

Gov 8

LONGFORD LOCAL DISTRICT COMMITTEE

NORTHERN MIDLANDS COUNCIL			
Location			
File No.			
Property			
Attachments			
REC'D 8 MAY 2017			
GM		✓	MVB
PDM			DBS
CEM			PLAN
RDM			SED
VIA			RD

4 May 2017

Mr Des Jennings
 General Manager
 Northern Midlands Council
 Smith Street
 Longford
 Tas 7301

Des
 Dear Mr Jennings,

At its April meeting, the Longford Local District Committee discussed the LINC closure and noted that once the renovations have been completed the library intends to close its doors to the public on Mondays.

The committee expressed its concern at this considerable loss of amenity to the community and believes that such a drastic reduction in service is not justified.

It also moved that Council be advised in writing about these concerns and ask that they also be conveyed to the Northern Manager of LINC and the Minister for Education and Training.

Sincerely,

Linus Grant

Linus Grant
 Chairman

Minister for Infrastructure
Minister for Police, Fire and Emergency Management

Level 1, Franklin Square Office HOBART TAS 7000
Ph: (03) 6165 7686

6 JUL 2017

Clr David Downie
Mayor
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

NORTHERN MIDLANDS COUNCIL					
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REC'D 7 JUL 2017					
GM		✓	MYR	✓	✓
PADM			CBS		
OSM			PLAN		
EDM			BLO		
WM			HLT		
HR					

David
Dear Mayor

Re: Perth Links Road

You will be aware that the Department of State Growth has lodged a Development Application with your Council for the Perth Links project, which is one of the largest single civil construction projects the State has seen.

Thank you for your recent verbal advice that your Council had voted 6-2 to support the design proposed within the Development Application.

On researching the events of that Council meeting I noted that a preliminary vote on a motion to support an alternate design, providing both access and egress from Drummond Street, Perth, resulted in a 4-4 outcome.

While I accept that outcome resulted in the motion being lost, it is apparent that, with one Councillor absent, Council may well still hold a majority preference for a totally different design to the design in our Development Application currently being assessed by your officers.

This puts the State in an awkward position, one which has me considering whether to suspend the DA process until we can clarify Council's true position.

To be clear, if the design proposition in the motion resulting in 4-4 outcome was just a minor variation I would not be concerned.

As it stands however, that proposal is so radically different from the well-consulted design in the DA, that I am obliged to address the matter with your Council.

It seems to me that it is possible that all the ramifications of the alternate design may not have been made clear to Council.

I want therefore to share with you specific and strong formal engineering advice that I have received, that a design proposal providing access and egress to Drummond Street is an unsustainable proposal due to:

- Access to Drummond Street off the high speed, free flowing alignment will be into the nearby very low speed environment of Drummond Street/Youl Road, characterised by a tight radius left-hand-curve and three-way intersection at the rail level crossing. Concerns

about the existing road geometry and location of the rail crossing have previously been raised with me by members of Council.

- Egress from Drummond Street would require the exit lane to cross over both the North and South bound lanes on the Midland Highway and Illawarra Road.
- Due to geometric design requirements this egress cannot simply be added in at ground level as the bike path has been.
- To maintain an efficient interchange layout the exit lane would require another, higher level in the interchange (around 10m higher) with far greater cost, visual presence and higher vehicle noise.
- The design will require the acquisition of more private property.

Provision of all-movements access in this way will require a significant redesign, new public consultation, agreement of the Federal Government for more funds to be brought forward – all of which will see the contract being let some time in 2018, missing a full construction season, resulting in full commencement in 2019/20.

Of course, another alternative is to just revert to the previously considered option incorporating a roundabout from Illawarra Road, an option not pursued due to transport inefficiency and community impact, rather than the full grade separation design in our DA, which keeps traffic moving at higher speeds and limits the excessive noise of slowing and accelerating trucks.

As the central rationale for the Perth Links project is to fund and build a high-productivity network, which will link your Translink industrial zone with the main highways of the State, a roundabout in the middle of this development cannot be acceptable to your Council, or the Government.

I ask that you place this information before your Council at the next available opportunity and have them indicate whether we should proceed with the current DA or further discuss alternate design options with your Council.

I look forward to your advice.

Yours sincerely



Hon M.T. (Rene) Hidding MP
Minister for Infrastructure

Woolmers Bridge Renewal Project

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 of the bridge has resulted in the imposition of a 12-tonne load limit on 6 June 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.



Perth Structure Plan

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.

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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.

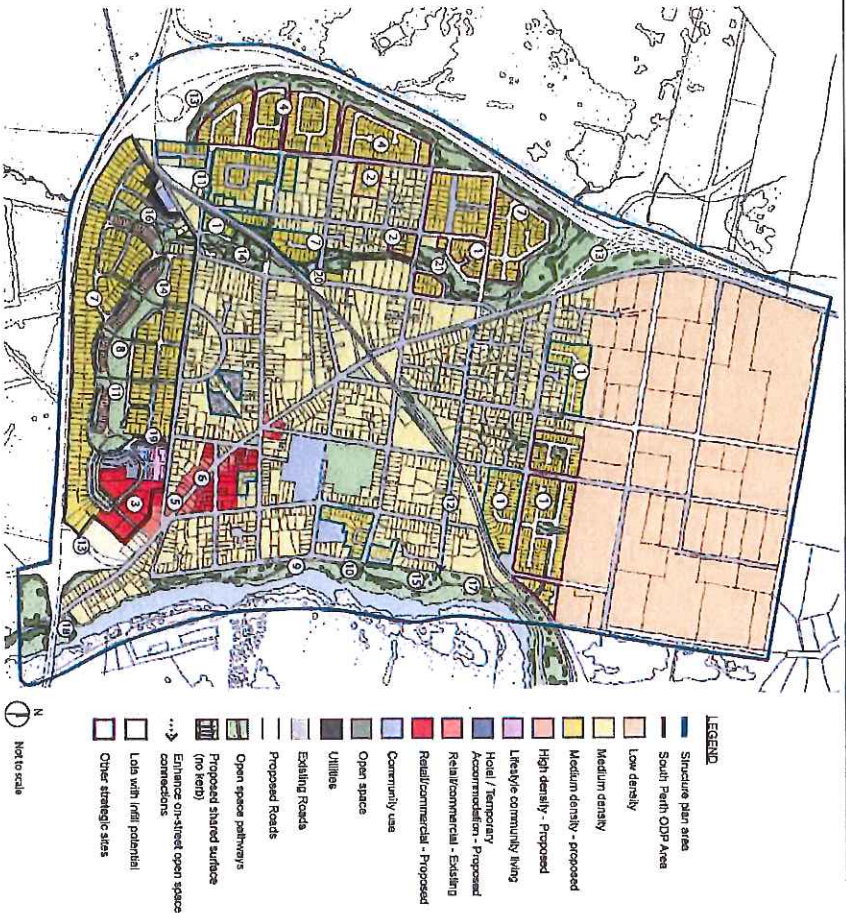
Recommendation

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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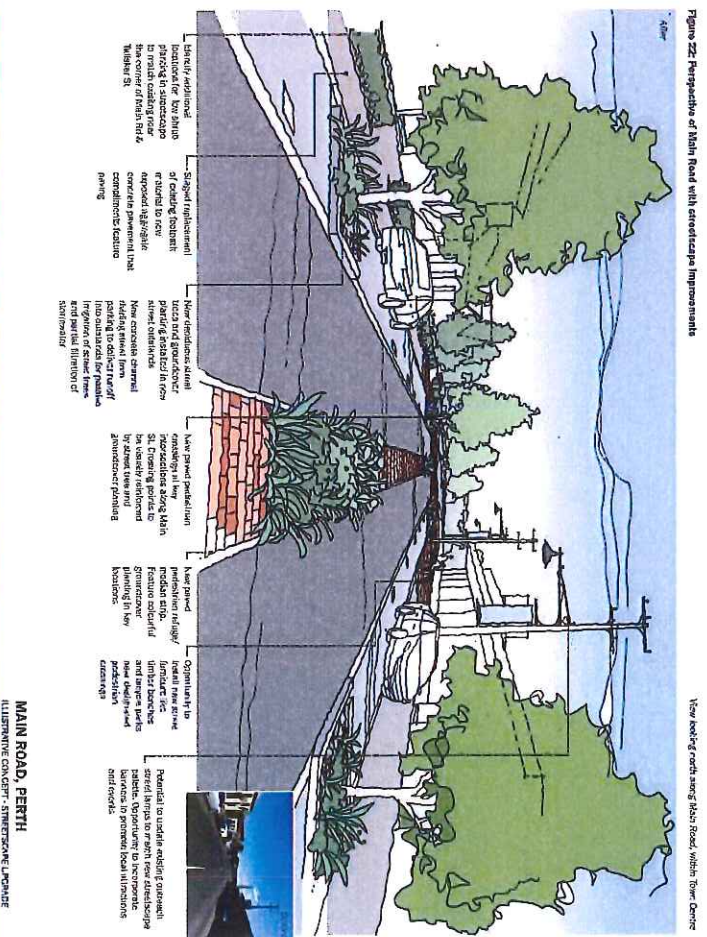
Figure 25: Structure Plan - Option 2

STRUCTURE PLAN: OPTION 2 (PREFERRED)



PERTH STRUCTURE PLAN REPORT

Figure 22: Perspectives of Main Road with streetscape improvements



Campbell Town Main Street Urban Design & Traffic Management Strategy

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

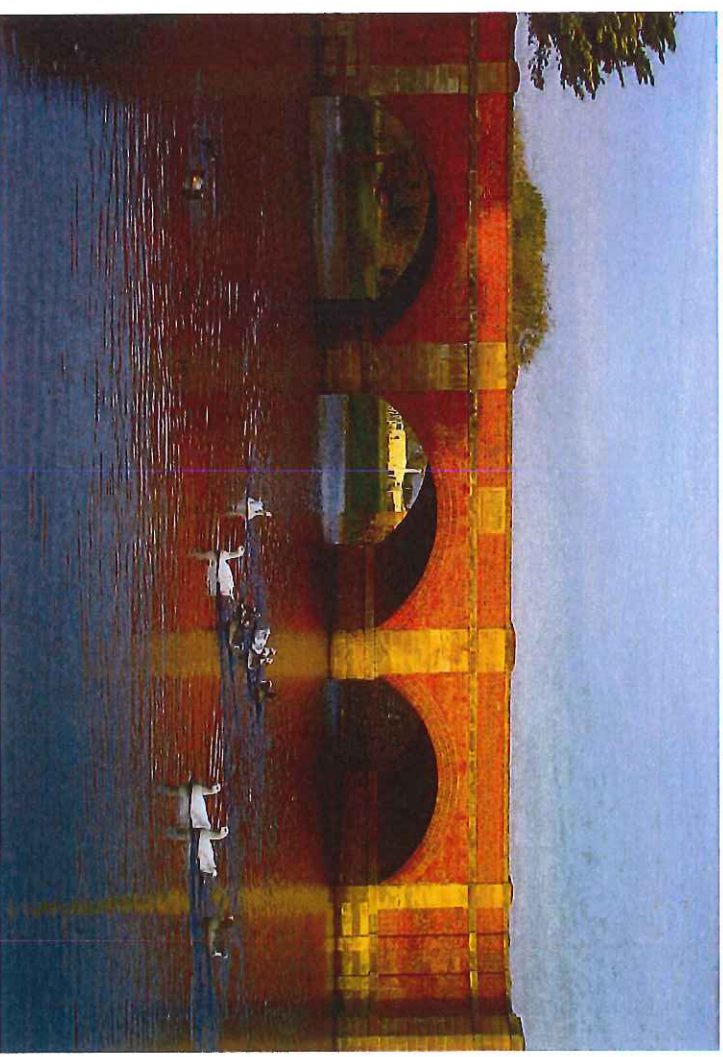
extensive community and business consultation and sought the input of relevant government departments, (in particular, State Growth with regard to traffic management) and community organisations. The main street component of the strategy includes the development of a plaza at the front of the Town Hall, 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.

TRANSLINK Precinct Renewal Project – Stormwater

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

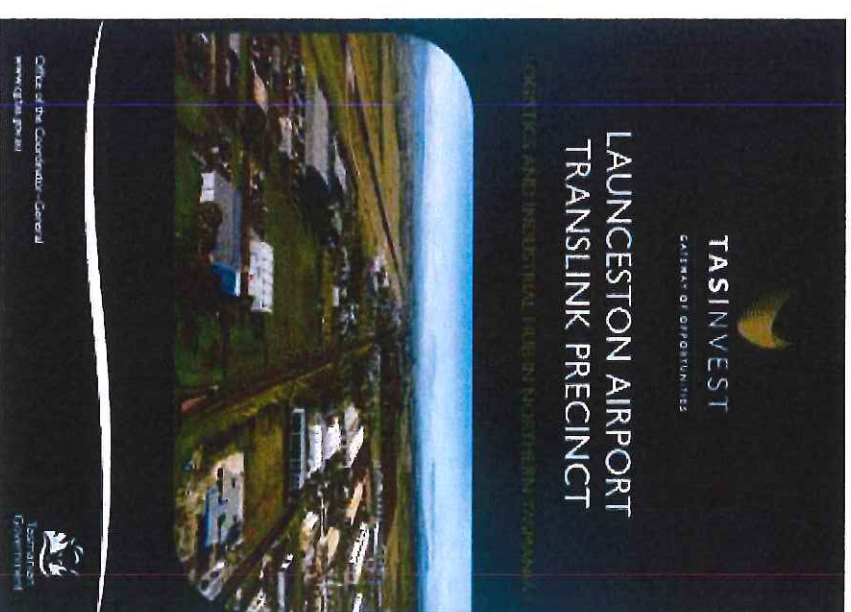
Discussion

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 business 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.



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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.

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TRANSINK PRECINCT INFRASTRUCTURE SERVICES



Evandale Road Upgrade Project

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, waterable 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.



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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.

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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.

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