As new business and agricultural opportunities emerge, more families are drawn into the area to live conveniently nearby their workplace. Council is committed to providing better facilities for recreation and exercise in regional towns as identified in our Strategic Plan. If the pool facility is recreated with a more diverse range of activities, we will see an increase in community cohesion and interaction. As there are limited facilities in the town, the existing pool infrastructure provides an excellent focal point for increasing amenity and activity.

## Cost

*Total anticipated cost for this project is in the order of \$822,870 (inc. GST). Works in the Master Plan will be logistically staged under a structured budget allocation as funds become available. It seen as an ongoing project and could be delivered sooner with assistance from Government.*

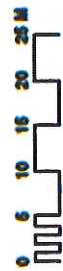
## Recommendation

Council requests that Government commit 50% of the funding \$421,435 to ensure this community infrastructure is revived for the benefit of the whole community.



- New Sundeck:**  
Provides new elevated timber sundeck with built in pool cover enclosure & step seat. Shade structure over.
- Playground:**  
Provides new safety fencing to playground. Upgrade asphalt surface as req'd.
- New Shade Structures:**  
Provides new shade structures over central grassed area.
- Internal Screen:**  
New slatted timber privacy screen to conceal ex. service area.
- Water Treatment:**  
Upgrade chlorination treatment system as per Pool Consultant recommendations.
- Ex. Pump Room:**  
Make good roof & wall treatment / finishes to match remodelled Kiosk Area.
- Carpark:**  
Reconfigure & re-surface existing carpark area as shown.

- Perimeter Fencing:**  
Combination of solid / transparent panels to provide wind protection and visual connection to street, Memorial Centre & distant views.
- Pool Cover:**  
New pool cover enclosure to double as seating.
- New Shade Structures:**  
Permanent cantilevered slatted shade structures over toddler & main pools.
- New Bus Shelter:**  
New bus shelter structure representing upgraded building style of the pool complex.
- Pool Concourse:**  
New entry / (stair) to pool surround, repair ex. conc. substrate as req'd.
- New Entry / Seating Area:**  
Ratouse entry to street area, provide new seating area with transparent glazed barrier to street & shade structures over.
- Upgrade Entry / Pool Signage:**  
New signage element & landscape treatment to heritage.



**Cressy Swimming Pool Master Plan**  
 Northern Midlands Council



# 1-102 CAMPBELL TOWN MAIN STREET URBAN DESIGN & TRAFFIC MANAGEMENT STRATEGY PROJECT BRIEFING

## Issue

Conveniently located in the heart of the state, close to the midpoint of the Midland Highway, Campbell Town is a popular stopping point for tourists and Tasmanians travelling between Hobart and Launceston. Whilst the town has many fine examples of colonial architecture including the iconic Red Bridge, the town's main street is in dire need of a makeover to capitalise on existing assets, improve urban design and landscaping, and to address traffic management and pedestrian safety concerns.

Rejuvenation of the town's main street from the Town Hall in the north through to the Red Bridge in the south will attract more travellers to stop in the town, stay longer and spend in the ever-growing number of eateries and unique gift shops and galleries. Thus this project has the potential to yield significant economic benefits for the town as well as social and health benefits associated with addressing the traffic management and pedestrian safety concerns.

## Background

Council has contracted GHD Pty Ltd to develop the Campbell Town Urban Design and Traffic Management Strategy, seeking a highly responsive and dynamic strategy to underpin the development of a vibrant and attractive town centre with a high level of amenity. (N.B. The strategy is also reinforcing and enhancing nominated sites beyond the main street including the Harold Gatty Memorial, Bicentennial Park and the three parks along the riverbank. These sites are beyond the sphere of this main street project brief).

GHD has undertaken extensive community and business consultation and sought the input of relevant government departments, (in particular, State Growth with regard to traffic management) and community organisations. The main street component of the strategy includes the development of a plaza at the front of the Town Hall, tree planting to create an Avenue of Honour through the town, extension of the highly popular convict brick trail, and extensive roadworks to improve traffic management, parking provision and pedestrian safety.

## Discussion

The main street rejuvenation plan is robust, innovative and community members and town businesses have indicated strong support for the project.

## Cost

*The main street component of the Campbell Town Urban Design Strategy has been costed at \$2,095,200.*

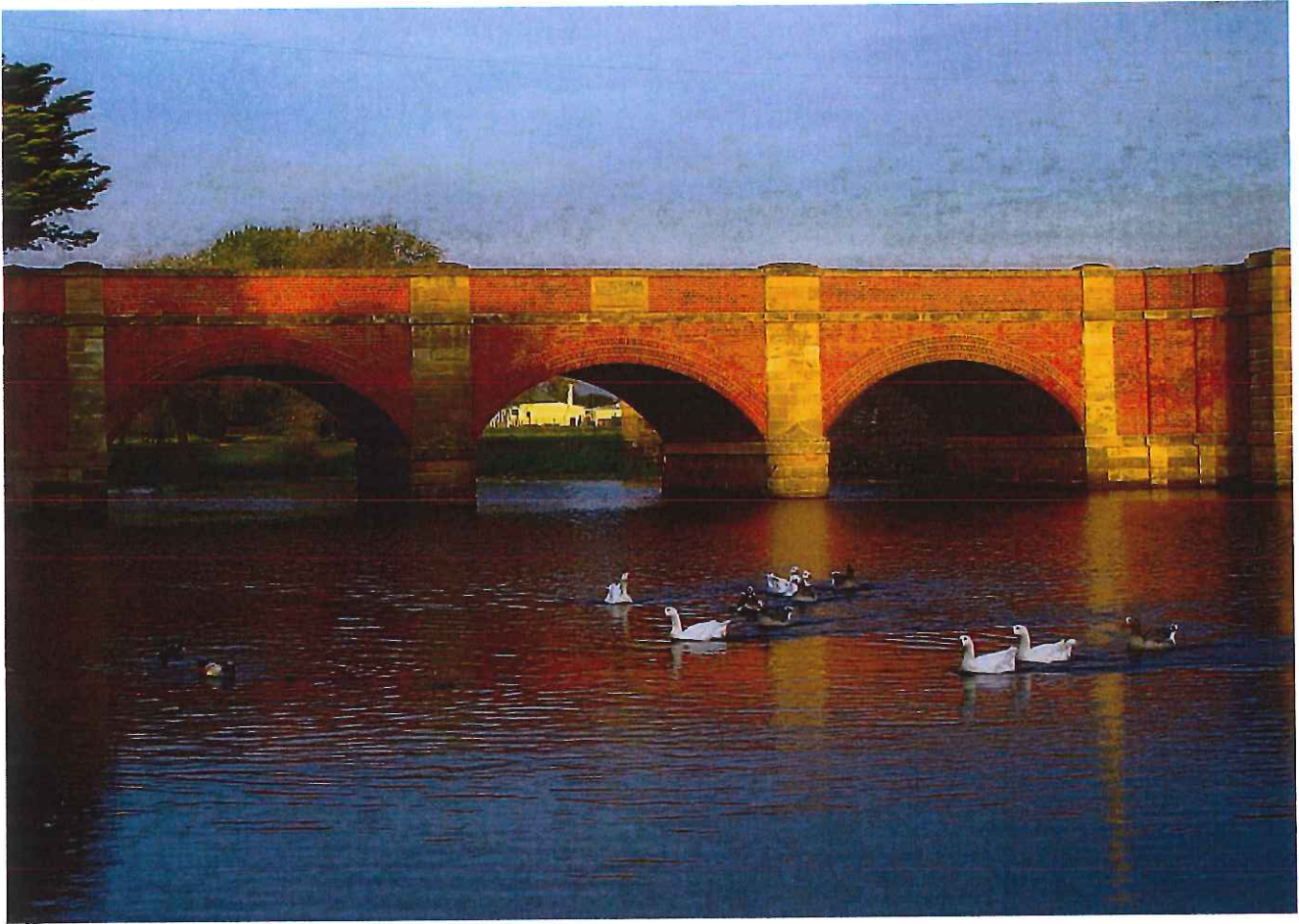
## Recommendation

Council requests Government dollar for dollar financial assistance to enable the Main Street component of the Campbell Town Urban Design and Traffic Management Strategy to be implemented, thus facilitating much needed improvements to local amenity and supporting business growth in this important regional centre.

1-103

# CAMPBELL TOWN MAIN STREET URBAN DESIGN & TRAFFIC MANAGEMENT STRATEGY

## PROJECT BRIEFING





## Issue

Conveniently located in the heart of the state, Campbell Town is renowned for its meeting and conference capability. The ability to attract sport and recreation events and functions has been severely limited by the ageing clubrooms and oval infrastructure at the town's War Memorial Oval Precinct.

The urgent need to redevelop this precinct has been recognised; with Council and the Australian Government partnering to fund the development of a new multi-function centre, and the undertaking of oval infrastructure upgrades, at a total cost of \$1,750,000.

As the name implies, the town's Cenotaph, which holds a special place in local hearts as a gathering place of historical significance, is located in the War Memorial Oval precinct close to the current clubrooms. The impact of noise and visual pollution distracts from the Cenotaph's significance and functionality.

## Background

Philp Lighton Architects has developed a plan for the upgrade of the site that enhances the views to, and access around, the Cenotaph and incorporates practical measures to reduce the impact of noise and visual pollution.

The plan proposed highlights the Cenotaph and controls visitors views with a 75 metre long low height gabion wall on the western (highway) side of the site. Beyond the gabion wall is a continuous line of low screening plants, providing a visual and noise barrier and importantly, focusing the visitor view toward the Cenotaph.

The eastern side of the Cenotaph will be flanked by a rising precast concrete wall that provides a backdrop to the Cenotaph and links back to the new multi-function centre. This wall will provide an opportunity to incorporate interpretation material and memorabilia. This feature wall also provides the containment and support for the oval's raised viewing lawn and protects visitors from the prevailing westerly winds.

Large scale pavers will be placed around the Cenotaph and a line of pavers will run centrally between the boundary walls to a single Lone Pine.

## Discussion

Consultation with stakeholders and community members has indicated strong support for this upgrade of the Cenotaph precinct.

## Cost

*The plan has been costed at \$158,000 (as of January 2017).*

## Recommendation

Council requests that Government fund the Cenotaph Upgrade component of the Campbell Town War Memorial Oval Precinct Redevelopment.



CAMPBELL TOWN WAR MEMORIAL OVAL REDEVELOPMENT

PhilLighton Architects



CAMPBELL TOWN WAR MEMORIAL OVAL REDEVELOPMENT

PhilLighton Architects



## Issue

The Campbell Town Urban Design and Traffic Management Strategy has reinforced the opportunity to relocate the Tennis Club to the War Memorial Oval, increasing utilisation of the new multi-purpose recreational clubrooms that are soon to be constructed on the site.

It is now time to collaborate with the tennis Club that is keen to relocate and have access to the improved facilities.

## Background

The Campbell Town Tennis Club is currently situated in Pedder Street, approximately 500m to the west of the War Memorial Oval Precinct. As well as two asphalt-surfaced courts, the club also has a much newer concrete court featuring artificial grass surfacing, good fencing and lighting.

In addition to the courts, the tennis club also has a weatherboard clubhouse and pavilion. However, this aging facility appears to have inadequate foundations and is generally in a very poor state of repair.

## Discussion

The building of the new multi-purpose function centre has been the catalyst to promote the combining of a number of sporting and leisure activities at the one location.

The multi-purpose function centre, will have a direct link to the local community swimming pool, cater for netball/cricket clubs and other social and business opportunities, along with a Club supported move to relocate the tennis club to the oval.

The facility redevelopment at Campbell Town will meet the need of the community and local businesses. It will provide direct health and fitness benefits, increased social cohesion and community participation. Enhances Council's commitment to promote health and wellbeing for residents.

The support of the Tennis Club and State Government would realise the advancement of the project.

## Cost

*The proposed development is expected to cost \$275,000 (+GST) and is made up of the following components:*

• 1 Synthetic Court, Court Fencing and 4 Lights	\$ 100,000
• 1 Asphalt and Acrylic Surface Court, Court Fencing and 4 Lights (suitable for netball)	\$ 100,000
• Modular low level retaining walls to level ground playing surface	\$ 15,000
• Shade structure	\$ 20,000
• Seats, west side	\$ 5,000
• Path	\$ 5,000
• Landscaping	\$ 5,000
• Irrigation	\$ 5,000
• Contingency	<u>\$ 20,000</u>
• <b>Total</b>	<b><u>\$ 275,000 (+GST)</u></b>

## Recommendation

Council would welcome financial participation by the Government of \$137,500 (+GST), being 50% of the cost of delivery of the project to assist in minimising costs to the ratepayers of the Northern Midlands.



**SITE PLAN LEGEND**

- 1. EXISTING OVAL - NEW LIGHTING + SCORE BOARD
- 2. NEW SPORTS CENTRE
- 3. EXISTING POOL
- 4. EXISTING CENOTAPH
- 5. LONG PINE REFLECTION GARDEN
- 6. MEMORIAL WALL
- 7. GRASSSED EMBANKMENT
- 8. NEW CARPARK
- 9. NEW BOWLING GREEN
- 10. NEW TENNIS & METBALL COURTS
- 11. NEW GARDEN
- 12. EXISTING GRANDSTAND ROOF REPURPOSED
- 13. NEW SWIMMING POOL
- 14. EXISTING ENTRANCE - GATE MAINTAINED
- 15. EXISTING OUTDOOR GYM
- 16. EXISTING SKATE RAMP

PhilpLighton Architects

CAMPBELL TOWN WAR MEMORIAL OVAL REDEVELOPMENT

## Issue

The current pool infrastructure in Ross was built by the residents of the Ross Municipality in conjunction with the then Council. It opened in 1962. At 54 years of age it is now in dire need of upgrading to ensure current standards are met. It does not specifically cater for those with a disability. In a town with a high age average and limited other soft option exercise facilities. There is a lack of amenity deemed important to address. The pool is run by a dedicated band of volunteers.

The historic township of Ross is a 'must see' for tourists visiting Tasmania. Known world-wide for its colonial architecture and historical culture, there is a significant opportunity to expand the tourist experience in the town. Many tourists plan a stop-over in the town's B&B's or the Hotel, which offer a total of 94 beds. In the summer season the numbers of tourists often outnumber locals in the main street. If the pool and its facilities are updated it will value add to the tourism income in Ross.

## Background

Council commissioned an architect to assess the status of the pool and to bring it into the 21<sup>st</sup> century. It was found wanting in a number of critical areas. Ross is a small rural centre and Council encourages communities to fulfill their potential for servicing the requirements of its population and growing their local economy to build a resilient future. Ross is a prime tourism asset in Tasmania. It needs to meet tourist expectations if it is to achieve economic vigour. The business community relies heavily upon tourists.

Council would take a staged approach to the redevelopment of the pool, as prioritised by the report and listed below.

## Discussion

The Ross Swimming Pool Master Plan recommends prioritised implementation works as follows:

### Stage 1

- Amenities Upgrade – Provide contemporary, accessible facilities that alleviate the need for security fencing or barriers
- New Kiosk and entry –high priority due to lack of storage space and to increase public perception of the pool amenity

### Stage 2

- Improve Pool surrounds and Paddlers Pool – Minimise WHS issues, improve privacy and increase visual connection to playground and township beyond
- Water Treatment – Minimise operational risks and WHS issues
- Shade structures – Integrated structures to maximise shade provision and contribute to the heritage precinct

### Stage 3

- New Car Parking – Rationalise vehicular access to the site and provide limited mobility access
- Playground and Signage – Increase visitor attraction and interaction of play areas with pool facility

The improvements to the pool will support the rural area of Ross and offer a new experience for summer tourists. It will value add to the lifestyle and amenity of the village and increase opportunity for health and well-being benefits for residents.

## Cost

*Council will not be able to proceed with this project unless it receives Government assistance. It is estimated the total cost of upgrading these amenities would be approximately \$1,029,205 (+ GST).*

- |           |                  |
|-----------|------------------|
| • Stage 1 | \$ 500,471 + GST |
| • Stage 2 | \$ 235,290 + GST |
| • Stage 3 | \$ 293,444 + GST |

## Recommendation

Council requests that Government consider committing 50% of the cost \$514,600 to deliver this project.

