

# Ridgeside Lane Community Engagement Report

JULY 2018

*'If I was to have imagined the land uses at the beginning, they would never have been as good as what we have in the concept plan. The outcomes are much richer for the contributions made by the community.'*

Charles Daoud, Traders in Purple

the**noa**group

[www.noagroup.com.au](http://www.noagroup.com.au)

## Table of Contents

Introduction .....	3
Engagement Activities.....	3
At a Glance.....	3
Executive Summary .....	4
Engagement Phase 1: Input.....	7
Interviews: Summary of key issues raised .....	7
Co-design Community Workshops: Summary of Key Issues.....	9
Phase 1 Summary: What we heard from the engagement INPUT stage.....	12
Phase 2: Feedback.....	13
Presentation and feedback workshop: Summary of Key Issues Raised.....	13
Attachment 1: Record of Interviews held during the input phase of the engagement activities .....	15
Attachment 2: Record of feedback presentations and interviews .....	20

## Introduction

Traders in Purple are a private development company with major projects in the Illawarra Region of New South Wales and the Redcliffe Peninsula in Queensland. In May 2018 the company purchased approximately 245 hectares of land 250 metres east of the Village of Evandale. The site borders on Logan Road to the south and Ridgeside Lane to the north. Prior to planning the uses for the site the company decided to engage the community of the Evandale District in conversations on what they would like to see happen on the site. This voluntary engagement enabled initial site planning to incorporate the views of the community. 285 people participated in the activities, which provided an understanding of a range of issues, which then guided the development and further refinement of an initial high-level concept plan for the site. This concept plan will guide the research and further detailed information for a rezoning application to the Northern Midlands Council.

## Engagement Activities

The engagement plan included the following activities, which were facilitated by Lynda Jones and Bob Campbell from the noagroup:

- Mapping the whole system of the Evandale District. The whole system includes the organisations, groups and individuals that will influence or be influenced by the proposed development. This mapping exercise facilitated the development of a database as a key resource for communication, awareness raising and recruitment to engagement activities.
- Developing a communication plan, which included project narrative, audiences, mediums and scheduling. Included in the plan was the establishment of a dedicated project website.
- Scheduling face-to-face interviews with key stakeholders and local groups with leadership roles in the community. Examples include the Northern Midlands Council, the Evandale District Committee and relevant State Government agencies. A summary of the interviews is included as Attachment A (Input) and Attachment B (Feedback) of this report.
- Conducting four co-design workshops to identify community views on what they would like to see included or not included in any future development. Co-design workshops are a way for people to contribute their thoughts and ideas around potential opportunities, challenges and solutions for any development proposal. Co-designing starts at the beginning of the planning and guides the development of initial and ongoing responses.
- Specific briefings to Council and the Evandale District Committee on the project's advancement and the draft concept plan developed after the initial Input phase of the engagement.
- Conducting an additional Feedback phase, which involved three workshops where the draft concept plan was presented and additional comments sought.
- Throughout, the team responded to requests for one-on-one/small group interviews and combining these with the four co-design workshops, three feedback sessions on the draft concept plan and associated briefings, resulted in the total engagement of 285 people.

### At a Glance

82 interviews/presentations for input  
 110 input co-design workshop participants  
 70 feedback workshop participants  
 23 interviews/presentations for feedback  
 Overall: 285 people engaged

## Executive Summary

This Executive Summary presents the key issues from both the Input and Feedback phases of the community engagement program. The issues have been drawn from the outputs of the engagement activities and are qualitative in nature. However, they have guided and informed the development of the high-level site concept plan and have provided invaluable project 'grounding'. Areas where more detailed research and planning are needed have also been identified during the process.

The key opportunity the proposed development provides is the integration of economic, social and environmental outcomes. Successfully planned communities bring all aspects of life and living together to define their own sustainability and liveability.

The Evandale District and Village has an ageing profile and a reducing working aged cohort. Population growth is needed to sustain commercial and community services in the Village. The proposed new development has the potential to improve viability by attracting young families and working age people to live in the area. Increased commercial and community services will reduce the need for time consuming and costly commutes to neighbouring towns and to Launceston by residents.

The proposed development is a mixed-use project not just a housing development. The range of activities will broaden employment opportunities both during construction and ongoing. Opportunities for young people through apprenticeships and traineeships could be facilitated by the mixed-use nature of the development. There is also the opportunity to develop social enterprises within an area where people live

There is a strong focus on health and sustainability. The plan to utilise current and emerging technologies to be self sustaining and off the grid attracted interest and support during engagement discussions. The provision of an extensive network of extensive tracks and trails throughout the site will promote an active, healthy lifestyle that is attractive to residents and visitors

Both the positive and negative issues raised during the Input engagement discussions were incorporated into the site concept plan and consequently there was less tension during the Feedback sessions and more understanding of the development's aims. Younger residents in particular were encouraged by the potential of more housing choice and increased opportunities for their families. There was support for the attraction of more young families as the resultant population growth would increase support for local businesses, provide certainty for school student numbers and help maintain sporting and recreational groups.

A point of consensus was that 'the development should be about the children and grandchildren of existing residents'. This sentiment when joined with the principles of economic, social and environmental integration is a potent force for optimism about the development's potential contribution to the future of the Evandale District and broader Region.

Bob Campbell and Lynda Jones  
noagroup  
July 2018

### Accessing the site

This remains a key issue. There needs to be more than one-way in and one-way out of the development. An emergency services access point onto Logan Road is suggested. Consideration should also be given to the main entrance into the development being via White Hills Road and perhaps incorporating a newly constructed road around the Village. There was mixed feedback over the use of Logan Road for site access. During the input discussions the potential traffic pressures on Russell Street from a Logan Road access point were strongly raised. During the feedback meetings there was a softening of that view and a Logan Road access point was seen as beneficial for local businesses.

### Housing

This is essential for community viability. The number, density and mix of housing proposed in the concept plan was well received, particularly when considering that there are very few rental properties presently available in the Evandale Village or any new housing. In keeping with the Regional Housing Strategy an integrated approach including affordable housing is proposed and younger community members and families welcomed this.

All age groups need to be part of the development's future community, but there needs to be housing options for young families and working aged people. This would then support the regional migration strategy to address the challenges of an ageing population and decreasing working age cohort. The concept plan has positively responded to all these issues.

### Energy, Water and Waste

As much as is possible, the development aims to be 'off the grid'. The degree to which this can be achieved will mitigate any capacity challenges from existing utilities servicing the Village and will also be a point of difference for the development. The sustainable ideals of the proposed development are attractive to many people.

### Name

If rezoning is successful, the development should be named as soon as possible and the name communicated and promoted. The name Ridgeside Lane was temporarily chosen, as it is the property address.

### Management and Maintenance

The provision and sharing of considerable areas of open space by the community is a feature of the site concept plan and an idea embraced by the majority of people at the Feedback sessions. This contributes to the values of sustainability and liveability. Questions were raised about where the responsibility for maintenance and funding of the open space will lie once the development is established. Part of the development's sustainability and liveability ethos is that residents will contribute to maintaining open spaces and places because in doing so they help build both a sense of place and community. Many people liked this idea too.

### The Airport

Three areas of concern were raised by airport management and will be easily addressed:

- Potential residents need to understand the proposed new development is beneath the airport flight path and there will be aircraft noise, which won't change.
- There should be no area of water planned for the proposed new development that could potentially increase the amount of birdlife above current levels. (There is no area of water planned)
- Attending the Community Consultative Committee meetings to ensure there is an exchange of information and discussion over any concerns.

### **Tourism**

There needs to be a destination purpose in the end development; not something you come across but something you go to. According to the Launceston Accommodation Demand Study there is still capacity for extra beds in the area. Any accommodation facility could also incorporate a specific meeting/training centre with a focus on executive management and leadership development.

Agri-tourism is still the focus of tourism potential in this area. To that end activities which provide immersive activities involving capacity building, producers and makers, value adding and sustainability will be attractive. Essential to the development and also the future visitor will be the inclusion of 'best' connectivity and a recharging mechanism for vehicles and people movers.

### **Tracks and Trails**

These have been incorporated into the end design. They are the means to support active, healthy lifestyles and sustainable movement and transport within the development. They are desirable to many of the engagement participants.

### **Good Neighbours**

There is some concern amongst the surrounding farming community that a proposed development will create tensions between the 'right to farm' and the 'right to live' the way people want to live. These concerns will be best managed by maintaining dialogue between developers and farmers during the detailed planning stage and farmers and residents as the project develops. There is also the suggestion that engaging an expert agronomist to study the current and future farming practices in the area would help develop recommendations to minimise potential impacts between neighbouring farmers and residents. The use of buffer zones and various types of fencing have already been discussed.

## Engagement Phase 1: Input

### Interviews: Summary of key issues raised

Prior to the first round of community co-designing workshops, interviews were held with a number of regional stakeholders, community organisations and individuals and contact was made with over 80 people. A record of the interviews and key issues raised is in Attachment 1 to this report. A summary of the key issues raised during the interviews and conversations is set out below.

#### Evandale's character

Many people moved to Evandale for its heritage, beauty and quietness and there is a fear that this may be compromised. The concern is that any proposed development would end up bigger than the Village and therefore the Village would be lost.

Evandale is a heritage village, which attracts visitors. There was concern that an increase in population associated with any proposed development would detract from the heritage character of the town; that any development may prove inappropriate; that Evandale remain a 'walking Village', as opposed to a 'driving Village'.

It was also suggested that perimeter areas of the development back onto activities, which would improve liveability.

#### Roads

Beyond the airport, the road leading to Evandale deteriorates in standard and is not considered adequate by Evandale residents. Any increase in traffic due to population growth in the Evandale District has the potential to exacerbate the situation.

The Northern Midlands Business Association has also been lobbying for the upgrade of roads in the area to reduce travel time from 'paddock to port'.

#### Traffic in Evandale Village

The concern with any proposed development is using the Village as an entrance and the associated traffic that would be generated.

There was concern over access to the proposed development site. It was considered that Russell Street would not be able to take any extra traffic as the volume of cars, trucks and people competing for space already challenges it. This is highlighted each Sunday when the market operates.

#### Utilities: water, power and sewer

The provision of utilities to service extra population is a key concern as there is limited capacity in the existing Evandale Village services. Aiming to be 'off the grid' was well-received.

#### Agricultural land

A view was expressed that agricultural land should be used to grow food not houses.

#### Jobs and apprenticeships

The area needs local jobs and apprenticeships especially for young people and if this could be incorporated into any proposed development it would be positively received.

#### Population

Evandale has an ageing population and is predominately a retirement village. This potentially threatens the long-term sustainability of the school, services and commercial activities. There is a regional strategy to increase population through immigration to address the issue of a diminishing working-age population.

### **Housing and livability**

Housing development should take an integrated approach with a variety of options, including affordable housing. Housing affordability is an issue.

The development should be 'pitched' at telecommuters where people live and work from an area of high lifestyle and livability.

### **Healthy lifestyle**

Any new development should incorporate green open spaces, tracks and trails, provision for active transport, community gardens for fresh food and sport and recreation facilities. The Evandale Football Club has successfully moved into female football and is presently outgrowing its present facilities.

Revegetation of the area was also seen as part of a healthy lifestyle with the connection made between a healthy environment and human health outcomes.

### **Tourism**

The projected demand for visitor accommodation in the Region over the next 10 years is 500 rooms and after factoring in proposed Launceston developments there is still opportunity for 200 rooms.

Agri-tourism is a focus for the area, the aim being to create immersive experiences around produce, producers and value adding.

### **Evandale Village viability**

Commercial viability is challenging particularly during the winter months. Additional service and retail outlets have often failed e.g. service stations and butchers shop. At one stage the local supermarket closed. There was concern that Village commercial activity would be replicated in any new development and increase competition in an already challenging commercial environment.

The viability of the school and having enough students to ensure its future is also a concern to many people. A social enterprise, perhaps working with a not-for-profit, might provide good outcomes for all.

### **Past planning and the present Planning Scheme**

There is an agreed town boundary, outside which the Village should not expand. Also within this boundary there is a population cap of 2000. There were concerns that this planning framework that had taken a long time to agree was now being ignored.

### **The development's address/name**

The 'working' name of 'Ridgeside Lane' for the project was used because the site borders on Ridgeside Lane – its address. There is also a nearby property called 'Ridgeside' and there was confusion over why that name was being used. Many would prefer an alternative name be given to any proposed project.

### **Ongoing costs**

There is concern over who will pay for the ongoing maintenance costs of gardens, parks, open spaces, track and trails. If this fell to Council there was an added concern that rates would be increased to pay for additional maintenance.

### **Launceston Airport**

The three issues raised by airport management were making it clear to people living in any proposed new development that they are on the airport flight path and there will be aircraft noise that will not change; safety over establishing any body of water which would attract birds which are a safety hazard for air traffic; and the airport retaining good relationships with the community.



## Co-design Community Workshops: Summary of Key Issues

Around 110 people attended the four workshops. They were held at various times to maximise convenience on Wednesday, May 23<sup>rd</sup> and Thursday May 24<sup>th</sup>. There was a separate meeting with the Evandale History Society and volunteers from the Information Centre held Thursday, May 24 to coincide with their regular monthly gathering. People were asked to register for the workshops to help with the formation of workshop groups and inform catering needs.

The workshop process was organised around the exploration of themes, with project team professionals working with community members. Each participant had the opportunity to contribute to each of the following four themes: Infrastructure; Character; Residential Options; Uses and Opportunities. A summary of the issues raised by participants is set out below:

### Infrastructure fit for purpose

#### Roads and traffic:

- This is a key concern. There is a fear that any proposed development will generate traffic pressures on Russell and Barclay Streets. There was strong opinion that the Evandale Village centre not be used as the 'through-road' to access any proposed new development. There is also a concern that increased traffic will tax existing Village roads.
- Russell Street is integral to the heritage character of Evandale and is also the commercial activity hub. However, it is narrow with restricted parking, driver line of sight concerns and heritage amenity. The Sunday Market creates parking issues and restricts traffic movement and whilst this is generally accepted, people 'don't want Sunday, everyday.'
- The intersections of Russell and Barclay Streets with High Street also have line of sight concerns at current traffic levels. Nobody wants to see a roundabout or traffic lights.
- Barclay Street does not have the parking issues of Russell but does pass by the school. It also has truck traffic.
- A traffic study is needed.
- Vibration from trucks may potentially damage heritage buildings and homes.
- The use of Cambock Lane is limited as an access point as it is a narrower residential street.
- A solution that diverts traffic around the Village would be ideal but the density may not justify the capital cost. Creating a connection from Ridgeside Lane through farmland north of Cambock Lane to the Leighlands Road / Evandale Road intersection was suggested.
- Evandale Road beyond the airport narrows; there are no white lines and there are grade issues around the rail crossings. The Community and Council would like to see it upgraded. The creation of a 'Ring Road' to the Leighlands Road intersection might provide a catalyst for Council and State Government funding for such an upgrade.

#### Water, sewerage, storm-water and waste management:

- Will the existing infrastructure be able to accommodate a large increase in population?
- The sewage treatment plant is ageing, located in the flood plain of the South Esk River and considered to be close to capacity. TasWater manages it.
- Water pressure is good on White Hills Road but patchy across the Village. There are some quality issues for those living in Trafalgar Lane.
- Councils have retained responsibility for drainage and storm water.
- There is a Waste Transfer Station on Logan Road adjacent to the southern boundary of the site. It was also mentioned that a previous landfill and hydatids testing site might be located on the eastern end of the site on Logan Road. The exact location will need to be determined so testing can be conducted.
- There was support for storm water retention and reuse in any proposed development.
- The notion of any proposed development being self-sufficient and sustainable was generally well received and considered feasible given the rate of technological advancements.

- The ability to connect any proposed development with existing water and sewer infrastructure will need discussion with TasWater.

## Character

### Village comes first

This is a description of Evandale's character by a resident and workshop participant.

*'Evandale is an historic village in a peaceful, rural setting. The leafy, green trees provide cool shade in summer and beauty all year round. It is peaceful, quiet and safe. The landscape surrounding the Village gives us views of mountains, rivers, and productive farming land. The sounds you hear are of cows bellowing, and our kids walking together, riding bikes and playing. Evandale is a creative, enterprising community and there are many 'big' personalities. We stage national and international events like the Penny Farthing races and Glover Art Prize. What is unique about Evandale is the people, their stories, convict history, churches and our historic Village with its cosy, quiet laziness. There has been steady and considered development in Evandale since its establishment. Steady and staged growth is the favoured approach. A steady, staged increase in population within the agreed limits, with the potential of extra families living in the area and jobs that might be developed and maintained would be good.'*

### What was liked?

- Greenery, open space, trees and gardens. Trees you can eat. 'In Sorrento the streets are lined with lemon trees.'
- Development that is subtle and respectful of the 'neighbouring' historic Village of Evandale
- The development to be surrounded by the landscape, which can be seen wherever you are; this is integral to the character of the District.
- A community focus, parks, walkways, something for families and children
- Underground power
- Good standards of design and construction
- A fire buffer zone, and a community preference to separate any new areas. 'It should not be an extension of Evandale but separate to it.' This also raised the question of a separate name, which has not been determined.
- The potential green belt to contain tracks, trails and paths that link to the Village and to existing tracks and trails which facilitate active transport, health and wellbeing outcomes. Many were positive about this.
- Facilities that help build community.

### What was not liked?

- The look and feel of a suburb.
- No concrete jungle!
- High-rise developments
- A place like Grindlewald with gimmicky themes
- Bright colours that clash with the landscape and Village
- Big fences and colour bond fences
- Big houses on small blocks
- Blocked views
- A great big hotel

## Residential Options

- Previous planning studies resulted in the recommendation that population in the Evandale Village be restricted to 2,000 persons. The present population is estimated to be around 1,400.

- There is limited supply of new housing and land for sale in Evandale. Housing development is happening nearby in the municipality at Perth and Longford.
- Residential options should cater for all ages and stages in life. There needs to be a mix and diversity. Density however is not favoured.
- To attract families, housing will need to be affordable. This implies smaller lot sizes. Currently the Village has an ageing profile. More young families would help secure the future of the school and eventually the Village. 'If we lose the school, we lose Evandale'.
- There is a tension between small lots and bigger lot sizes. Generally the Devon Hills or Leighlands Road sizes with the traffic problems resolved had support. That however may not address affordability.
- Some objection to grid pattern streets and cul de sacs.
- Ageing in place should be facilitated by the housing options. There was discussion around a Glenara Lakes aged care facility with a mix of independent living and supported care facilities set in landscaped grounds. This got a mixed reception.
- There are examples of areas where building design guidelines are set and covenants placed on buyers to ensure the character of a place is maintained. There is scepticism over how this would be enforced and achieved over time.

### Uses and Opportunities

- The Village of Evandale has lost services over time: 'We used to have two service stations, we need a pharmacy, the butchers shop closed and the general store even closed for a while. If the numbers of children don't increase the school may become vulnerable. There is no police station. We could do with increased access to doctors and dentists. Without growth Evandale runs the risk of continued service decline.'
- 'We don't offer enough to tourists to keep them here for very long.' However the community hosts two iconic events with the Penny Farthings and Glover Art Prize. There was some enthusiasm to restore the historic water tunnels.
- A view was expressed that there was no desire to be like the Village of Richmond (outside Hobart) with its 'tacky shops' and high visitor numbers.
- An event, conference or wedding venue was suggested. Weddings could strengthen existing businesses.
- The Agrarian Kitchen (Derwent Valley) concept showcasing local produce was mentioned. In the 1980's Evandale supported two fine dining establishments, Casey's and Russell's, which brought visitors to the Village.
- Artist studios and exhibition spaces to build on the 'Glover' reputation were suggested.
- In broad terms however, there were no consistently strong tourism ideas.
- There were many more suggestions around recreational and community facilities and they included: a 36 hole golf course, sports oval, swimming pool, a men's shed, walking and cycling trail including mountain biking and an outdoor gym. One participant suggested that there was the potential for 8 km's of trails around the development site that could link into the Village and existing trail networks. A 'country-club' style centre with community spaces was suggested and was also seen as a facility that would have a positive impact on community building.
- Landscaping, parks and open spaces linked by walking trails, playgrounds and an outdoors event space were mentioned. An arboretum could enhance the landscape.
- One participant stated that the first public library established in Australia was at Evandale and suggested a community engagement space reflecting that history could be established.
- It was stated that the soils on the northern aspects of the site are suitable for grape growing. Keeping some part of the site for agricultural and rural uses was generally supported.

## Phase 1 Summary: What we heard from the engagement INPUT stage

Combining the insights and understandings of both the interview process and the co-designing community workshops the following list summarises the first stage of the engagement's INPUT stage.

- Approach development as it has been done in the past: steady and staged.
- Understand the land and landscape from the perspective of the Aboriginal community.
- The natural environment and surrounding landscapes was a common thread throughout discussions and should be an integral reference point to any considerations.
- Develop separately from, but in sympathy with, the Village. Good design, construction, a subtle colour palette, lower density and respect for the existing heritage is favoured. There needs to be a green zone of separation between Village and New and this provides the opportunity for linkages and connections through tracks, trails and parklands.
- A major issue is the concern around traffic pressure on Russell and Barclay Streets that may be caused by any development associated with a large increase in population.
- An off the grid, self-supporting settlement using modern technology may overcome any challenges with sewer, water and energy.
- Landscaping, green open spaces and recreational facilities are supported. Tracks and trails in particular would promote active transport, health and wellbeing.
- Affordable housing and opportunities for young families would help safeguard the school. Places and spaces for families and young people are needed. The development should be about the children and grandchildren of existing residents.
- Keep part of the site as farmland, vineyards may be the opportunity, but also specialised local produce as the focus.
- Evandale like Tasmania is ageing and ageing in place facilities are likely to be in demand. This has implications for residential options.
- Build on Evandale's history, events and rural produce for tourism in line with a 'heritage to harvest' concept. Mass tourism is not popular.
- An alternative name for any development, not Ridgeside Lane.
- In all planning, be mindful of the Airport requirements.

## Phase 2: Feedback

Following the engagement program's INPUT stage, the project team worked to translate the understandings into a draft, high-level concept plan. This concept plan was presented to community and stakeholders at the beginning of June 2018 for further feedback. Below is a summary of the key issues or questions raised during the feedback workshops and presentations.

### Presentation and feedback workshop: Summary of Key Issues Raised

Three workshops were held on Wednesday June 6<sup>th</sup> 2018 and 70 people attended over the three sessions. The high-level draft concept site plan, developed following the co design workshops was presented and explained.

Working in groups, participants were asked to say what they liked about the concept and what they were not sure about. The key issues from these discussions are set out below. The numbers indicate the number of times an issue was raised. The main like was the provision of tracks, trails and community facilities. The main area of uncertainty was road access and traffic.

### Likes

#### Tracks, trails and facilities (10)

The ability to walk and cycle to Evandale Village and to be active within the project by cycling and walking on tracks and trails amongst lots of trees was popular. An amphitheatre, performance space and training centre were liked. There is interest in a swimming pool being provided.

#### Housing (7)

The housing design is compatible with the area. Not high density housing and not as many as 1,000 homes. Good variety of lot sizes and integration of living.

#### Sustainability (5)

The emphasis on sustainability and the eco focus particularly with energy

#### Population (2)

The development will assist with local population issues.

#### Community spirit (2)

The development encourages a strong and safe community spirit.

### Not Sure

#### Road access and traffic (23)

Road access and generation of traffic is the key issue. There is debate over vehicle access from Logan Road. Some want it, others don't. Emergency services queried the safety of having only one way in or out. A gated emergency access onto Logan Road was suggested. The need to upgrade Evandale Road between the airport and the Village was also raised.

#### Development certainty (8)

Who is going to own and operate the development and what happens if you get to a certain stage and then sell to someone else? Is the project economically feasible? How can you be confident to make such a long-term commitment?

**Housing issues (8)**

Should there be covenants in place to control the standard and style of homes?

The provision of social housing in the community draws mixed views and what a lot of moderately priced houses mean? What will Council say about rural residential blocks? What are the implications for my house?

**Future Maintenance of the land (7)**

How will the open land and gardens be maintained and by whom? Do the residents look after the open space? How will the subdivision of large blocks later be controlled?

**Facilities for young people (7)**

What facilities are planned for young people on the site - skate parks, mountain biking, bike trails, and BMX tracks?

**Waste and services (6)**

What is the waste management plan for the site? How will water be provided?

**Don't lose the countryside (6)**

What impact will there be on the countryside and environment? This is the countryside and we don't want to lose it.

**The plan and zones (5)**

What zones are you proposing and how does the project affect the rural classification of Evandale?

**Risk to agriculture (4)**

How will the development interface with adjoining agricultural enterprises? There is a potential risk to agriculture. Need to protect right to farm.

**Commercial activity (3)**

What commercial activities are intended in the project? Will they be at detriment to local business?

## Attachment 1: Record of Interviews held during the input phase of the engagement activities

### Chris Griffin: CEO Tourism Northern Tasmania

Accommodation Demand Study commissioned by Office of Coordinator General outlines the need for 500 rooms over next 10 years. After taking into account the addition of the Silo Hotel and the proposed Joe Chromy Hotel the area will still be short 200 rooms. NTT is working on the area's core attributes – heritage, productive landscapes, harvest. History is still a focus but only with the 'harvest' connect. Just focusing on a heritage town doesn't work - hard for communities to maintain and needs to be linked to something. NTT is also working with the Aboriginal Community around establishing walks relating to produce and landscape. Free settlers, not convicts, populated the Midlands. Many families are multi-generational residents and have a long and credible relationship with the area. Agri-tourism is a key opportunity - create immersive experiences; merino fine wool; distillery activities e.g. whisky and gin; wine; growing food; growing/using native and heirloom plants; meet the makers and producers.

**Ian Goninon: Councillor and President of the Northern Midlands Business Association (NMBA)** Please note: it was stressed and understood that this meeting was in the context of Ian's involvement with the NMBA not the Northern Midlands Council. Ian commented that there was confusion about the proposal and specific questions raised by NMBA members were:

- Where is the location?
- If it doesn't go ahead, what will you do with the land?
- How will access be managed?
- Existing roads won't cope
- What size are the lots?

The NMBA has been lobbying for some time to upgrade roads to reduce the travel time of produce to port. There is a need to extend the airport road beyond the airport because the present road cannot cope with the existing volume. Any increase in traffic will exacerbate the situation. Any additional support for road improvements would be welcomed.

The area needs new jobs and apprenticeships for young people

### Evandale Rotary Club

Questions raised

- Are they residential blocks?
- Will there be rural blocks?
- What about aged-care blocks?
- What sort of zoning do you need?
- What about the roads going in and out? (This is a key issue)
- How much green/public space will be allocated?
- Have you bought White Hills Ridgeside?
- How will you access it?
- Can you put 'ticker-tape' up on the land you have bought so it can be identified?
- What about power, sewage, water? How are you going to accommodate that?
- Are you part of the Blessington Road development?
- Will all dwellings be built or could you buy a vacant lot?
- What similar projects have you done that we could look at?
- What would the project start time be?
- Would you establish a nursery at/near the house?
- How many people?

- You must have done the projections and know what you are going to do?
- Will you be using wind energy and building turbines?
- Will you have shops as part of the mixed-use?
- We don't want a whole lot of people coming into the Village and making everyday a 'Sunday'.

#### **Maree Tetlow: CEO NTD**

NTD taking an integrated approach to development and are keen to see any new housing take the same approach. Also working on an economic strategy for the region, which is highlighting the need for population growth (which will require housing); responding to tourism demand and social and health issues.

#### **Lucy Byrne, Managing Director, Healthy Tasmania**

Focus is on health as an economic driver and the need for the State to improve their health outcomes

- Link to Evandale and provide healthy lifestyle opportunities; create a circuit that joins Logan Road, Nile with Leighlands and make use of existing tracks and trails. If there was a trail along Leighlands Road it would make a substantial running, walking, cycling circuit.
- Build understanding of the 'drivers', viability of Village; school numbers;
- Community gardens, landscaping
- Historical connections e.g. to Glover
- No duplication.  
Many deer in the area: could be a 'wildlife attractor'
- Recreation: tennis (cardio tennis), gym equipment; outdoor hoops; playgrounds; mountain bikes, trail running

#### **Jane Shaw, Ingleside Bakery**

Businesses find winter months very difficult. Had a butcher but it closed. More locals would influence the kind of retail and services offered and the viability of the Village as a small 'activity centre'.

#### **Frank Deane (Resident)**

Frank highlighted the work that had been done in setting the township boundary and also the population cap. He would like to see a golf course incorporated into the end design.

#### **Evandale Football Club**

Club was dwindling in numbers and so moved into female football  
Now has a need to expand facilities

- Need bigger change rooms
- Could explore incorporating new facilities as part of a new development
- Raised community concerns: traffic, loss of Village atmosphere; too close to Village, competition
- One member, related to the person whose property is called Ridgeside, was upset that the name had been used for the development

#### **Neil Grose CEO and Tim Holder, Chairman, Launceston Chamber of Commerce**

Chamber is keen to see increased airport capacity for logistic solutions. Roads beyond airport are an issue. Opportunities for Launceston and Northern Tasmania: new international players; building identity; need smart investors; address winter months, accommodation at airport. New economy where people will be working from home and the north gives a great lifestyle benefit  
Opportunities for inclusion in the development

- Incorporate a social enterprise into the mix of use



- Establish a sculpture Park as part of the botanical gardens
- Making lighting a feature
- Digital capabilities for the digitally enabled worker

**Coordinator General's Office: John Perry and Catherine Murdoch,**

This meeting took the form of a briefing where the idea of a proposed development was outlined to members of the Office.

**Launceston Airport Peter Holmes (Operations), Ilya Brucksch-Domanski (Planning) and Paul Godier Planning Manager Northern Midlands Council (on phone)**

Airport does not come under the Northern Midlands Council Planning Scheme but Air Services (Federal Government) however development applications near airport are always done in collaboration with the Northern Midlands Council. Want to make sure people who buy in area understand it is an airport precinct and there will be noise. Don't want to have people complaining and trying to get things changed. Need to make it clear; clearly advertise as stipulated in the Air Services Act 1995.

If Launceston/Tasmania was successful in the bid for the Qantas Air School, could mean an increase of workers into the area and more traffic

Airport is responsible and engaged with local community and we don't want this to change. We are a community asset.

The road past the airport is not good. Already decreased speed on road. Locals do not like the roads. They are narrow and in last two years there has been 2 crashes near the railway crossing.

There is concern regarding safety in relation to birds. Bodies of water attract birds. Have been incidents with swans. Swans migrate east to west. If there were another body of water in-between they would use it. CASA dictates we measure and monitor birdlife within a 15k radius. At Evandale, birds are at flying level. Other wildlife hazards include wallabies, peacocks, wombats, and hares. We are very conservative about bird and wildlife hazards because of safety.

Hobart has built a hotel to accommodate early flights but it's not doing well. Launceston is a destination, not a stop over.

Airport is looking to develop their vacant land.

The road upgrade between Breadalbane to airport will be duplicated but not beyond. This was an election promise.

Airport consultative advisory committee meets every six months. TIP representatives are invited to attend and update everyone.

**Angus Douglas (P&F member, local farmer)**

Sustainability of the area needs to be proven and understanding longer-term trends in relation to an increase in the number of families would be helpful.

The area needs re-vegetating. There is a lot of native authenticity and understanding of vegetation; corridor ethos – reference to bioregions; habitats; re-generative agriculture

Area points to the hills and therefore need for an organic shape

For liveability, the perimeter areas need to back onto activities

**Johannes Verhoeff**

Development to be neat, tidy and simple

Narrow streets in the village, walking village – car is not king!

Fancourt in South Africa is a model and is like a walk through the country from village to village.

Langezand outside Cape Town and also Kievits Kroon in Pretoria are examples of well-designed developments

**John Kirwin, CEO Royal Flying Doctors Service Tasmania**

Tasmanian has an ageing population and Evandale is a retirement village

Traffic, parking and roads are the key issues

Plans for Western Junction: rails, all facilities; Airport is starting their master plan next year;

airport used to be busy for freight but that has changed to boat. If Western Junction development goes ahead then people will need to work and live somewhere.

Pitch development at the 'telecommuters'; housing affordability will be an issue; need good school and healthy lifestyle.

**Chris Byrne and Chris Concade Hangar 57**

The two Chris's are making whiskey in the old Ansett hangar at the airport.

They are at the early stages of their marketing efforts.

They will soon start looking for outlets to sell their product.

**John Clements: Missiondale**

Missiondale runs a rehabilitation program

Clients are usually in the program for 3 to 12 months

Range of activities include market gardening

Looking for other activities around horticulture skills development

Might be opportunities for skill development within the nursery or agriculture

**Peter Wolfe and James Abbott (Glover Society)**

Evandale has the highest residential prices outside Launceston

Where you are going to build overlooks the transfer station; land looks down on it

If get 30k winds, plastic gets stuck in the trees

Sight line for land to waste transfer station

Map needs to be adjusted as things look like they are there when they're not

Only people with money can afford sustainability

Where will the storm water go?

Solar panels need to be cleaned

**Evandale History Society**

Volunteers from the Information Centre joined society members

The following comments/questions were raised

- What did Council say you needed to provide them?
- There is no official application as yet
- The solicitor said that you don't own the land. Do you?
- Evandale feels like a community. 'I came here because of the heritage, beauty and quietness of the Village. Lot of feeling about that and people are concerned and scared that it will be taken away
- Traffic and using the Village as an entrance is the key concern
- Don't want any other days like Sunday
- What size blocks will you have down there?
- This terrifies me – it's larger than our Village
- You are not welcome here!
- Many of us see you as a 'nuisance'
- We need land to grow food, not houses
- Are you aware of Pitt and Sherry's report?
- There is a great deal of confusion
- A town that size (no size specified) needs a 'hub' – this will compete with and destroy the main street of Evandale

- The information says that the proposed development is kilometres away but it's not – it's on the edge of the Village
- Everything TIP does is 'high rise' – are you going to do that here?
- Who will look after the botanical gardens?
- What about flooding?
- What do you mean by affordable housing?
- Ongoing liabilities get passed onto Council and ratepayers
- Grey water – pump breaks down – who pays?
- What is design in sympathy with heritage values?
- Have you made contact with the irrigation?
- If you do this and then leave or sell to someone else, we have to pay for it all
- Impact of using water for domestic use
- Have you been to see the Coordinator General?
- Any meeting with Planning Commission?
- Are there offshore investors?
- Beneficial for land to remain rural land without residential
- There is a rumour that Launceston airport is to be made an international airport
- Perth and Longford already have plenty of land for housing – they can't sell it
- Launceston has an amalgamation agenda
- Planning Scheme has the 'village on the hill' and we want that to remain
- Council have held two closed meetings on this development
- Ridgeside is the name of an existing property

## Attachment 2: Record of feedback presentations and interviews

### Northern Midlands Council presentation

#### Questions raised

- Where will you put the battery bank?
- Will people drive White Hills Road into Launceston? Or is an alternative route planned?
- Would tourists want to go into this development?
- Will you be replicating retail? E.g. two supermarkets? (Don't want to end up like Devonport)
- Where does your land start and finish?
- Who determines the building standards?
- What are the next steps?
- What comes to Council in July?

#### Comments

- Russell Street is impossible. You need to solve entry into the site. This is fundamental
- There is opposition. However, some people like the idea, but won't say
- There is a fear of losing the school
- Jobs and kids is what the community care about
- Barclay Street and growth – still want children to be able to get to school
- Building and apprenticeships would be very beneficial
- Farmers use Logan Road
- The fire brigade will need more resources and up-skilling to handle the increase in population
- There is no ambulance station. Would be good to address that
- Move the existing sewerage station (need to discuss with TasWater)
- Council will have a workshop prior to the meeting when the application comes in and then move to a formal Council meeting

### Evandale Advisory Group

#### Questions raised:

- How wide is the buffer?
- Houses in Logan Road will lose their view
- Will the developers provide the trees?
- Will the developers provide and maintain the botanical garden?
- Who maintains the whole thing?
- Who came up with the name Ridgeside?
- Will you consult regarding the name?
- Off the grid? Will there be wind turbines?
- What do you mean by affordable housing?
- Will there be different rate calculations to the rest of Evandale?
- What zoning are you going for?
- Do you think there will be an enthusiastic take-up?
- One of the key messages you left off the list was 'go away'.

**Maree Tetlow: CEO Northern Tasmania Development**

Feedback she had heard was around the following

- Name
- Agriculture/vineyard: spray drifting back and therefore upsetting people
- Utilities

**Northern Tasmania issues**

Population: unless we act, the working population will dramatically drop off in the next three years. Strategy to encourage more skilled migration needed.

NBN: will need to look at how the new community connects to the web so people can work from there.

Housing strategy: being developed. Aim is for inclusion.

Economic data: developing an economic plan with the help of NIEIR (National Institute of Economic and Industry Research). Report will be available soon

NTD do not separate economic and social but focus on the two together.

Employment: focus on apprenticeships and employment

**Chris Griffin CEO Northern Tasmania Tourism**

Will need to be visitation around purpose – not something you come across

Artisan/makers has great appeal particularly around produce and agricultural activities

Agreed, something like the Mt Eliza Management Centre would be appealing

Incorporate facilities for 'electric cars' – visitors will only travel as far as they can on the 'daily battery' – will want to power up at the night when they are asleep

TNT focuses on the heritage precincts/villages in next few years

**Neil Grose, Launceston Chamber of Commerce**

Thanked us for the briefing

**Leanne Hurst and Richard Jamieson, Planning and Development, Launceston City Council**

Thanked us for the briefing

End report  
July 2018

the**noa**group

**Evandale Project: Economic Impact Analysis  
Summary Report**

**MCa** <Michael Connell & Assocs.>

**November 2018**

**Contents**

Executive Summary ..... 2

1. Introduction ..... 3

2. Project Staging ..... 3

3. Housing and Population ..... 5

    3.1 Resident Population Increase..... 5

    3.2 Household Income and Spending ..... 7

4. Onsite Operations..... 7

    4.1 Activities & Jobs ..... 7

    4.2 Visitors to Precinct..... 9

    4.3 Visitor Spending ..... 10

5. Economic Impacts of Evandale Project..... 10

    5.1 Construction Phase ..... 10

    5.2 Operations Phase..... 12

6. Assessment..... 15

**Disclaimer**

This report is for the use only of the party to whom it is addressed and for the specific purposes to which it refers. We disclaim any responsibility to any third party acting upon or using the whole or part of the report and its contents. This report (including appendices) is based on estimates, assumptions and information sourced and referenced by MCa < Michael Connell & Assocs.>. These estimates, assumptions and projections are provided as a basis for the reader's interpretation and analysis. In the case of projections, they are not presented as results that will actually be achieved. The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.

## Executive Summary

The proposed development will have significant economic impacts on Evandale and the adjacent region.

It will renew the population, create a quality regional tourism destination, provide needed services for existing and new residents and create jobs in: hospitality and tourism; care professions; and learning. The larger population and tourist visitors will generate a significant number of other jobs in Evandale and the region.

- **Population:** the completion of the development will increase the population by 2635 persons to an estimated 3579 in 2035. The current population was 1124 in 2016 and had been around this level for a decade. In the absence of the development, the population would decline, which has major implications for local businesses and the provision of services (including primary school education). The take up of housing will include families, which will renew the population. As the population grows their spending will create additional local and regional jobs, which would reach a total of 147 (direct and indirect) by 2035.
- **Services:** a range of required care service facilities are planned for the precinct, which includes retirement living, aged care (including dementia care); and disability respite. An early learning/child care centre is also included to service families in the region.
- **Tourism:** a major tourist precinct is being created with a 4-5 star hotel, wellness centre, eco-resort and artisan village. This will be a major regional tourism asset, which will attract domestic, interstate and international overnight and day visitors. This growth in visitors will provide a major boost to Evandale businesses, as visitors will also spend outside the precinct in the Evandale village. This local spending will increase over time as visitor numbers grow and by 2035 visitor spending would be supporting an additional 20 direct jobs in Evandale businesses.
- **Learning:** education and training activity is also on site with a hospitality training centre, and an agribusiness demonstration farm, which will conduct skills programs.
- **A new employment hub:** with the establishment of all the precinct businesses, in 2030, there will be a total of 133 direct jobs on site covering the tourism, care and education activities, and the spending of these employees would create another 32 indirect/induced jobs in the region.

Construction impacts are significant with site development and construction of housing, buildings and infrastructure extending over a 15 year period. This will generate substantial work for regional businesses (building companies and tradespersons). The number of jobs each year will vary according the staging of construction.

- Direct on site construction jobs (FTE), would average 63 per year over the 15 year period (2020-2034), with most of these jobs in regional businesses (Launceston and Northern Midlands).
- Materials/equipment supply jobs would average 15 per year over the period, with most of these being in suppliers from Launceston and elsewhere in Tasmania.
- When the indirect/induced jobs are taken into account total jobs generated during the construction period would average 93 per year (78 direct FTE jobs and 15 indirect/induced jobs).



## 1. Introduction

This summary report provides an assessment of the economic impacts of the Evandale project. It has been prepared by M/Ca <Michael Connell & Assocs.>, economic consultants, utilising project information from Traders in Purple. A more detailed report will be prepared in future to accompany rezoning and planning applications.

The assessment: covers the construction phase, which spans a 15 year period; and the operations phase when houses are completed and occupied and on site business operations commence. Economic benefits are measured in terms of direct jobs and indirect/induced jobs generated in the region and the increase in regional income<sup>1</sup>, which is generated by the larger resident population and their expenditure and the increase in visitors (overnight and day visitors) attracted to the activities in the new precinct.<sup>2</sup>

- Construction phase: this assessment covers the entire construction period and the onsite jobs and materials/equipment supply jobs generated and the indirect/induced jobs generated by the spending of these workers.
- Operations phase: this covers the impacts of the larger resident population, the increase in visitor numbers and their spending, and the increase in on-site employment in the businesses on the site (eg. hotel, wellness resort, eco-resort, aged care facilities, artisan village/restaurant etc.)

The development will: provide a major boost to the population of Evandale and surrounding areas over the next 20 years; create new local jobs; and increase revenue for local Evandale businesses and regional businesses servicing the resident market and the visitor market.

## 2. Project Staging

The following table outlines the staging and timing of construction and operations, which is used in the economic impact modelling.

---

<sup>1</sup> Regional income is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. It is a proxy for the local value added in the region, as significant parts of visitor spending, include the value of inputs (goods and services), which are produced outside the region. In the modelling of regional income generated, income tax and GST on spending, are both treated as leakages from the region (although some may eventually come back in government spending in the region).

<sup>2</sup> This report contains the employment impact estimates only, regional income estimates will be included in the future detailed report.

Project Staging Build & Operations	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2013	2032	2033	2034	2035	2036	2037
<b>Housing</b>																		
Build (50 per year)																		
Occupy (50 per year)																		
<b>Gardens &amp; Amphitheatre</b>																		
Build																		
Operate																		
<b>Country Club</b>																		
Construct																		
Operate																		
<b>Hotel (100 rooms)</b>																		
Build																		
Operate																		
<b>Hotel Education Centre</b>																		
Build																		
Operate																		
<b>Wellness Centre (20 suites)</b>																		
Build																		
Operate																		
<b>Eco-Resort (20 cabins)</b>																		
Build																		
Operate																		
<b>Artisan Village</b>																		
Build																		
Operate																		
<b>Agribusiness/Demo Farm</b>																		
Build																		
Operate																		
<b>Sustainability Centre</b>																		
Build																		
Operate																		
<b>Retirement Villas</b>																		
Build (13 per year)																		
Occupy (13 per year)																		
<b>Age Care Facility</b>																		
Build																		
Operate																		
<b>Dementia Facility</b>																		
Build																		
Operate																		
<b>Disability Respite Centre</b>																		
Build																		
Operate																		
<b>Childcare Centre</b>																		
Build																		
Operate																		

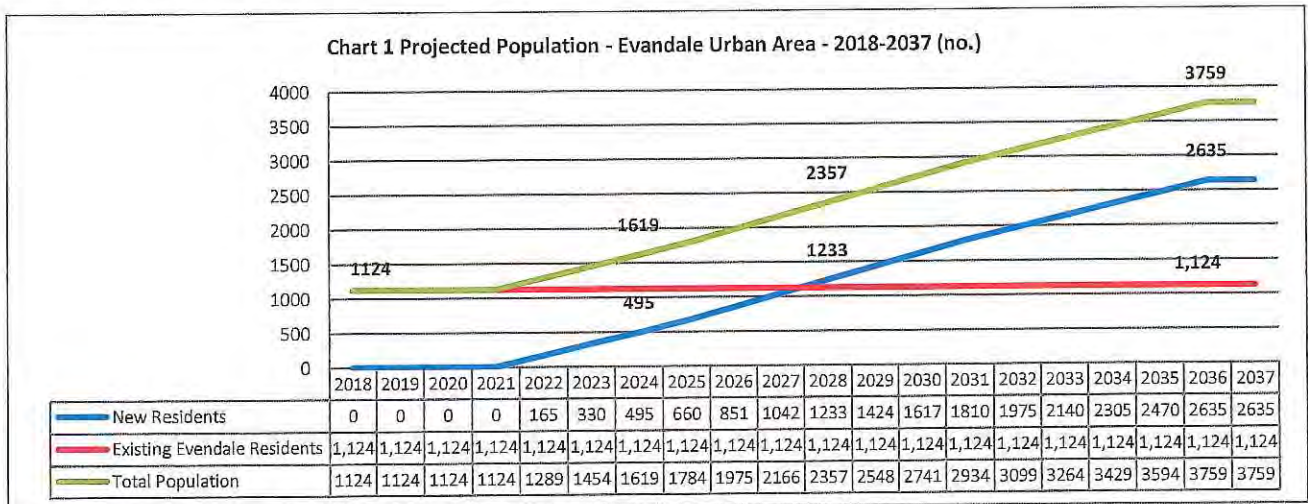
### 3. Housing and Population

#### 3.1 Resident Population Increase

The population will increase progressively as houses and retirement villas are occupied. The analysis is based on the following assumptions: houses and retirement villas are occupied in the year after construction; houses will attract a mixture of families and couples with an average of 3.3 persons per dwelling; retirement villas will have 2 persons per dwelling. Based on these assumptions the development will reach a resident population of 2635 by 2035.

The chart below shows the projected population over the period to 2037.

- The existing population of 1124 is from ABS Census 2016. The population of the Evandale Urban Area has been basically static over the 10 years to 2016. In the absence of the proposed development the population is likely to get smaller with future ageing and smaller household sizes.
- The development will attract a mix of families and retirees and will renew the population.
- For the analysis we have assumed the existing population remains constant and the new population (based on 750 house lots and 80 retirement villa lots) increases progressively to reach 2635 in 2035, when the housing construction is fully completed.
- Based on this growth the Evandale population would reach 3759 by 2035.



Source: MCA analysis, August 2018

Table 1 Housing Construction and Population Projections

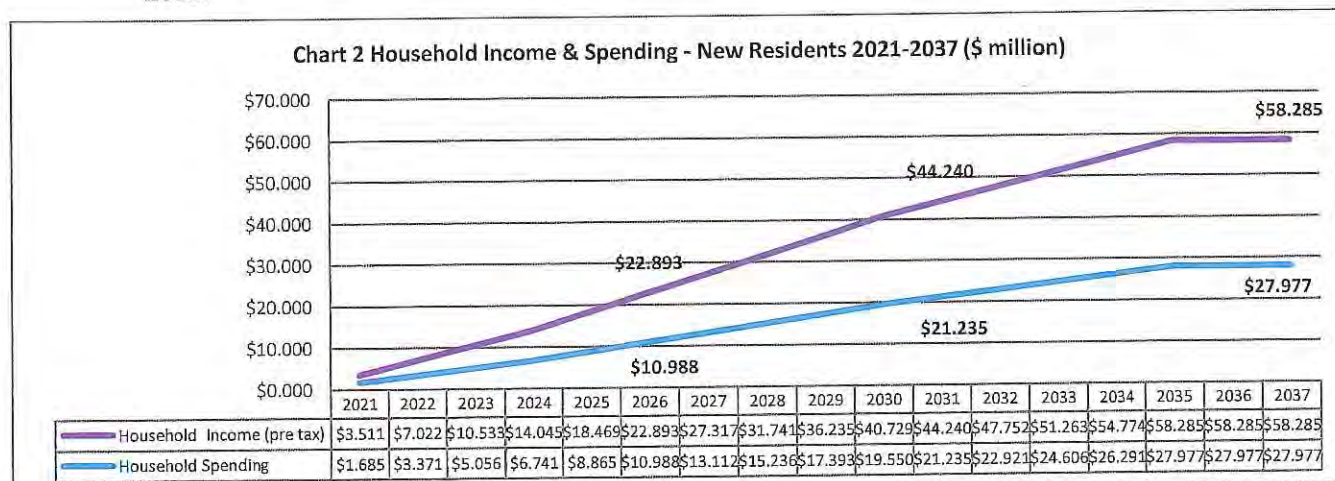
	Year		Year		Year		Year		Year		Year		Year		Year		Year		Year		Year	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
Housing & Population Projections	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037		
Evandale Project																						
Houses (750)			50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Build			0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Occupy			0	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	750	750	750	
Houses Occupied Cumulative			0	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	750	750	750	
Population Increase				165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	
<Ave person per dwelling =3.3>				165	330	495	660	825	990	1155	1320	1485	1650	1815	1980	2145	2310	2475	2475	2475	2475	
Cumulative Population Increase				165	330	495	660	825	990	1155	1320	1485	1650	1815	1980	2145	2310	2475	2475	2475	2475	
Retirement Villas (80)							13	13	13	13	14	14										
Build							13	13	13	13	13	14	14									
Occupied							13	13	13	13	13	14	14									
Villas Occupied cumulative							13	26	39	52	66	80	80	80	80	80	80	80	80	80	80	
<Ave per persons per villa =2>							26	26	26	26	28	28	28									
Population Increase							26	52	78	104	132	160	160	160	160	160	160	160	160	160	160	
Cumulative Population							26	52	78	104	132	160	160	160	160	160	160	160	160	160	160	
Total Population (Houses & Villas)	0	0	0	165	330	495	660	851	1042	1233	1424	1617	1810	1975	2140	2305	2470	2635	2635	2635	2635	
Evandale Urban Area Population																						
Existing Population	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	
<ABS Census 2016>																						
Total Population (Existing & New)	1,124	1,124	1,124	1,289	1,454	1,619	1,784	1,975	2,166	2,357	2,548	2,741	2,934	3,099	3,264	3,429	3,594	3,759	3,759	3,759	3,759	

Source: MCA analysis, August 2018

### 3.2 Household Income and Spending

The population growth in the precinct will increase household income, with spending by new residents occurring in Evandale and in the broader region (including Northern Midlands and Launceston LGAs).

- In current 2018 prices, total annual household income (pre-tax) of the new residents would increase from \$3.511 million in 2021 to \$58.285 million by 2035.<sup>3</sup>
- Annual resident consumption spending will increase from \$1.685 million in 2021 to \$27.977 million in 2035.<sup>4</sup>



Source: MCA modelling & analysis, August 2018

## 4. Onsite Operations

### 4.1 Activities & Jobs

The business operations on site comprise: facilities for visitors (hotel, wellness, eco resort, artisan village); care facilities (aged care, dementia, disability); education and training centres (hospitality training, demonstration farm, early learning/childcare, sustainability).

The number of jobs will increase as facilities are built and businesses/activities commence operations. At full completion (from 2030 onwards) there would be a total 133 jobs on-site. These jobs would be taken up by residents from Evandale, Northern Midlands LGA and Launceston. The development will deliver management and operations jobs in hospitality, care professions, education/training, agribusiness, environment and land care.

**Table 2 Business Operations in the Precinct**

Business Operations in Precinct	Description
Hotel	100 Room 4.5 Star hotel with conference & functions facilities
Wellness Centre	20 suite luxury wellness centre
Eco Resort	20 cabin high quality resort
Artisan Village - café etc.	Village with café, bar, provender, artist studios
Hospitality Training Centre (Staff)	National training centre for hotel staff
Country Club	Club facilities and casual dining
Agribusiness Demonstration Farm	Demonstration farm and training centre
Retirement Villas	Independent living apartments
Age Care Facility	Nursing home - 25 beds low care
Dementia Facility	Dementia care facility - 20 beds high care
Childcare Centre	Early learning/care centre - 30 places
Disability Respite Centre	Disability respite centre - 20 beds
Sustainability Centre	Demonstration centre for precinct environmental facilities and infrastructure

<sup>3</sup> Household income is based on an estimated average for 2018 of \$70,233.

<sup>4</sup> Household spending estimates are based on an average personal tax rate of 20%, and savings and non-consumption spending taking 40% of after tax income.

Table 3: Precinct Operations and Employment

Precinct Operations	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jobs - Onsite	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
FTE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
On Site Employees																				
Hotel						22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Management & Rooms						18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
F&B						40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Total Hotel						80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Wellness Centre																				
Eco Resort																				
Artisan Village - café etc.						8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Hospitality Training Centre (Staff)						5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
County Club						11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Agribusiness Demo Farm																				
Retirement Villas																				
Age Care Facility																				
Dementia Facility																				
Childcare Centre						6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Disability Respite Centre						2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Sustainability Centre						3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Gardeners & Maintenance						3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Total Employees (FTE) in Precinct	0	0	3	3	3	67	75	99	104	114	114	127	133	133	133	133	133	133	133	133

Source: MCA modelling & estimates August 2018

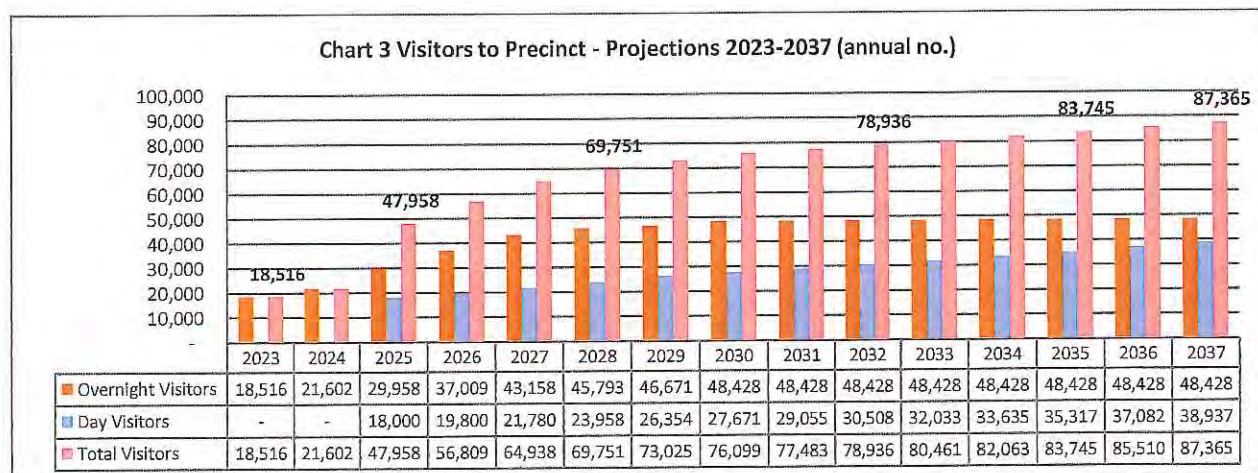
## 4.2 Visitors to Precinct

### Visitor Numbers

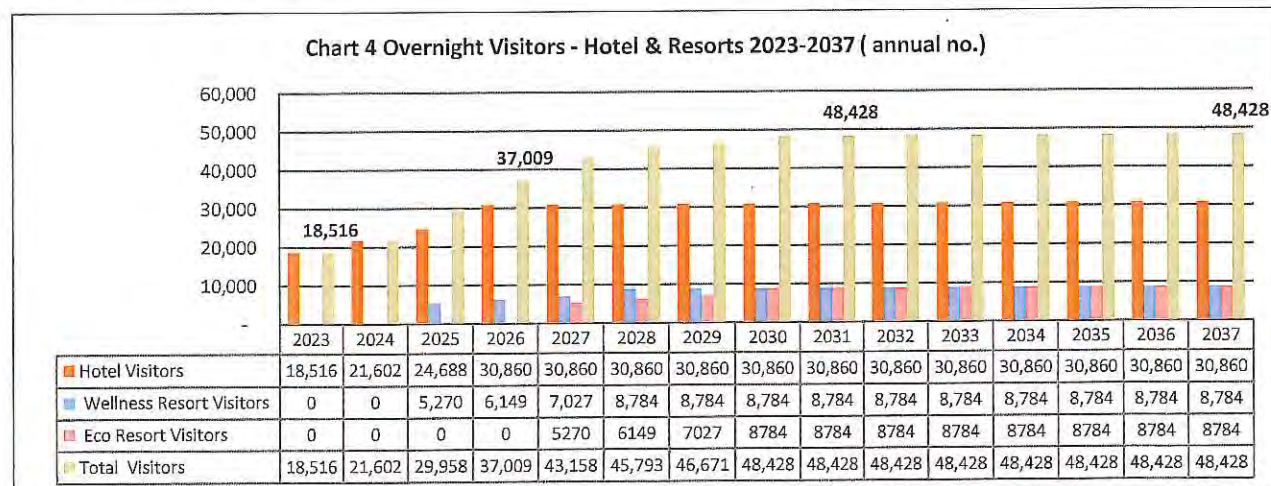
The development will provide a major boost to tourist visitors to Evandale, with flow on benefits to existing businesses in the township. These visitors will comprise: overnight visitors staying at the Hotel, Wellness Centre and Eco-Resort; and day visitors to the Artisan Village, the Agribusiness Centre/Farm and Sustainability Centre. There will also be trainees at the Hospitality Centre and Agribusiness Centre for courses and day programs.

Total annual visitors (overnight and day visitors) are estimated to increase from around 48,000 in 2025 to 76,100 in 2030 and over 87,000 in 2037.<sup>5</sup>

Data from the Tasmanian Visitor Survey show that in 2017 Evandale only has around 8000 overnight visitors (internationals and interstate) and accommodation is limited to several bed and breakfast operations. Further many of the current day visitors just pass through rather than stop, which means local businesses are not capturing this visitor market.



Source: MCA modelling & estimates August 2018



Source: MCA modelling & estimates August 2018

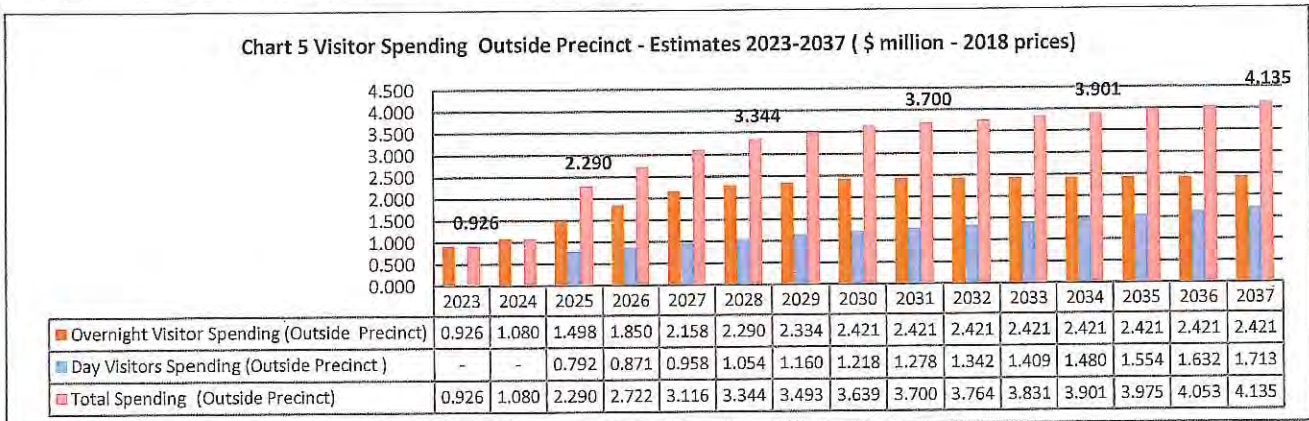
<sup>5</sup> Overnight visitors estimates are based on detailed modelling of the hotel, wellness centre and eco-resort operations, and day visitors are based on modelling of the operations of the artisan village and estimates of day visitors to the hotel café and restaurant.

### 4.3 Visitor Spending

Spending by overnight and day visitors to the precinct will generate revenue for the on-site businesses (accommodation, meals, programs and activities).

These visitors will also spend outside of the precinct, and importantly, most of this additional spending will be in the Evandale Village, providing a major boost to local businesses (eg pub, cafés, retail shops etc.). This spending outside the precinct is estimated based on likely spending patterns.<sup>6</sup>

Spending will grow as facilities in the precinct are developed with total spending increasing from \$926,000 in 2023 to \$3.7 million in 2031 and \$4.1 million in 2037.



Source: MCA modelling & estimates August 2018

## 5. Economic Impacts of Evandale Project

### 5.1 Construction Phase

#### Precinct Construction

Construction of the Evandale Precinct will extend over a 15 year period from 2020 to 2034. Total value of construction covering civil works on site, housing, tourism and care facilities and site infrastructure is estimated at \$385.2 million (in 2018 prices).<sup>7</sup> In addition there is a total of \$45.9 million in other costs, comprising design (architects, engineers) and marketing, for a total project cost of \$431.1 million.

Construction will generate employment for local building companies and tradespersons. In addition local architects, engineers, consultants and real estate firms are being engaged on the project and account for the \$45.9 million spend.

Chart 7 shows the staging of this expenditure over the 2019-2034 period.



Source: Traders in Purple Estimates, August 2018

<sup>6</sup> It is assumed that 50% of overnight visitors will spend an average of \$100 and 55% of day visitors will spend an average of \$80 outside the precinct.

<sup>7</sup> Traders in Purple Estimates, August 2018



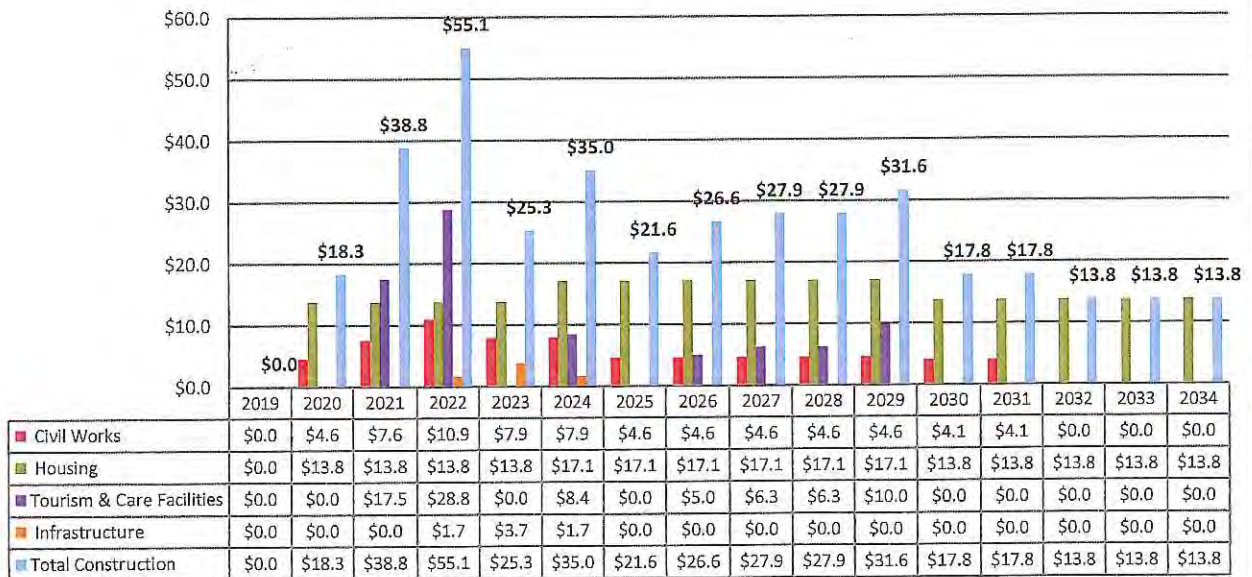
Chart 7 Evandale Project - Construction & Other Costs 2019-2034 (\$ million -2018 prices)



Source: Traders in Purple Estimates, August 2018

Chart 8 shows annual construction costs over the life of the project for each of the components of the development. A development of this scale will provide a major boost to local construction businesses and tradespersons in Launceston and Northern Midland LGAs.

Chart 8 Evandale Project - Construction Costs 2019-2034 (\$ million -2018 prices)



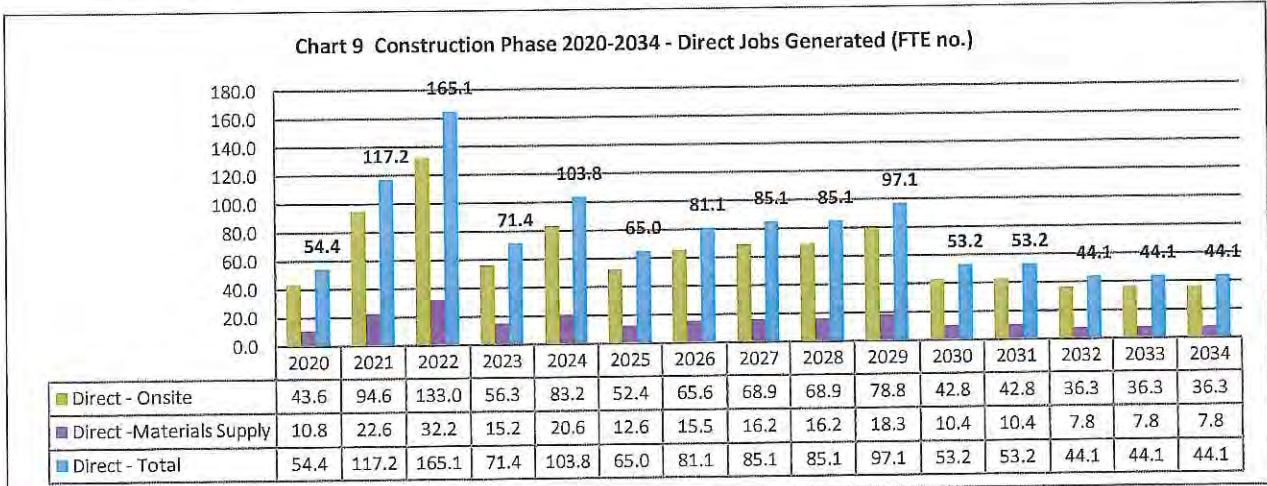
Source: Traders in Purple Estimates, August 2018

**Economic Impacts - Construction**

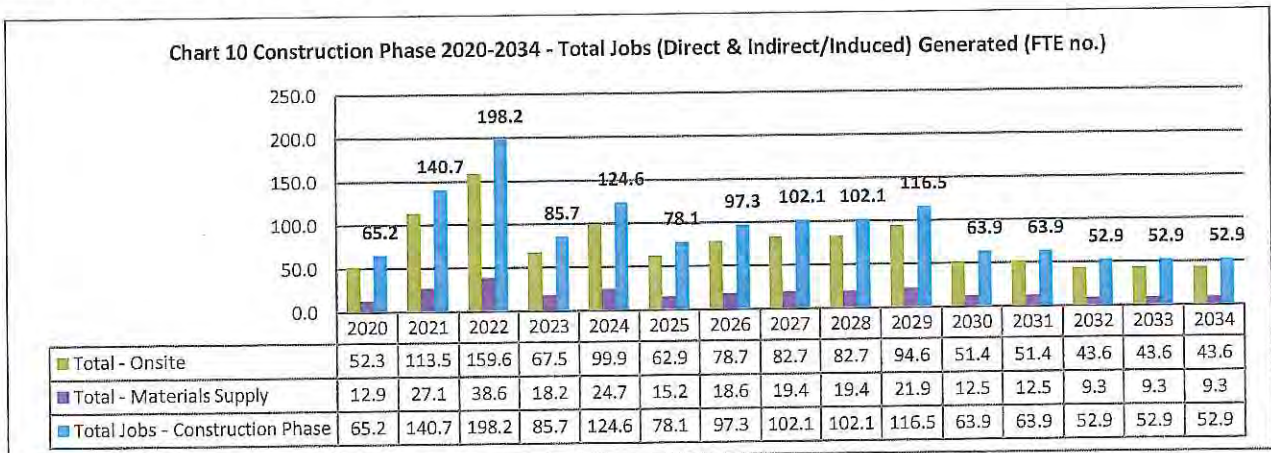
Construction activity will generate a significant number of direct on site jobs and jobs in materials and equipment supply. The spending of these workers will also create jobs (indirect/induced) across a range of industries.

- Direct on site construction jobs (FTE), would average 63 per year over the 15 year period (2020 -2034). Most of these jobs would be in businesses (builders and trades) from Launceston and Northern Midlands.
- Materials/equipment supply would average 15 per year over the period, with most of these being in suppliers in Tasmania and elsewhere.

- When the indirect/induced jobs are taken into account total jobs (construction and materials/equipment supply) generated would average 93 per year (78 direct FTE jobs and 15 indirect/induced jobs).
- The number of jobs varies from year depending on the scale of construction over the period, with the following charts showing the pattern. For example in the peak year 2022 (where major facilities and houses are being built), there would be a total of 165 direct jobs (133 on-site construction jobs and 32 in materials/equipment supply). When the indirect/induced jobs are included, the jobs in 2022 would total 198 (165 direct jobs and 33 indirect/induced jobs).



Source: MCA modelling & estimates August 2018



Source: MCA modelling & estimates August 2018

In addition to these direct construction jobs, employment will be generated in: design (architects, engineers, consultants); project marketing and sales; and onsite project management. Most of these specialists working on the project will be from Launceston and Northern Tasmania.

## 5.2 Operations Phase

### Precinct Operations

The operations phase covers the period to 2037, as precinct businesses commence and the resident population increases as new houses are built and occupied. The drivers of these economic impacts are: the resident population and their spending in the region; the persons employed in new jobs in the precinct and their spending in the region; the increase in overnight and day visitors and their spending (outside the precinct) in Evandale. The economic benefits are measured in terms of additional jobs generated (direct jobs and indirect/induced jobs) and the increase in regional income generated.<sup>8</sup>

The benefits increase progressively as each stage of the development is completed and becomes operational.

<sup>8</sup> This report contains the employment impact estimates only, regional income estimates will be included in the full report

**Economic Impacts - Operations**

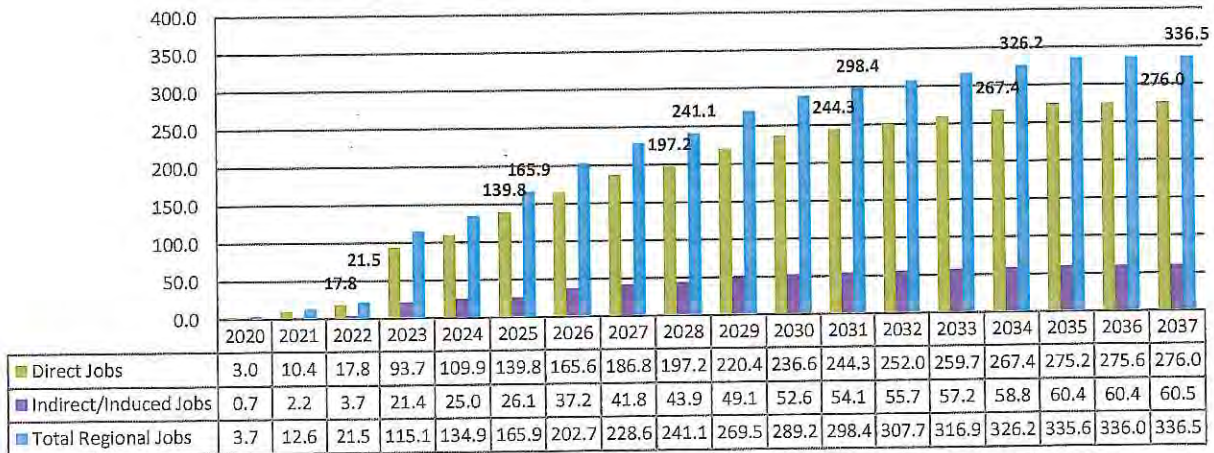
The following charts show the increase in jobs generated by the operation of the precinct.

- Total regional jobs (direct and indirect/induced) increase from 12.6 in 2021 to 366.5 in 2037.
- The 336 jobs in 2037 comprise 276 direct jobs in those businesses that residents and visitors are spending in (including the 133 precinct jobs) and 60 indirect/induced jobs, which are generated by the spending of the direct employees.

The direct jobs are significant and comprise:

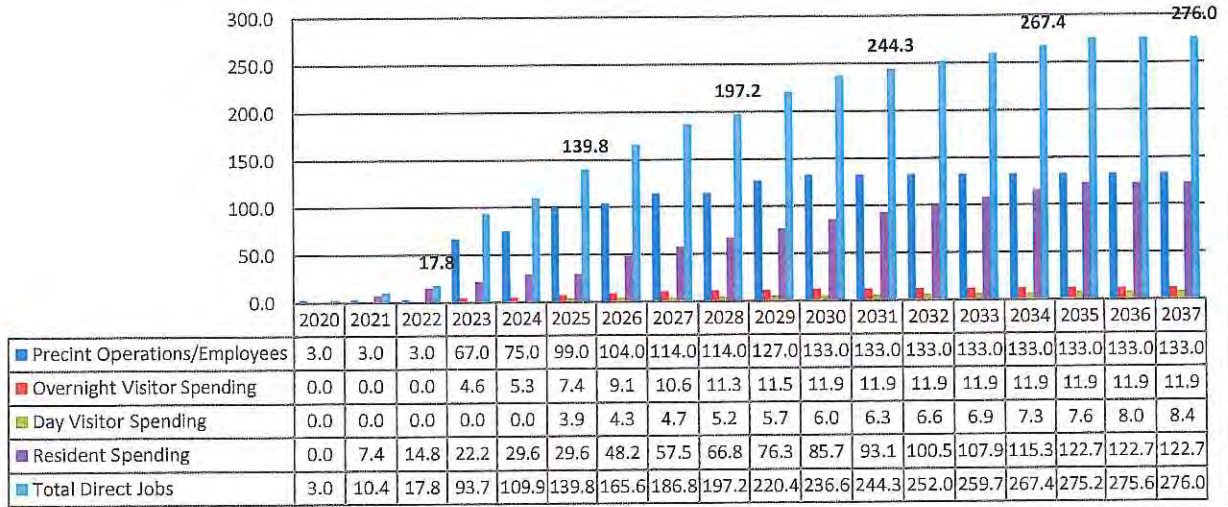
- Jobs in the precinct business operations (eg. hotel, wellness centre, eco resort, care facilities, training centres) - these direct on-site jobs increase over time as the businesses commence and increase from 3 jobs in 2020 to 133 in 2035.
- Jobs generated by the spending in the region by new residents. The direct jobs are in the businesses, whose products and services they purchase. Some of these jobs will be in local Evandale businesses and most will be spread across the broader region. These direct jobs increase from 7.4 in 2021 to 122.7 in 2035.
- Jobs generated by the spending in Evandale Village by tourists (overnight and day visitors) visiting the precinct. These impacts capture additional spending by visitors (outside of the precinct) at other businesses in the Evandale village (eg. cafes, pub, retail shops). Direct jobs generated by day visitors would increase from 3.9 FTE jobs in 2025 to 8.4 jobs in 2037. For overnight visitors direct jobs increase from 4.6 in 2023 to 11.9 jobs from 2035 onwards. In total spending by these additional visitors would add around 20 direct jobs in local Evandale businesses in 2035.

**Chart 11 Total Jobs in Region Generated by Evandale Development - 2020-2037 ( FTE no.)**



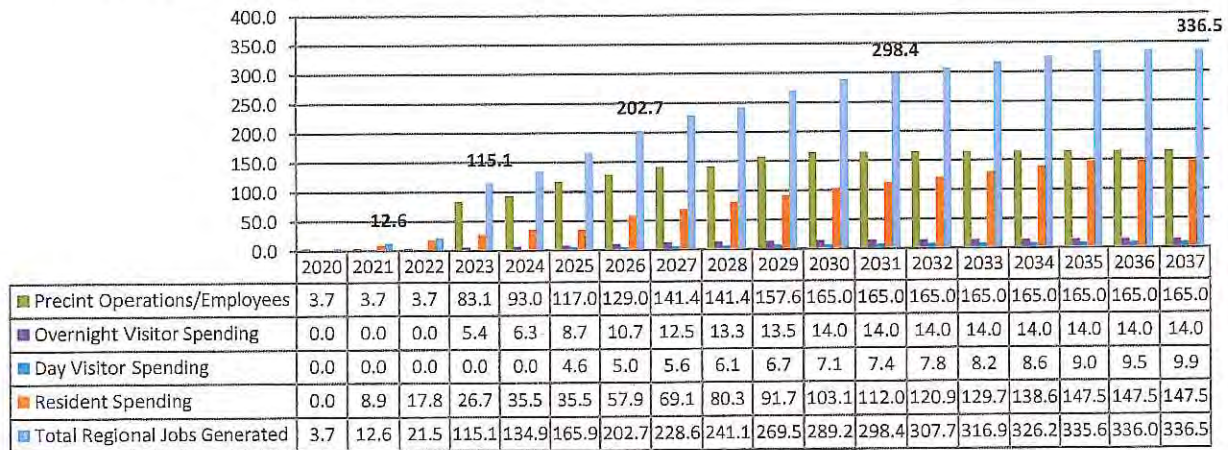
Source: MCA modelling & estimates August 2018

Chart 12 Direct Jobs Generated by Evandale Development (FTE no.)



Source: MCA modelling & estimates August 2018

Chart 13 Total Jobs (Direct & Induced) in Region Generated by Evandale Development - 2020-2037 (FTE no.)



Source: MCA modelling & estimates August 2018

## 6. Assessment

The proposed development will have significant economic impacts on Evandale and the adjacent region.

- It will renew the population, create a quality regional tourism destination, provide needed services for existing and new residents and create jobs in: hospitality and tourism; care professions; and learning.
- The precinct has a major learning component, recognising that the new residents will include families with children. This includes an on-site early learning/child care centre. Further the increased number of families will sustain numbers at the local primary school.
- The Demonstration Farm and Sustainability Centre will provide learning experiences for schools.
- The Hospitality Training Centre and Demonstration Farm will provide young people with practical industry training for 2 key sectors of importance to Northern Tasmania.
- The larger population and the major increase in tourist visitors will generate a significant number of other jobs in Evandale and the broader region.
- The precinct will be a major new employment hub: with a total of 133 direct jobs on site in 2030, covering the tourism, care and education activities.
- Construction impacts are significant with site development and construction of housing, buildings and infrastructure extending over a 15 year period. This will generate substantial work for regional businesses (building companies and tradespersons). The number of jobs year each will vary according the staging of construction. Local teams in design, marketing and project management are being involved in the planning and implementation of the development.



Evandale Residential Subdivision Project  
Historic Heritage Assessment Report

AUTHOR: Stuart Huys  
27 Apsley St, South Hobart TAS 7004

CLIENT: Traders in Purple

14.7.2018

CULTURAL  
HERITAGE  
MANAGEMENT  
AUSTRALIA

## Table of Contents

	Page
<b>Executive Summary</b>	<b>1</b>
<b>1.0 Project Background</b>	<b>4</b>
1.1 Project Description	4
1.2 Aims of the Investigation	4
1.3 Project Methodology	4
1.4 Project Limitations	5
<b>2.0 Environmental Setting of the Study Area</b>	<b>9</b>
2.1 Landscape Setting and Hydrology of the Study Area	9
2.2 Geology and Soils	11
2.3 Vegetation and Past Landscape Use	12
2.4 Climate	15
<b>3.0 Survey Coverage of the Study Area</b>	<b>16</b>
<b>4.0 Historic Background</b>	<b>21</b>
4.1 The Founding of Evandale and Nile	21
4.2 Early Personalities and Properties	21
4.3 The Contact Period: Culture Contact and Frontier Violence	31
<b>5.0 Heritage Database Searches</b>	<b>33</b>
5.1 Heritage Databases, Registers and Lists	33
5.2 Results of the Search of the Heritage Registers	35
<b>6.0 Survey Results and Discussion</b>	<b>41</b>
<b>7.0 Statutory Controls and Legislative Requirements</b>	<b>42</b>
7.1 National Conventions	42
7.2 Commonwealth Legislation	43
7.3 State Legislation	44
7.4 Local Planning Schemes	47
<b>8.0 Statement of Heritage Impacts and Heritage Management Plan</b>	<b>48</b>
8.1 Statement of Heritage Effects	48
8.2 Management Recommendations	48
<b>10.0 Unanticipated Discovery Plan</b>	<b>50</b>
<b>References Cited</b>	<b>52</b>

## Table of Contents

	Page
<b>List of Figures</b>	
Figure 1: The general location of the proposed residential subdivision project at Evandale in the Northern Midlands Region	6
Figure 2: Aerial image showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale	7
Figure 3: Topographic map showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale	18
Figure 4: Geology underlying the study area. Image modified from The LIST (Geological Polygons 1:250K) accessed 15 June 2018	11
Figure 5: Soil types across study area. Image modified from The LIST accessed 15 June 2018	12
Figure 6: Vegetation across study area. Image modified from The LIST (TASVEG 3.0) accessed 15 June 2018	13
Figure 7: Guidelines for the estimation of surface visibility	16
Figure 8: Survey transects walked across the Evandale Residential Subdivision footprint	20
Figure 9: Registered Heritage Sites located within the general surrounds of the study area	39
Figure 10: Heritage listed properties within the town of Evandale, located around 1km to the west of the study area	40
<b>List of Tables</b>	
Table 1: Effective Survey Coverage achieved within the Evandale Residential Subdivision study area	17
Table 2: Heritage Registered Properties and buildings listed on the Tasmanian Heritage Register, located within and in the surrounds of Evandale	36
Table 3: Heritage Registered Properties and buildings listed on the Register of the National Estate, located within and in the surrounds of Evandale	38
<b>List of Plates</b>	
Plate 1: View south across the central portion of the study area showing the typical flat to gently undulating terrain	9
Plate 2: View east across the southern portion of the study area showing the flat to gently undulating terrain	10
Plate 3: View north-west across the northern portion of the study area showing the more moderately undulating terrain around the headwaters of an ephemeral creek	10
Plate 4: Non-marine sequences of gravel, sand, silt, clay and regolith that occur across the study area	11
Plate 5: View north across the study area showing farm paddocks that have been cleared of native vegetation and ploughed	13



## Table of Contents

	Page
<b>List of Plates</b>	
Plate 6: view south across the study area showing a remnant stand of mature Eucalypts	14
Plate 7: one of several farm dams that occur across the study area	14
Plate 8: The homestead that occurs in the southern portion of the study area	15
Plate 9: View north across the study area showing typical levels of surface visibility across the farm paddocks	17
Plate 10: View east across the southern portion of the study area showing surface visibility of around 30%	18
Plate 11: View west showing a graded track through the northern portion of the study area providing a transect of improved surface visibility	18
Plate 12: view west along a farm track running along the north boundary of the study area providing improved surface visibility	19
Plate 13; View east across a farm dam in the central portion of the study area, with erosion scalds providing improved visibility	19
Plate 14. Image of Gibson's 'Pleasant Banks'	22
Plates 15 to 17. The magnificent Clarendon Homestead with brick out buildings	23
Plate 18. Image of St Peter's Church of England, Nile	26
Plate 19. Image of St Andrew's Uniting (Presbyterian) Church, Evandale	27
Plate 20. St Mary's Catholic Church, Evandale	28
Plate 21. Royal Oak Hotel and Stables, Evandale	29
Plate 22. The Prince of Wales Hotel, Evandale	29
Plate 23. The Patriot King William the Fourth (later Blenheim)	30
Plate 24. Timber butchery, Evandale	30

## Executive Summary

### Project Details

Traders in Purple are seeking planning approval for a residential subdivision project at Evandale in the Northern Midlands Region of Tasmania (see Figure 1). The study area boundaries for the residential development encompasses 246ha, and is situated approximately 1km to the east of the Evandale township. The study area is bounded to the south by Logan Road, and to the north by Ridgeside Lane (see Figures 2 and 3).

CHMA Pty Ltd has been engaged by Traders in Purple to undertake an Historic heritage assessment for the proposed residential subdivision project. This report presents the findings of the assessment.

### Results of the Search of the Heritage Registers

The results of the various heritage registers (listed in section 5.1 of this report) shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision.

However, there are a large number of heritage listed buildings, properties and features that are located in the general surrounds of the study area. This includes the township of Evandale, a number of buildings within the town, and a number of properties surrounding the town.

The detailed results of the heritage register searches are presented in section 5 of this report.

### Results of the Field Survey

The field survey was undertaken by Stuart Huys (CHMA archaeologist) and Vernon Graham (Aboriginal Heritage Officer), over a period of 3 days (28-6-2018 to 30-6-2018). The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area.

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. As noted in section 5.2 of this report, the search of the heritage registers undertaken for this project shows that there are no registered historic sites or features that are located within or in the immediate vicinity of the study area boundaries.

As described in section 3 of the report, surface visibility across the study area was generally in the low to medium range (averaging 30%). Given these constraints, it can't be stated with absolute certainty that there are no undetected historic heritage sites present in the study area. With this acknowledged, the survey assessment still did achieve effective coverage of 85 200m<sup>2</sup>, with the field team having walked 28.4km of survey transects. This level of effective coverage is deemed to be

sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of historic heritage sites across the study area. The negative survey results can therefore be taken as a reasonably accurate indication that the potential for such features to be present is very low.

As noted in section 2.3 of this report, the native vegetation across virtually the entire study area has been cleared as part of past farming practices, and repeatedly ploughed. Any historic features located within cleared agricultural areas will necessarily have been adversely impacted by agricultural and development activities, unavoidably compromising the integrity of any cultural sites retained within these areas. The extent to which these sites have been impacted will range from total obliteration to dramatic movement in spatial and temporal context. As such, any features located within these kinds of disturbed environments are always compromised in their archaeological integrity. There is very little potential for in situ historic features to occur within the study area.

#### **Statement of Heritage Effects**

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. The negative survey results are assessed as being an accurate indication that the potential for such features to be present is very low.

As described in section 5.2 of this report, the search of the various heritage registers shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision.

However, there are a large number of heritage listed buildings, properties and features that are located in the general surrounds of the study area. This includes the township of Evandale, a number of buildings within the town, and a number of properties surrounding the town (see Figures 9 and 10).

The proposed residential subdivision at Evandale is situated around 1km to the east of the town of Evandale. Given the reasonably close proximity, it is possible that the residential development may have some degree of visual impact on the town. To what extent these visual impacts will diminish the historic landscape setting and values of the Evandale is debatable, and will be dependent to some degree of the final designs.

In order to minimize or negate these risks, the Proponent will need to ensure that there is meaningful and ongoing consultation with the broader public, as well as Heritage Tasmania and the Northern Midlands Council. This is addressed in the management recommendations below.

#### **Management Recommendations**

The heritage management options and recommendations provided in this report are made on the basis of the following criteria.

- Background research into the extant archaeological and historic record for the study area and its surrounding regions, as documented in section 4 of this report.
- The results of the heritage register searches and field investigation as documented in section 5 of this report.
- The results of the field survey assessment, as presented in section 6 of the report.
- The legal and procedural requirements as summarised in section 7 of this report.

***Recommendation 1***

No Historic heritage sites, features or specific areas of elevated heritage sensitivity were identified along the survey of the Evandale Residential Subdivision footprint. The search of the heritage registers undertaken for this project shows that there are no registered Historic buildings, properties or features that are located within or in the immediate vicinity of the study area boundaries. On the basis of the above, it is clear that the proposed subdivision project will not directly impact on any known Historic heritage sites, and there is a very low potential to impact undetected heritage features. It is therefore advised there are no heritage constraints, or legal impediments to the project proceeding.

***Recommendation 2***

It is assessed that there is generally a low to very low potential for undetected Historic heritage sites to occur within the study area boundaries. However, as per the Practice Note No 2 by the Tasmanian Heritage Council, processes must be followed should any unexpected archaeological features and/or deposits be revealed during works. An Unanticipated Discovery Plan for the project is presented in Section 9 of this report.

***Recommendation 3***

The township of Evandale is a National Trust classified Georgian village, with some 39 heritage listed properties included on the Australian Heritage Database. The Evandale Township itself is on the RNE (Place ID 12770) and is described as 'An administrative and agricultural settlement with a rich agricultural setting, consistent architectural quality, good urban spaces and fine town plantings resulting in a high integrated and successful townscape' (Australian Heritage Database Place File No 6/03/070/0046).

Given the high social significance to the local community, it will be critical that the project proponent continues to engage with the public, as well as the relevant government stakeholders (Heritage Tasmania and the Northern Midlands Council) on the Masterplan design for the development, and ensuring that it is sympathetic with existing heritage values around Evandale, or at least minimises visual impacts on these values.

## 1.0 Project Outline

### 1.1 Project Details

Traders in Purple are seeking planning approval for a residential subdivision project at Evandale in the Northern Midlands Region of Tasmania (see Figure 1). The study area boundaries for the residential development encompasses 246ha, and is situated approximately 1km to the east of the Evandale township. The study area is bounded to the south by Logan Road, and to the north by Ridgeside Lane (see Figures 2 and 3).

CHMA Pty Ltd has been engaged by Traders in Purple to undertake an Historic heritage assessment for the proposed residential subdivision project. This report presents the findings of the assessment.

### 1.2 Aims of the Investigation

The principal aims of the current Aboriginal Heritage assessment are as follows.

The principal aims of the present Aboriginal heritage assessment are as follows.

- Complete an Historic Heritage Assessment for the Evandale Residential Subdivision Project (the study area). The assessment is to be compliant with both State and Commonwealth legislative regimes.
- To determine the extent of previously identified Historic heritage sites within and in the immediate vicinity of the study area.
- To locate and document Historic heritage sites that may be present within the identified bounds of the study area.
- To assess the archaeological sensitivity values of the study area.
- To assess the scientific and cultural values of identified Historic heritage sites.
- To advise on the management of Historic heritage in line with best practice archaeological guidelines, including The Burra Charter (ICOMOS 2013) and *Practice Note: The Burra Charter and Indigenous Cultural Heritage Management*.
- Prepare a report which documents the findings of the Historic heritage assessment.

### 1.3 Project Limitations

All archaeological investigations are subject to limitations that may affect the reliability of the results. The main constraint to the present investigation was restricted surface visibility due primarily to vegetation cover. At the time of the field survey, surface visibility across most parts of the study area was restricted to an estimated average of around 30%. These constraints limited to some extent the effectiveness of the survey assessment. The issue of surface visibility is further discussed in Section 3 of this report.

#### **1.4 Project Methodology**

A three stage project methodology was implemented for this assessment.

##### ***Stage 1 (Pre-Fieldwork Background Work)***

Prior to field work being undertaken, the following tasks were completed by CHMA staff.

##### *The collation of relevant documentation for the project*

As part of Stage 1 the following research was carried out and background information was collated for this project:

- A review of the relevant heritage registers and the collation of information pertaining to any registered heritage sites located within the general vicinity of the study area.
- Maps of the study areas;
- Relevant reports documenting the outcomes of previous heritage studies in the vicinity of the study area;
- Historical literature for the region;
- References to the land use history of the study area;
- GIS Information relating to landscape units present in the study area;
- Geotechnical information for the study area, including soil and geology data.

##### ***Stage 2 (Field Work)***

Stage 2 entailed the field work component of the assessment. The field survey was undertaken by Stuart Huys (CHMA archaeologist) and Vernon Graham (Aboriginal Heritage Officer), over a period of 3 days (28-6-2018 to 30-6-2018).

The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area. In the course of the field assessment, any areas of improved surface visibility were subject to a detailed inspection. Section 3 provides further details as to the survey coverage achieved within the study area.

##### ***Stage 3***

Stage three of the project involves the production of a Draft and Final Report that includes an analysis of the data obtained from the field survey, an assessment of archaeological sensitivity and management recommendations. The report has been prepared by Stuart Huys from CHMA.

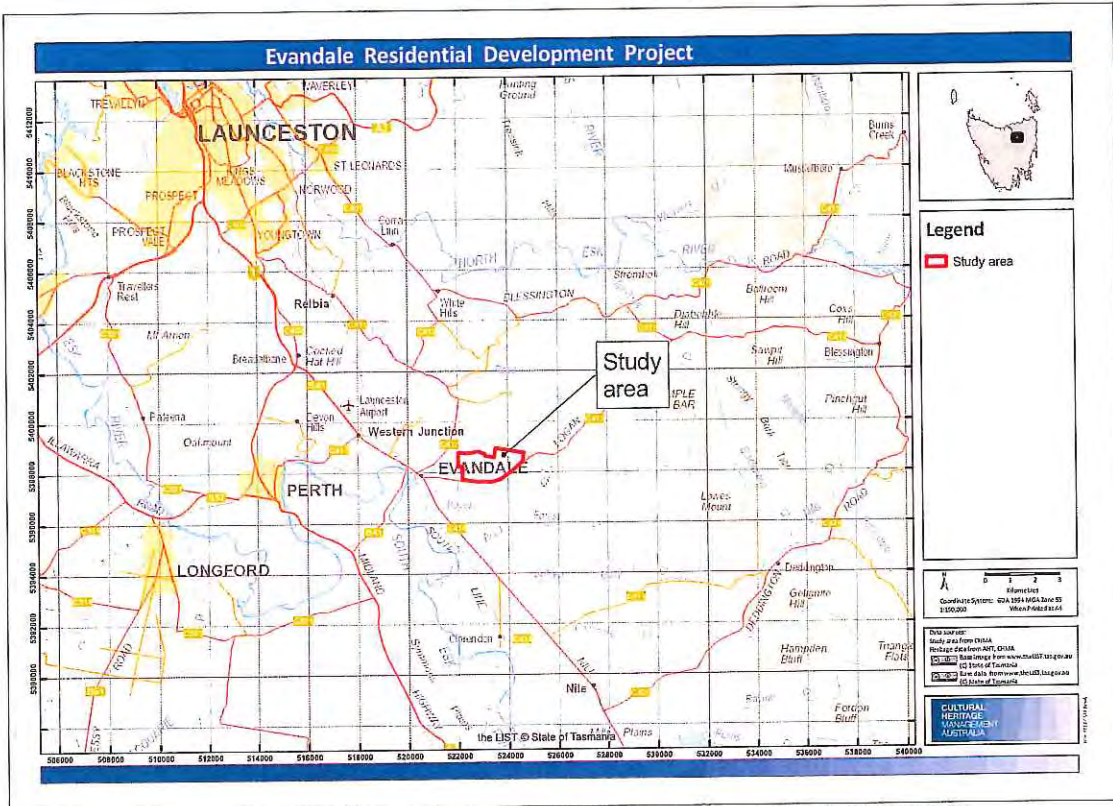


Figure 1: The general location of the proposed residential subdivision project at Evandale in the Northern Midlands Region

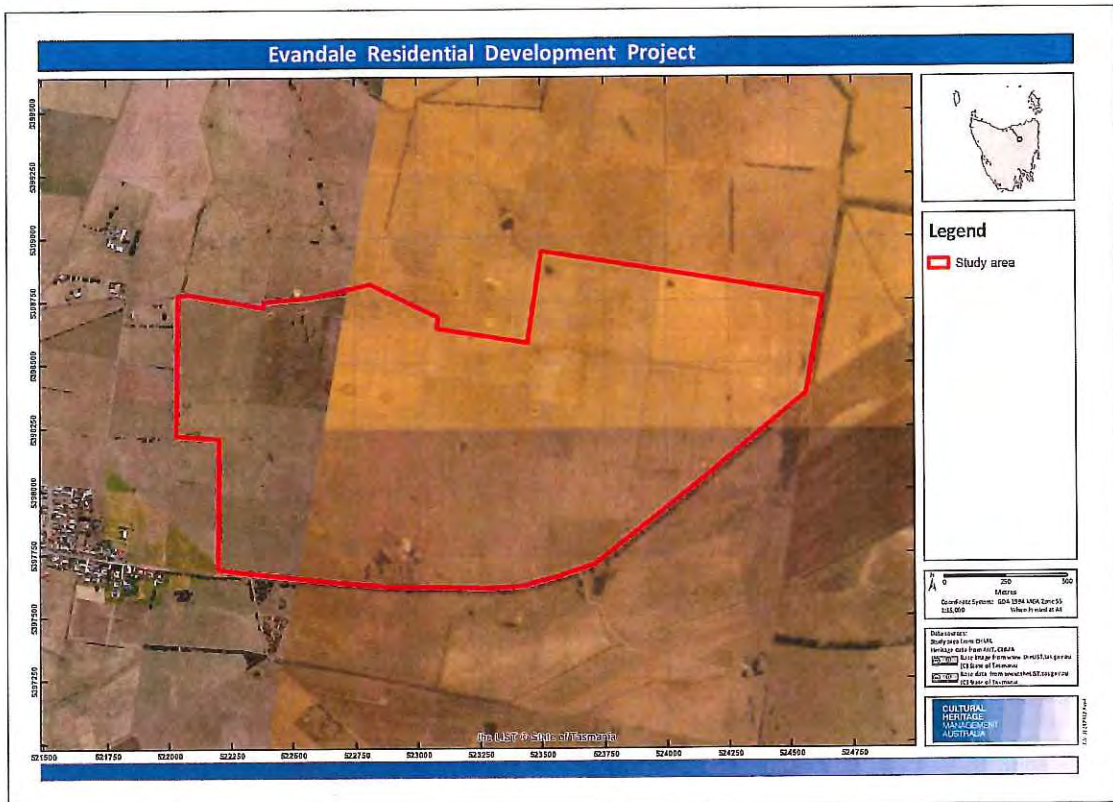


Figure 2: Aerial image showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale



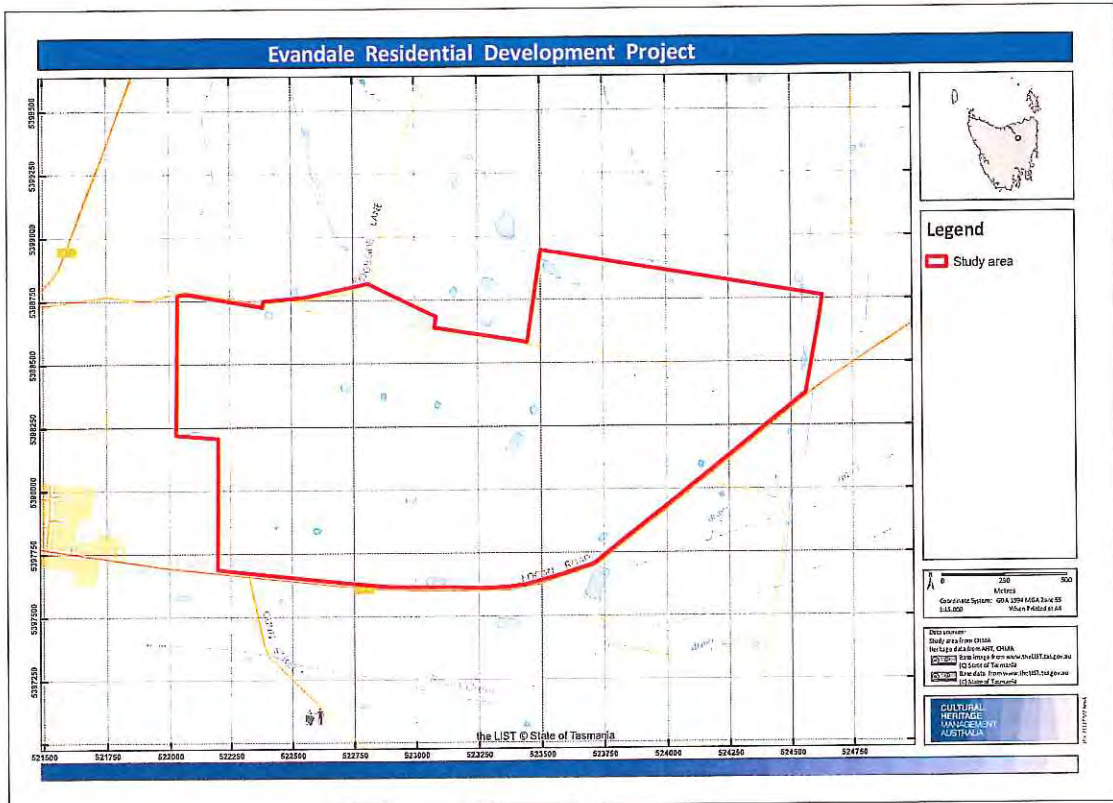


Figure 3: Topographic map showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale

## 2.0 Environmental Setting of the Study Area

### 2.1 Landscape Setting and Hydrology of the Study Area

The study area is located just to the east of the town of Evandale, in the Northern Midlands region of Tasmania (see Figures 1-3). The Northern Midlands region is characterised by extensive lowland plains and rounded topography which ranges from gently sloping to steep. The northern portion of the region is bounded by the dolerite-capped escarpment of the Great Western Tiers to the west, and the Ben Lomond Plateau in the north-east. The Midlands region is comprised of the Launceston Basin; the valley between these landforms.

The South Esk River and its tributaries, including the Macquarie, St Pauls, Elizabeth and the Blackman Rivers, drain all the northern portion of the Midlands (Matthews *et al* 1996). The South Esk River is the largest of the water courses in the general vicinity of the study area, being situated around 2km to the west. The South Esk River has its origins in the rugged ranges around Ben Nevis and Mt Saddleback, and eventually empties into the Tamar River at Launceston. In the area around Evandale, the river flows through a broad open valley system, with a wide flood plain. The only other named water course in the vicinity of the study area is Boyes Creek, a semi-permanent water course, which is situated around 500m to the south. There are no named water courses within the study area. The only water course that occurs in the study area boundaries is the head waters of a small ephemeral creek that flows through the northern corner of the study area.

The terrain across the study area is characteristically flat to very gently undulating, with slope gradients typically in the range of between 1-5° (see Plates 1 and 2). Only in the very northern portion of the study area does the slope gradient increase to between 5-10° (see Plate 3). The area is well drained, and is slightly elevated above the lower lying flood plains of the South Esk River. To the east and north of the study area are a series of prominent hills and tiers.



Plate 1: View south across the central portion of the study area showing the typical flat to gently undulating terrain



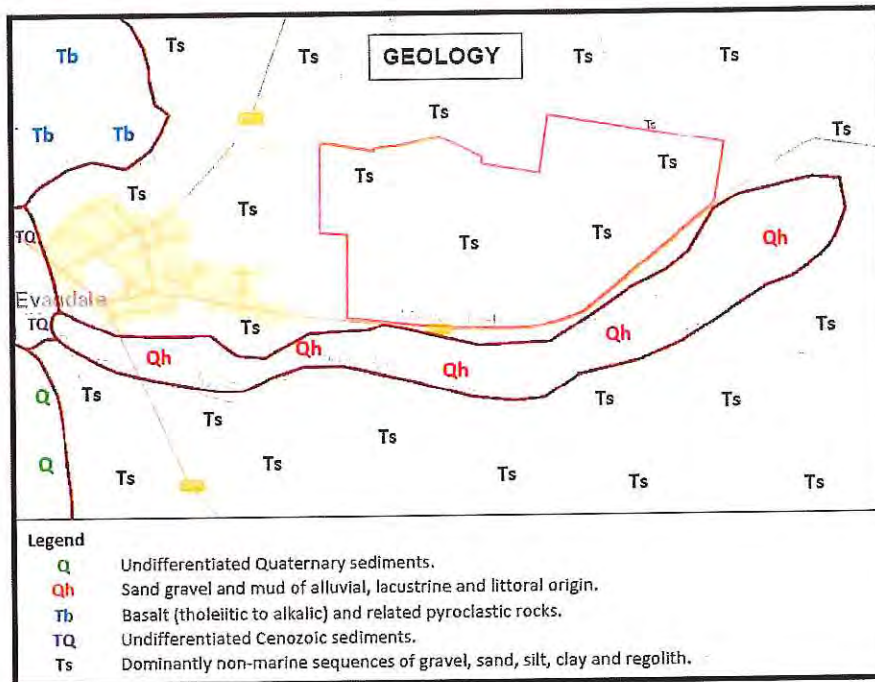
Plate 2: View east across the southern portion of the study area showing the flat to gently undulating terrain



Plate 3: View north-west across the northern portion of the study area showing the more moderately undulating terrain around the headwaters of an ephemeral creek

**2.2 Geology and Soils**

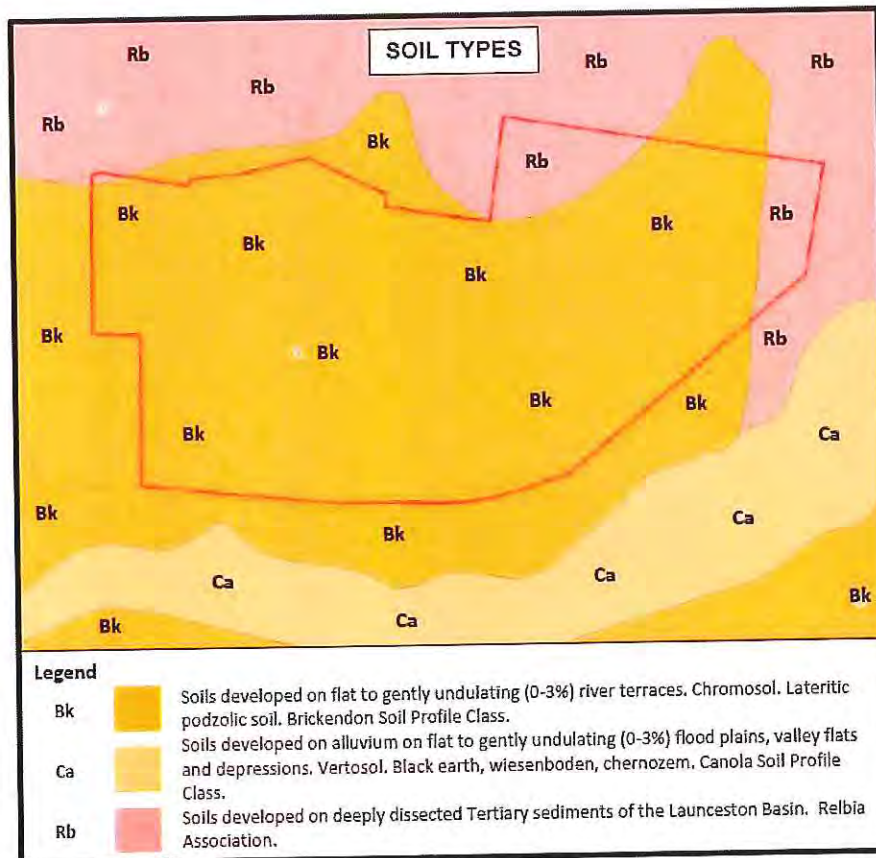
The underlying geology across the study area comprises non-marine sequences of gravel, sand, silt, clay and regolith (see Figure 4 and Plate 4). There are no stone outcrops occurring anywhere across the study area. In terms of soils, the study area lies almost entirely on lateritic podzolic soils (Australian Soil Classification: chromosol) developed on flat to gently undulating (0-3%) river terraces. In the north and north-east, and to a smaller extent north-west, soils developed on deeply dissected Tertiary sediments of the Launceston Basin can be found (see Figure 5).



**Figure 4: Geology underlying the study area. Image modified from The LIST (Geological Polygons 1:250K) accessed 15 June 2018**



**Plate 4: Non-marine sequences of gravel, sand, silt, clay and regolith that occur across the study area**



**Figure 5: Soil types across study area. Image modified from The LIST accessed 15 June 2018**

### 2.3 Vegetation and Past Landscape Use

The study area footprint is situated within a rural landscape, encompassing a series of farm paddocks that has been almost entirely cleared of native vegetation, and regularly ploughed and cropped (see Plate 5). Within the north-west portion of the study area there are three small remnant patches of lowland grassland complex (see Figure 6). A few mature Eucalypts are also scattered across the study area (see Plate 6).

In addition to the vegetation clearing and agricultural practices, there are a series of farm dams that occur across the study area (see Plate 7), as well as graded vehicle tracks and fences. In the southern portion of the study area there is a homestead complex (see Plate 8), and a range of machinery sheds and barns.

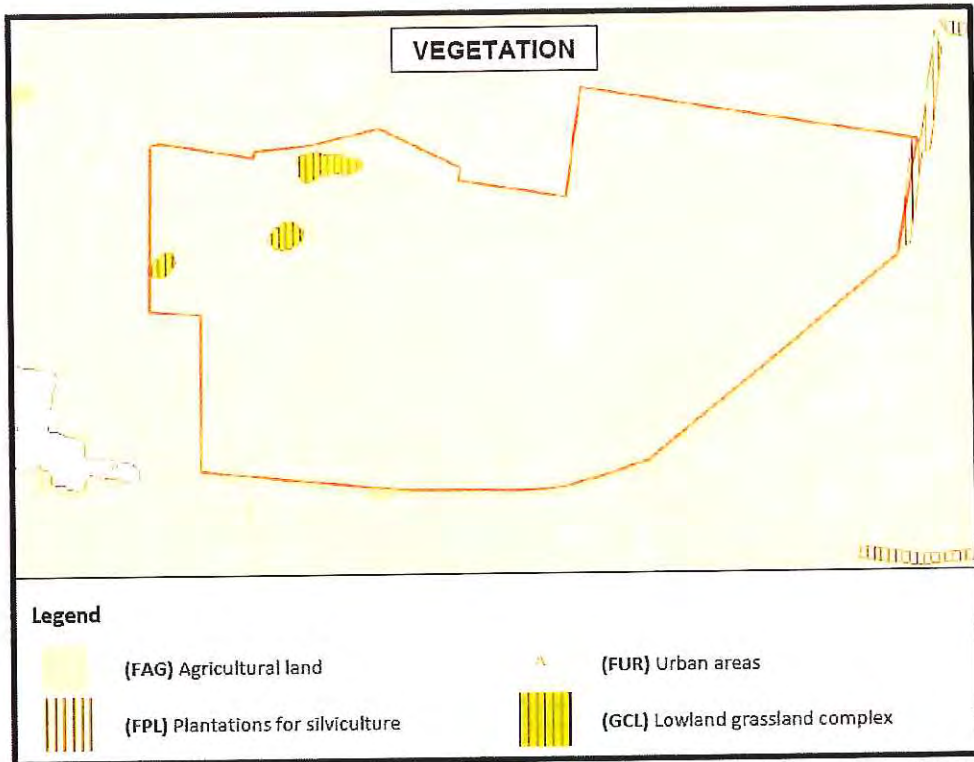


Figure 6: Vegetation across study area. Image modified from The LIST (TASVEG 3.0) accessed 15 June 2018



Plate 5: View north across the study area showing farm paddocks that have been cleared of native vegetation and ploughed



Plate 6: view south across the study area showing a remnant stand of mature Eucalypts



Plate 7: one of several farm dams that occur across the study area



Plate 8: The homestead that occurs in the southern portion of the study area

## 2.5 Climate

The study area has a cool, wet climate typical of inland northern Tasmania. Rainfall occurs throughout the year; with a mean annual rainfall of 589mm. Rainfall is highest in August and September (64 – 71mm) and lower from January to February (28 – 31mm). The warmest months of the year are January and February, when mean temperatures range from minimums of 10°C to maximums of about 23°C. Winter tends to be cold with mean annual temperatures in the coldest months of June and July ranging from 1.5°C mean minimum to maximum temperatures of about 11°C (BOM 2018).



### 3.0 Survey Coverage of the Study Area

#### Survey Coverage

Survey coverage refers to the estimated portion of a study area that has actually been visually inspected during a field survey.

The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area.

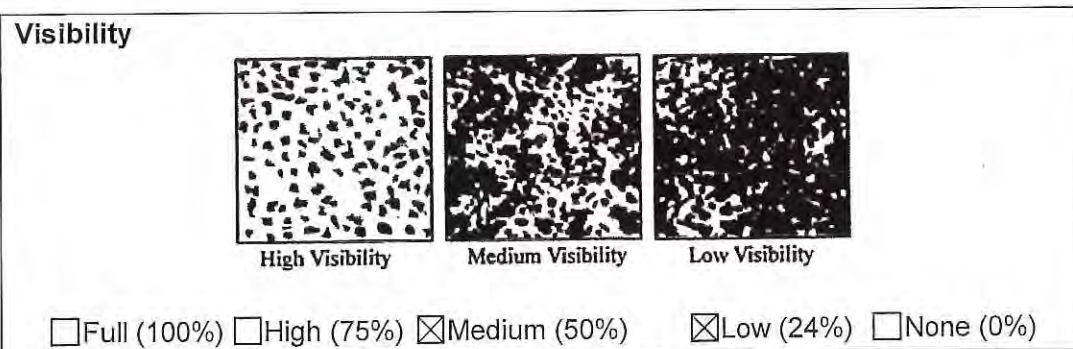
Figure 8 shows the survey transects walked by the field team.

#### Surface Visibility

Surface Visibility refers to the extent to which the actual soils of the ground surface are available for inspection. There are a number of factors that can affect surface visibility, including vegetation cover, surface water and the presence introduced gravels or materials.

Surface visibility across the Evandale subdivision study area ranged between 20-50%, with the estimated average being 30%. This is in the low to medium range (see Figure 7 for visibility guidelines). The main impediment to surface visibility was vegetation cover (see Plates 9 and 10).

There were the occasional stock tracks and stock erosion scalds, vehicle tracks and areas of sparser vegetation cover that provided discreet locales of improved surface visibility (see Plates 11-13). In order to increase the effective survey coverage within the study area, all areas where there were improved conditions of visibility were inspected.



**Figure 7: Guidelines for the estimation of surface visibility**

#### Effective Coverage

Variations in both survey coverage and surface visibility have a direct bearing on the ability of a field team to detect Aboriginal heritage sites, particularly site types such as isolated artefacts and artefact scatters. The combination of survey coverage and surface visibility is referred to as effective survey coverage.

Table 1 presents the estimated effective survey coverage achieved during the course of the survey assessment of the Evandale study area footprint. The level of effective coverage is estimated to have been 85 200m<sup>2</sup>. This level of effective coverage is deemed to be sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of Aboriginal heritage sites across the study area.

**Table 1: Effective Survey Coverage achieved within the Evandale Residential Subdivision study area**

Total Area Surveyed	Estimated Surface Visibility	Effective Survey Coverage
28 400m x 10m = 284 000m <sup>2</sup>	30%	85 200 m <sup>2</sup>



Plate 9: View north across the study area showing typical levels of surface visibility across the farm paddocks



Plate 10: View east across the southern portion of the study area showing surface visibility of around 30%



Plate 11: View west showing a graded track through the northern portion of the study area providing a transect of improved surface visibility



Plate 12: view west along a farm track running along the north boundary of the study area providing improved surface visibility



Plate 13: View east across a farm dam in the central portion of the study area, with erosion scalds providing improved visibility

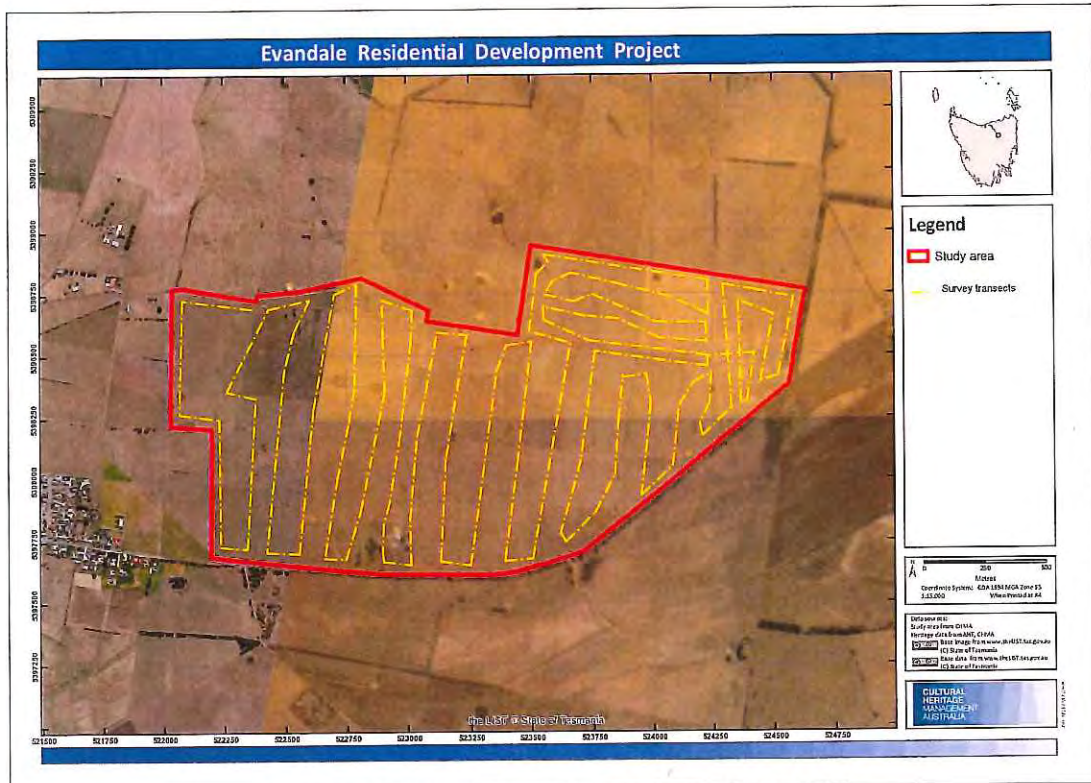


Figure 8: Survey transects walked across the Evandale Residential Subdivision footprint

## 4.0 Historic Background

The study area is situated just to the east of the townships of Evandale and to the north of Nile. Both townships have existed since the earliest settlement of Tasmania. A brief history of each is provided below.

### 4.1 The Founding of Evandale and Nile

The Evandale area has been known by several names from its earliest days as the New River to Honeysuckle Bank and Collins's Hill (von Stieglitz 1967:63). Governor Lachlan Macquarie camped on the riverbank below the current site of Evandale when passing through the region in 1811 (known at the time as Honeysuckle Banks).

Evandale was originally to be called the township site of Morven, approximately two miles from the current site of Evandale and on lands partly given and partly purchased. The village was also to be called Morven, however as no permanent water supply existed in the area, no township (or building) was ever erected there. Instead, the township was developed in its current position, with the name Evansdale chosen and used from 1829, and then Evandale from 1836. Its boundaries were officially defined by 1841. The name choice was reportedly in recognition of the surveyor and painter, George William Evans, the first Surveyor-General in VDL. The township was proclaimed by Governor Denison in 1848, at which point there were 96 houses all built on surrounding settler's grants and 600 inhabitants (von Stieglitz 1967).

Evandale was proclaimed a rural municipality in 1865 with John Ralston as Warden. Other councillors included John Gibson, John Bryan, William Atkins, William Sidebottom, William Stewart and James Cox.

By 1865, the township population was 3,260, over 255,000 acres. A doctor and two reverends occupied the area, one of whom was secretary of the library. Five schools existed within the area, including three private and one public school at Evandale and one at Lymington (Nile).

By 1876 crops and stocks included wheat, oats, peas and potatoes with some 20,000 acres under cultivation. Horses, cattle, sheep, goats and pigs were also prolific.

By 1960, the population of the area had dropped to 2150 due to movement of people from the country and into the towns.

### 4.2 Early Personalities and Properties

#### 4.2.1 Personalities

The first European settler to the area was David Gibson, who arrived from Perthshire, Scotland. Gibson was charged with all Government Stock from 1806 and was also inspector of stock for the colony. In 1809 he was granted the property of 'Pleasant Banks' upon which he had built a home by 1811 when Governor Macquarie visited the region (von Stieglitz 1946:6).

The 2000 acre property of 'Marchington' was settled by John Smith soon after his arrival in 1822. The property of 'Riverview' was built by the Solomon family in the 1830s, with 'Watery Plains' was granted to Donald Sutherland in 1830 and 'Woodhall' was granted to police magistrate for the Norfolk Plains Capt. Malcolm Laing Smith between 1828-1834. Smith's gardens at Woodhall were reportedly famous throughout the state (von Stieglitz 1946:15), before Joseph Boney purchased the property in 1834. Bonney brought a large number of families to the colony following his visit back to England in 1853. When he returned to the Island in 1855 he brought 137 Scottish families and 44 Irish families within him to the colony – some of whom came under his direction and others under that of Rev. Robert Russell (see discussion on churches below).



Plate 14: Image of Gibson's 'Pleasant Banks' (source: [http://www.environment.gov.au/cgi-bin/heritage/photodb/imagesearch.pl?proc=detail;barcode\\_no=rp03806](http://www.environment.gov.au/cgi-bin/heritage/photodb/imagesearch.pl?proc=detail;barcode_no=rp03806))

William Sidebottom arrived to the area from England in 1820, and built a brewery near the Clarendon Hotel. Sidebottom was also responsible for the construction of the Prince of Wales Hotel and several other places made from bricks manufactured in an old brick kiln located on Woodlands (part of the Andora property).

James Cox, a wealthy grazier and merchant, led the settlement of the Nile district, building his great estate at Clarendon in 1814. The Clarendon Homestead complex is now recognised as one of the most impressive Georgian houses in Australia. The complex includes a magnificent two-storey Georgian Regency style mansion as well as multiple outbuildings including a brick coach house and stables, brick barns and a cottage. The area is surrounded by magnificent manicured gardens for which Cox

was widely known (von Stieglitz 1946). The entire complex was reputed to have cost a staggering 40,000 pounds.



Plates 15 to 17: The magnificent Clarendon Homestead with brick out buildings (source: [http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place\\_detail;search=town%3DNile%3Bstate%3DTAS%3Bkeyword\\_PD%3Don%3Bkeyword\\_SS%3Don%3Bkeyword\\_PH%3Don%3Blatitude\\_1dir%3DS%3Blongitude\\_1dir%3DE%3Blongitude\\_2dir%3DE%3Blatitude\\_2dir%3DS%3Bin\\_region%3Dpart;place\\_id=12752](http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;search=town%3DNile%3Bstate%3DTAS%3Bkeyword_PD%3Don%3Bkeyword_SS%3Don%3Bkeyword_PH%3Don%3Blatitude_1dir%3DS%3Blongitude_1dir%3DE%3Blongitude_2dir%3DE%3Blatitude_2dir%3DS%3Bin_region%3Dpart;place_id=12752))

James Cox was a pre-eminent and key player in the formation of the Evandale region. Cox originally named the township Lymington, after the seaport town in Hampshire, however following years of confusion between it and Lymington near Port Cygnet, the town became known as Nile. The name Nile, was taken from Captain Andrew Barclay's name for Cox's Rivulet and was officially adopted in 1910.

Much of Cox's success in Van Diemen's Land arose from his treatment of the Bounty Emigrants who arrived to the area in the early 40s. The Bounty Emigrants arrived in Tasmania under a scheme devised by the government to assist the great shortage of good agricultural labour on the island. The scheme, instigated in Hobart in 1837, allowed private individuals to nominate emigrants to come out and work the land, with part of the passage money to be paid for by a bounty. In 1842, 2448 free emigrants arrived looking for employment. By 1843 the scheme had been scrapped with the labour market flooded with pass holders.



Cox engaged several of these free emigrants as shepherds, offering them a hut, rations and a certain number of acres (approximately 20) in lieu of wages. (Von Stieglitz 1946:8). This system was mutually beneficial, with Cox saving the expense of an overseer, having his sheep attended to in a better manner than they would otherwise, and in purchasing their grain at market price. Several of these smaller blocks were situated on land that has since been incorporated into the properties of 'Andora' and 'Redbanks' 'the stones, bricks and chimney places of which are now fast disappearing' (von Stieglitz 1946:8).

'Trafalgar' and 'Cambock were both built by Scottish Mariner Captain Andrew Barclay R.N. in c1816 and c1824 respectively. 'Camperdown' was also owned by Barclay and was located in the Nile area. Trafalgar was originally built as temporary accommodation before the main house was built several years later. The main house is now long gone, while the original brick house remains (though weatherboard additions cover three sides of the structure). Barclay continued acquiring land in the surrounding district and by 1828 was considered the largest owner of good land on the island. He died in 1839. Several roads such as Barclay Street, Cambock Lane and Trafalgar Lane mark his influence on the area.

George Collins was granted a large allotment in the south of the modern Evandale in the 1820s, still called Collins Hill. Collins' land extended up the hill to encompass the current Evandale township, with further land grants made at Logan, White Hills, Nile and Deddington during the 1920s.

Settlement and its associated infrastructure was built largely by free labour from the convict economy of the time, including the houses, roads, fences and much of the land clearing. The township was progressively built on land previously belonging to either Collins or Barclay from the 1820s, extending over land that was naturally suited to permanent habitation on a plateau above the banks of the South Esk River

Irish Emigrant Samuel Bryan was granted the property of 'Strathmore' where he built a flourmill. The mill and races were complete by 1827 with the head race diverting water from the Nile River (Mason-Cox 1994). The mill itself was an unusually large rural flour mill for the time (Cassidy and Preston 2000). The homestead was built in 1833, when Bryan was assigned the services of a convict plasterer in 1833 (Hobart Town Gazette, Launceston Advertiser 2 May 1833:2).

During the economic downturn in the early 1840s, Bryan made the decision to sell Strathmore, which was advertised in 1846 as a 2,000 acre estate 'with dwelling-house and offices, plantations, gardens, green houses and in addition the Strathmore Mills, driving three pairs of stones, miller's house, huts' (Second edition, Launceston Examiner 22 July 1846:4).

By 1855 the Strathmore Mills belonged to James Cox of Clarendon. Cox extended the mill race to irrigate Clarendon (Mason-Cox 1994:35). In the 1860s, the millpond at Strathmore was used to help introduce salmon and trout ova to northern

Tasmania, with more than 300 brown trout hatched by 1868 ('The Trout at Strathmore' *Mercury* 28 February 1868:2).

In 1870 Strathmore was featured in one of the most infamous legal cases in Tasmania, with Archdeacon Thomas Reibey suing land owner Henry Blomfield for slander over accusations that Reibey had indecently assaulted his wife Margaret Blomfield on the property. Reibey lost the case, resigned his position and then initiated a highly successful political career which culminated in his premiership in 1876-1877.

Following 40 years of occupation by James Irving Boyes, Strathmore was split into two properties, with the mill ending up on the new property entitled Lochmaben (Sunnyside THR 5194 – rejected nomination) and Bryan's millpond now bears the name Lochmaben Lake (Cassidy and Preston 2000:76)

The property of Dalness was granted to and named by Donald McDonald who died not long after his grant. The property was subsequently purchased from McDonald's heirs by Allan Mackinnon, a Scotsman who had emigrated to VDL from the Isle of Skye. The existing house is thought to have been constructed in 1839 when newspapers show Mackinnon advertising for 'a man accustomed to work and lay freestone' (Cornwall Chronicle 14 September 1839:3). Bricks for the construction were produced on the property (Bennett and Warner 2009:60). In 1878, the property was inherited by Donald (Allan's son) who started a merino stud flock. By 1903, the property is recorded as having 13 residents including its owners, labourers, ploughmen, groom and a cook (THR datasheet 5319).

The property of 'Andora' was built by John Charles von Stieglitz in 1887 and was the birthplace of pastoralist and historian Karl Rawdon von Stieglitz in 1893. Von Stieglitz was best known for his contributions to local history, inspired by an enthusiasm for his pioneer pastoral ancestors. His works coincided with a burgeoning interest in the State's heritage, previous Tasmanian history having been concerned mainly with celebratory accounts of major institutions such as independent schools and churches. He exemplified the antiquarian imagination, based on intimate knowledge of local sites and sources (<http://adb.anu.edu.au/biography/von-stieglitz-karl-rawdon-13229>). Von Stieglitz died on 26 March 1967 during a service in St Andrew's Church of England, Evandale, and was buried in that churchyard.

#### 4.2.2 Churches

The first church at Evandale was built and opened in 1837: The Church of England Chapel, which served also as a school room during weekdays. The preacher for the church was Referent RR Davies. By 1839, the chapel had become too small for the growing congregation and work began on a new building which was finished in 1844. However, poor construction lead to the church being pulled in down in 1871 when its foundations gave way, and the new (still present) St Andrews was opened and dedicated in 1873.

St Peter's Church of England was erected by James Cox (c1853) and stands on three acres of land also given by him in Cox's township of Nile. The building likewise served as a school on weekdays and a chapel on Sundays. In 1869, the Local Schools Board visited the school, reporting 18 boys and 21 girls in attendance. The building continued to be used until late in the century until a new school was erected by the Education Department. Renovations of the building were undertaken in 1893, at which time a Chancel Vestry and Tower were added paid from an endowment left by James Cox.



Plate 18: Image of St Peter's Church of England, Nile (source: Archives Office of Tasmania AA193-1-1612)

The Church of Scotland was constructed from government grants petitioned by the community in 1838. The foundation stone for St Andrew's Presbyterian Church (now St Andrew's Uniting Church), was laid by Governor Sir John Franklin. The first service was held on Sunday 5th September 1840. Its minister, Rev. Robert Russell, ministered the church for 34 years, giving liberally to its building funds and constructing the Manse, the school house and two stained glass windows to the church.



Plate 19: Image of St Andrew's Uniting (Presbyterian) Church, Evandale (source: <http://www.evandaletasmania.com/st-andrews-uniting-presbyterian-church.html>)

St Mary's Roman Catholic Church was built c1863 by Mr J Calvin and came under the parish authority of the Catholic Church at Longford. The wooden church was originally built with a bell tower, but it collapsed due to rotting wood and was not replaced. The church was the oldest wooden Catholic Church in the South Pacific to conduct regular masses until services ceased in 2002.

#### 4.2.3 Entertainment

Cricket and football, ploughing matches, horse racing and foot races, with church-going filled the few hours of leisure that most of the towns inhabitants enjoyed.

In the evenings, drinking was ever common with dancing of sorts. 'Drinking the crude strong rum and beer of the local trade brought out the worst in men, women and even children'. It was not safe to go through the streets of Evandale or any other ill-lit country township at that time after dark if you were alone and no nice girl would leave the house without a stalwart escort' (von Stieglitz 1946:18).

Two rivalling brass bands were also in the area, the Morven and the Evandale bands. There were 22 players in the Evandale Band and 18 in the Morven Band.



Plate 20: St Mary's Catholic Church, Evandale (source: <http://www.evandaletasmania.com/st-marys-catholic-church.html>)

#### 4.2.4 Shops and Pubs/Hotels

By the 1860s most of the everyday needs of the townspeople were procurable in Evandale itself. A brewery existed which used local barley and supplied the six hotels in the area: The Clarendon Hotel, the Prince of Wales (c1836), the Royal Oak, the Macquarie, the Imperial (later Ingleside) and the New River – later The Patriot King William the Fourth (and later again Blenheim) (c1832).

The Pavilion was constructed for the Evandale Agricultural Society in 1868 and was a home for working bees for any and all events held in the township.

A bakery (worked by Mr Daymond) supplied bread and pastry made from flour ground at Strathmore or Hunter's Mills. Within the same vicinity was a wheelwright, gentlemen's tailor, harness-maker, cobbler, butcher and ladie's dressmaker. The Evandale post office opened in June 1835.

The Railway Hotel was constructed to supply the wants of men at work in connection with the Main Line when it was going through in 1876. This was a single storey building with a tannery and boot repair shop attached, standing down the bank from the hotel and above the present railway crossing to the main road. All three were built by William Sidebottom (von Stieglitz 1967:67).



Plate 21: Royal Oak Hotel and Stables, Evandale



Plate 22: The Prince of Wales Hotel, Evandale



Plate 23: The Patriot King William the Fourth (later Blenheim)



Plate 24: Timber butchery, Evandale

#### 4.2.5 Transport

Before the arrival of the train in 1876, the area was serviced by coaches run by the Hanney, Fyfe, Gutteridge and Turner families. Thomas Hanney and his son drove the first coach from Evandale to Launceston, which was followed by Simon Fyfe and his son. Gutteridge drove the coach from the Nile to Launceston as did Harry Turner of the Nile Post Office (von Stieglitz 1967:21).

The coaching businesses and private riding kept blacksmiths busy, with four blacksmiths working in the township, each of which had up to six men working them (von Stieglitz 1967:21).

Following a protracted battle to bring a railway to Tasmania, the Tasmanian Main Line Company opened a narrow gauge line from Hobart to Evandale in 1876 (now Western Junction). From here it connected with the broad gauge Launceston and Western Railway from Launceston and Deloraine (previously built in 1871). The station remained a break of gauge station until the upgrade of the Evandale-Deloraine line was converted to narrow gauge in 1888.

#### **4.3 The Contact Period: Culture Contact and Frontier Violence**

Evandale and its broader region was thus occupied during the earliest periods of Tasmania's European history and contact with the early Aboriginal populations of the area would have been inevitable.

The first recorded meeting between Europeans and the Aboriginal people of north east Tasmania was in 1773 when Tobias Furneaux sailed into, and named, the Bay of Fires for the smoke he saw along the coast (Kee 1987:15). A quarter of a century later Jean-Baptiste-Louis Clarke Theodore also recorded smoke on the north east coast (Plomley 1966, in Kee 1991:8). In 1800 Matthew Flinders observed smoke on the northern coast, but noted that the Furneaux Islands appeared uninhabited (Kee 1987:15). Bass accompanied Flinders on further voyages later in 1800 and he observed that while smoke was often visible from ships, the people ran into the bush at the approach of Europeans (Kee 1987:15).

In 1804 Lieutenant Colonel William Patterson founded the European settlement at George Town. This camp was short-lived, with the party moving within a few weeks to the west bank of the River where they established York Town. The Port Dalrymple (Launceston) settlement was established in 1806. Hence, the study area was impacted from the very earliest phase of European settlement of Tasmania. The Leterremairrener people would have been among those Aboriginal clans that bore the brunt of the contact period.

By the early nineteenth century sealers and whalers had established hunting grounds in the Bass Strait and inhabited islands and parts of the coast. In 1816 a sealer James Kelly met up to 300 people at George Rocks. Kelly traded culled seals with the Aboriginal people of the coast in exchange for kangaroo (Kee 1987:19).

While there are some suggestions that initial contact between Aboriginal people and the whalers and sealers may have been friendly, Ryan's research on the North Midland nation indicates that 'at least 300 were probably killed outright by the settlers between 1820 and 1830' (Ryan 2012:19) and by the time George Augustus Robinson was moving through the area in 1830 – 1831, the sealers had instilled widespread terror among the Aboriginal people (Kee 1987:16). The sealers typically abducted women to be wives and to work on the sealers camps, and Robinson



recorded that people along the northern coast referred to the murder of Aboriginal people at all the places where the sealers camped (Kee 1987:16).

This violent contact between Aboriginal people and Europeans, especially sealers, along the north east coast had disastrous implications for the North Midlands nation. Apart from individual, emotional devastation, the loss of large numbers of women disrupted social organisation, as well as impacting on economic systems of gender-based division of labour (Kee 1987:16).

The current study area falls within the lands known to have been occupied by the Northern Midlands nation (Ryan 2012). The North Midlands nation was comprised of at least three clans. These were the Leterremairrener (Port Dalrymple people) who were located around the east Tamar, the Panninher (Norfolk Plains people) located around the Norfolk Plains, and the Tyerrernotepanner (Stoney Creek or Campbell Town people) who were situated in the vicinity of Campbell Town. There was possibly a fourth clan around the York Town area, west of the Tamar, and a fifth around the Isis River (Ryan 2012:29). Each clan is thought to have been comprised of between 50-80 people, with the overall population of the North Midlands nation estimated at between 300-400 people (Ryan 2012:29).

The North Midlands nations were among the first to experience British invasion in northern Tasmania in 1804, and as such, insufficient information exists as to the exact location of each clan. However, the clan most likely to have had rights over the land within which the study area is located is the Panninher clan who extensively utilized the plains areas surrounding Perth (Ryan 2012).

## 5.0 Heritage Database Searches

### 5.1 Heritage Databases, Registers and Lists

A search was carried out of a number of historic registers and databases in order to determine the extent of historic sites and features in the vicinity of the study area.

Agency databases searched included:

- Australian National Heritage List (NHL)
- Australian Commonwealth Heritage List (CHL)
- The Australian Heritage Database (AHD)
- Tasmanian Heritage Register (THR)
- The Register of the National Estate (RNE)
- Australian Heritage Places Inventory (AHPI)
- The National Trust (NT)
- Northern Midlands Interim Planning Scheme (2013) (NMIPS)

The role of each of these registers is discussed below.

#### Register of the National Estate (RNE)

The RNE ceased to be an active register in February 2007 and from this point onwards sites were unable to be added or removed from the list. Many places on the RNE are also included in state and local government registers, which provide sites with various level of protection. The Minister for the Environment is required to consider the register when making decisions under the EPBC Act.

#### Tasmanian Heritage Register (THR)

The Tasmanian Heritage Register provides a list of places recognized as possessing 'historic cultural heritage significance to the whole of Tasmania' ([www.heritage.tas.gov.au/thr.html](http://www.heritage.tas.gov.au/thr.html)), as representatives/contributors to our cultural fabric and historic identity of Tasmania. The Register is maintained by the Heritage Council, under the Historic Cultural Heritage Act 1995 and Historic Cultural Heritage Amendment Act 2013.

The Principle Act (1995) offers protection to all registered heritage places and areas under Part 6 s.32 (1) in which it states:

'A person must not carry out any works in relation to a registered place or a place within a heritage area which may affect the historic cultural heritage significance of the place unless the works are approved by Heritage Council.'

Approval to carry out works or to impact upon places registered on the Tasmanian Heritage Register must therefore be sought through the Tasmanian Heritage Council via a works application. The works application process has recently been streamlined (see section 5.3), resulting in the following process:

- Works applications are lodged with the local planning authority (in this case it is the Northern Midlands Councils), who advertise the works to allow 14 days for interested parties to lodge a representation with it.
- A copy of the works application and any representations received are then forwarded to the Heritage Council for assessment by Heritage Tasmania.

Assessment is undertaken against the Tasmanian Heritage Assessment Criteria (see section 6.3) and may involve a site visit, before recommendations are made to the Heritage Council's Works Application Assessment Committee.

- The Committee considers the recommendations and either approves, approves with conditions or refuses the application.
- The Heritage Council decision is then issued to the planning authority and a copy provided to the applicant.
- The planning authority must incorporate the Council decision into the final permit (or refusal).

Certificates of Exemption for Heritage Works are included under Part 6, s42 of the Act. Clause (4) states

'Without limiting its discretion the Heritage Council must approve the exemption certificate application if it is reasonably satisfied that the heritage works'

- a) are identified in the works guidelines as works that will have no impact or only negligible impact on the historic cultural significance of the relevant registered place or heritage area; and
- b) are capable of being carried out in accordance with the works guidelines.'

The effect of certificates of exemption are outlined in section 43 as follows:

- (1) Subject to subsection (2), a certificate of exemption allows the heritage works identified in the certificate to be carried out in relation to the registered place or heritage area identified in the certificate.
- (2) If the carrying out of the heritage works identified in a certificate of exemption or any part of those heritage works, requires a discretionary permit or other permit under the Planning Act, the certificate of exemption does not annul, qualify or displace that requirement.'

#### Northern Midlands Interim Planning Scheme 2013 (NMIPS)

The Northern Midlands Planning Scheme 1996 was replaced in June 2013 with the Northern Midlands Interim Planning Scheme 2013. Section E13 of the Scheme deals specifically with the Local Historical Heritage Code, designed to protect and conserve the historic cultural heritage significance and integrity of local places and precincts as well as any identified archaeological sites (sE13.1.1).

The Code (sE13.1.2) applies to the use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

Table F2.1 of the Scheme lists Heritage Places inside Heritage Precincts, providing a comprehensive list of identified heritage places within the Northern Midlands. Under the NMIPS, any works to be undertaken within the title boundary of listed properties will need to be applied for under the Use and Development Standards of the Local Historic Heritage Code.

Where any trees or vegetation require to be removed on listed properties, this will trigger a discretionary permit application under clause E13.6.12 of the Interim Planning Scheme 2013.

## **5.2 Results of the Search of the Heritage Registers**

The results of the various heritage registers listed in section 5.1 shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision. However, there are a large number of heritage listed buildings, properties and features that are located in the general surrounds of the study area. This includes the township of Evandale, a number of buildings within the town, and a number of properties surrounding the town (see Figures 9 and 10). Tables 2 and 3 below provide the summary details for the heritage listed features located in the surrounds of the study area.

The township of Evandale is a National Trust classified Georgian village, with some 39 heritage listed properties included on the Australian Heritage Database. The Evandale Township itself is on the RNE (Place ID 12770) and is described as 'An administrative and agricultural settlement with a rich agricultural setting, consistent architectural quality, good urban spaces and fine town plantings resulting in a high integrated and successful townscape' (Australian Heritage Database Place File No 6/03/070/0046). The defined boundaries of the area includes '1600ha surrounding Evandale, bounded by a line commencing on Evandale Road at AMG northing (Zone55G): 5398700mN, then directly to AMG point: EP202993 (being about 300m south of the homestead Trafalgar), then directly to the intersection of White Hills and Ridgeside Roads, then via the centreline of the latter easterly for about 1.5km to AMG northing: 5398800mN, then directly to AMG point: 239977 near Logan Road, then 235964, then 223955, then 220955, then directly to the middle thread of the South Esk River at AMG northing: 5395500mN, then northerly via the middle thread of the river to AMG northing 5396000mN, then directly to AMG point: 185967, then directly to the commencement point (Australian Heritage Database Place File No 6/03/070/0046).'

A further five heritage listed features or properties occur within the immediate surrounds of the Evandale township.

**Table 2: Heritage Registered Properties and buildings listed on the Tasmanian Heritage Register, located within and in the surrounds of Evandale**

Tasmanian Heritage Register ID	Name	CPR number	Address	Status
4998	Elkington		548 LOGAN RD, EVANDALE	Permanently Registered
5001	Native Point (Private Property)		15906 MIDLAND HWY, PERTH	Permanently Registered
5007	Riverview		560 EVANDALE RD, EVANDALE	Permanently Registered
5008	Police Residence		8 BARCLAY ST, EVANDALE	Permanently Registered
5009	House		33 COLLINS ST, EVANDALE	Permanently Registered
5010	Briars Lane		35 COLLINS ST, EVANDALE	Permanently Registered
5011	Cottage		14 COLLINS ST, EVANDALE	Permanently Registered
5012	Solomon House		1 HIGH ST, EVANDALE	Permanently Registered
5013	Patriot King William IV Inn		16 HIGH ST, EVANDALE	Permanently Registered
5014	Euroka		5 HIGH ST, EVANDALE	Permanently Registered
5015	Former Anglican Rectory		4 HIGH ST, EVANDALE	Permanently Registered
5016	The Laurels		17 HIGH ST, EVANDALE	Permanently Registered
5017	Manse		27 HIGH ST, EVANDALE	Permanently Registered
5018	St Andrew's Anglican Church		6 HIGH ST, EVANDALE	Permanently Registered
5019	St Andrew's Presbyterian Church and Cemetery		9 HIGH ST, EVANDALE	Permanently Registered
5020	Former School House		20 HIGH ST, EVANDALE	Permanently Registered
5022	Ventnor		24 HIGH ST, EVANDALE	Permanently Registered
5023	Water Tower		26-28 HIGH ST, EVANDALE	Permanently Registered
5024	Former State School		18 HIGH ST, EVANDALE	Permanently Registered
5025	Prince of Wales Hotel		2 NILE RD, EVANDALE	Permanently Registered
5026	Post Office		2 HIGH ST, EVANDALE	Permanently Registered
5027	Shops		2 RUSSELL ST, EVANDALE	Permanently Registered
5028	House		1 LEOPOLD ST. EVANDALE	Permanently Registered
5029	Fallgrove		1 LOGAN RD, EVANDALE	Permanently Registered

Evandale Residential Subdivision Project  
Historic Heritage Assessment Report CHMA 2018

<b>Tasmanian Heritage Register ID</b>	<b>Name</b>	<b>CPR number</b>	<b>Address</b>	<b>Status</b>
5030	Cottage		21 MACQUARIE ST, EVANDALE	Permanently Registered
5031	House		23 MACQUARIE ST, EVANDALE	Permanently Registered
5032	Roman Catholic Church		15 MACQUARIE ST, EVANDALE	Permanently Registered
5033	Cottage		6 RODGERS LANE, EVANDALE	Permanently Registered
5034	Cemetery		6-8 MURRAY ST, EVANDALE	Permanently Registered
5036	Cottage		5 MURRAY ST, EVANDALE	Permanently Registered
5039	Cottage		21 MURRAY ST, EVANDALE	Permanently Registered
5041	Anjou Villa		8 RODGERS LANE, EVANDALE	Permanently Registered
5042	Shop		5 RUSSELL ST, EVANDALE	Permanently Registered
5043	Council Chambers		4 RUSSELL ST, EVANDALE	Permanently Registered
5044	Clarendon Arms Hotel		11 RUSSELL ST, EVANDALE	Permanently Registered
5045	Cottage		13-15 RUSSELL ST, EVANDALE	Permanently Registered
5046	Conjoined Cottages		18 RUSSELL ST, EVANDALE	Permanently Registered
5047	Former Methodist Chapel		28 RUSSELL ST, EVANDALE	Permanently Registered
5048	Royal Oak Hotel		6 RUSSELL ST, EVANDALE	Permanently Registered
5317	Trafalgar		138 TRAFALGAR LANE, EVANDALE	Permanently Registered
5319	Dalness		200 DALNESS RD, EVANDALE	Permanently Registered
5320	Harland Rise		46 DALNESS RD, EVANDALE	Permanently Registered
8208	Cottage		4 NILE RD, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		WHITE HILLS RD, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		10 CAMBOCK LANE W, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		1-3 BARCLAY ST, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		24 HIGH ST, EVANDALE	Permanently Registered

**Table 3: Heritage Registered Properties and buildings listed on the Register of the National Estate, located within and in the surrounds of Evandale**

<b>Name</b>	<b>Evandale Historic Town</b>	<b>Evandale Post Office</b>	<b>Fallgrove</b>	<b>Spring Plain</b>
<b>List</b>	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Historic	Historic	Historic	Historic
<b>Legal Status</b>	<u>Registered</u> (21/10/1980)	<u>Registered</u> (21/03/1978)	<u>Registered</u> (21/10/1980)	Indicative Place
<b>Place ID</b>	12770	12717	12776	12693
<b>Place File No</b>	6/03/070/0046	6/03/070/0018	6/03/070/0050	6/03/070/0006
<b>Address</b>	High St, Evandale, TAS	2 High St, Evandale, TAS	1 Logan Rd, Evandale, TAS	Logan Rd, Evandale, TAS

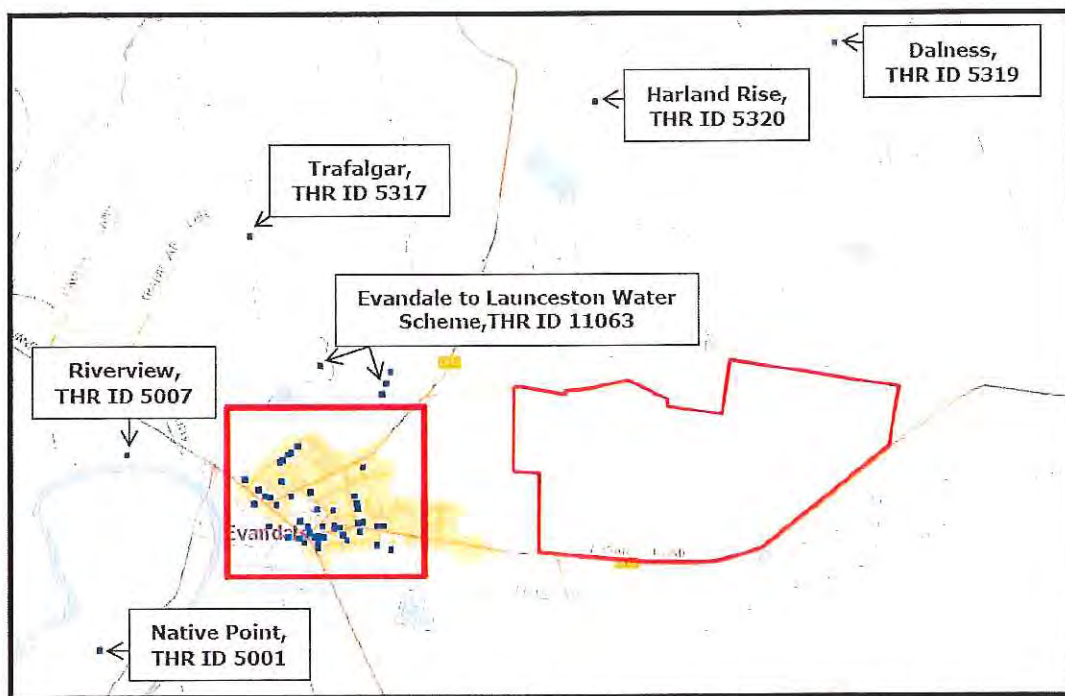


Figure 9: Registered Heritage Sites located within the general surrounds of the study area



Evandale Residential Subdivision Project  
Historic Heritage Assessment Report CHMA 2018

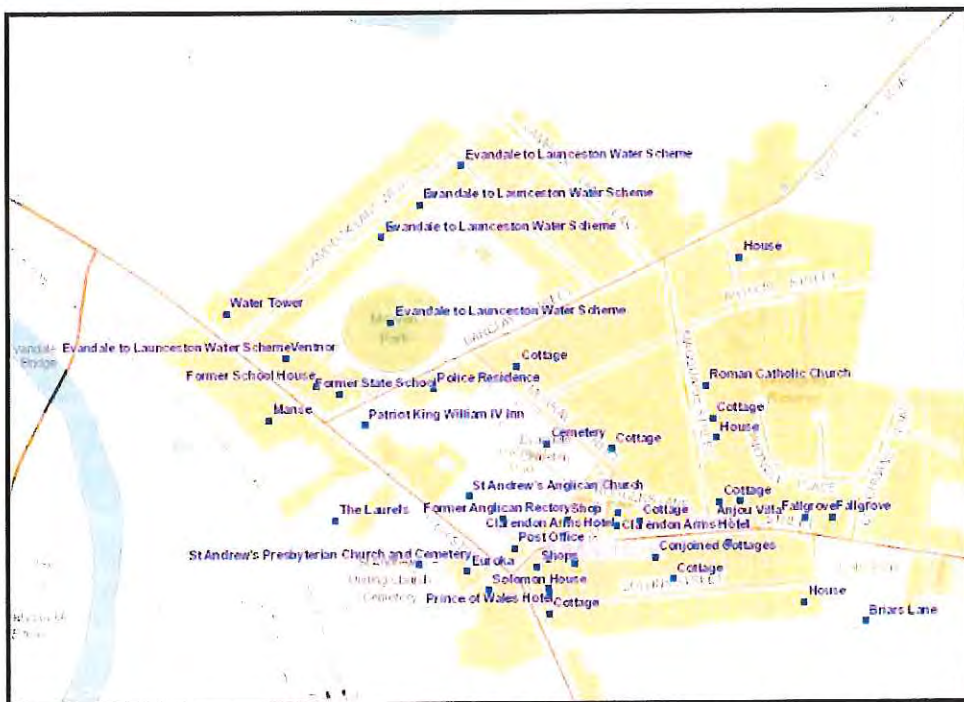


Figure 10: Heritage listed properties within the town of Evandale, located around 1km to the west of the study area

## 6.0 Survey Results and Discussion

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. As noted in section 5.2 of this report, the search of the heritage registers undertaken for this project shows that there are no registered historic sites or features that are located within or in the immediate vicinity of the study area boundaries.

As described in section 3 of the report, surface visibility across the study area was generally in the low to medium range (averaging 30%). Given these constraints, it can't be stated with absolute certainty that there are no undetected historic heritage sites present in the study area. With this acknowledged, the survey assessment still did achieve effective coverage of 85 200m<sup>2</sup>, with the field team having walked 28.4km of survey transects. This level of effective coverage is deemed to be sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of historic heritage sites across the study area. The negative survey results can therefore be taken as a reasonably accurate indication that the potential for such features to be present is very low.

As noted in section 2.3 of this report, the native vegetation across virtually the entire study area has been cleared as part of past farming practices, and repeatedly ploughed. Any historic features located within cleared agricultural areas will necessarily have been adversely impacted by agricultural and development activities, unavoidably compromising the integrity of any cultural sites retained within these areas. The extent to which these sites have been impacted will range from total obliteration to dramatic movement in spatial and temporal context. As such, any features located within these kinds of disturbed environments are always compromised in their archaeological integrity. There is very little potential for in situ historic features to occur within the study area.

## 7.0 Statutory Controls and Legislative Requirements

The following provides a summary overview of the various legislative instruments and statutory requirements relating to historic heritage in Tasmania. The review is presented in order to provide the proponent with a basic understanding of the statutory frameworks and procedures relating to heritage in Tasmania.

### 7.1 National Conventions

#### *Council of Australian Governments Agreement 1997*

In 1997, COAG reached an agreement on Commonwealth, State and local government roles and responsibilities for heritage management. Local government, through the Australian Local Government Association, and the Tasmanian Government were both signatories to this Agreement. The Agreement resulted in the following outcomes:

- Acceptance of a tiered model of heritage management, with the definition of places as being of either, world, national, state or of local heritage significance;
- Nominations of Australian places for the World Heritage List and management of Australia's obligations under the World Heritage Convention would be carried out by the Commonwealth Government;
- A new National Heritage System on one was created in January 2004, comprising the Australian Heritage Council (AHC), National Heritage List (NHL) and Commonwealth Heritage List (CHL);
- The Commonwealth Government, through the Australian Heritage Council would be responsible for listing, protecting and managing heritage places of national significance;
- State and Territory Governments would be responsible for listing, protecting and managing heritage places of state significance; and
- Local government would be responsible for listing, protecting and managing heritage places of local significance.

#### *Environment Protection and Heritage Council of the Australian and State/Territory Governments 1998*

In 1998, the National Heritage Convention proposed a set of common criteria to be used in order to better assess, understand and manage the heritage values of places.

The Environment Protection and Heritage Council of the Australian and State/Territory Governments adopted this as a national set of desirable common criteria (known as the HERCON criteria). The adoption of these criteria by Heritage Tasmania has not yet been formalised. These criteria are also based upon the Burra Charter values. The Common Criteria (HERCON Criteria) adopted in April 2008 are summarised below:

- a) *Importance to the course or pattern of our cultural or natural history.*
- b) *Possession of uncommon, rare or endangered aspects of our cultural or natural history.*
- c) *Potential to yield information that will contribute to an understanding of our cultural or natural history.*

- d) *Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.*
- e) *Importance in exhibiting particular aesthetic characteristics*
- f) *Importance in demonstrating a high degree of creative or technical achievement at a particular period.*
- g) *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.*
- h) *Special association with the life or works of a person, or group of persons, of importance in our history.*

These criteria have been endorsed by the Heritage Chairs and Officials of Australia and New Zealand (HCOANZ) in the Supporting Local Government Project document, "Protecting Local Heritage Places: A National Guide for Local Government and Communities" (March 2009).

#### *Burra Charter 1999*

Australia ICOMOS (International Council on Monuments and Sites) is the peak body of professionals working in heritage conservation in Australia. The Burra Charter was adopted by Australia ICOMOS in 1979 in Burra, South Australia based on other international conventions. Further revisions were adopted in 1981, 1988 and 1999 to ensure the Charter continues to reflect best practice in heritage and conservation management. The current version of the Australia ICOMOS Burra Charter 1999 is the only version that should be used.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australian ICOMOS members. The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

The Charter recognises the need to involve people in the decision-making process, particularly those that have strong associations with a place. It also advocates a cautious approach to changing heritage places: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

## **7.2 Commonwealth Legislation**

### *Environment Protection and Biodiversity Conservation Act 1999*

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides for the listing of natural, historic or indigenous places that are of outstanding national heritage value to the Australian nation as well as heritage places on Commonwealth lands and waters under Australian Government control.

Once a heritage place is listed under the EPBC Act, special requirements come into force to ensure that the values of the place will be protected and conserved for future generations. The following heritage lists are established through the EPBC Act:

- *National Heritage List* - a list of places of natural, historic and indigenous places that are of outstanding national heritage value to the Australian nation
- *Commonwealth Heritage List* - a list of natural, historic and indigenous places of significance owned or controlled by the Australian Government.
- *List of Overseas Places of Historic Significance to Australia* – this list recognises symbolically sites of outstanding historic significance to Australia but not under Australian jurisdiction.

#### *Australian Heritage Council Act 2003*

The Australian Heritage Council is a body of heritage experts that has replaced the Australian Heritage Commission as the Australian Government's independent expert advisory body on heritage matters when the new Commonwealth Heritage System was introduced in 2004 under amendments to the Environment Protection and Biodiversity and Conservation Act 1999.

The Council plays a key role in assessment, advice and policy formulation and support of major heritage programs. Its main responsibilities are to assess and nominate places for the National Heritage List and the Commonwealth Heritage List, promote the identification, assessment, conservation and monitoring of heritage; and advise the Minister on various heritage matters.

#### *Protection of Movable Cultural Heritage Act 1986*

The PMCH Act regulates the export of cultural heritage objects from Australia. The purpose of the Act is to protect, for the benefit of the nation, objects which if exported would significantly diminish Australia's cultural heritage. Some Australian protected objects of Aboriginal, military heritage and historical significance cannot be granted a permit for export. Other Australian protected objects may be exported provided a permit or certificate has been obtained.

### **7.3 State Legislation**

#### *Land Use Planning and Approvals Act 1993*

This Act (LUPA) is the cornerstone of the State Resource Management and Planning System (RMPS). It establishes the legitimacy of local planning schemes and regulates land use planning and development across Tasmania. With regard to historic heritage, LUPAA requires that planning authorities will work to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value" [Schedule 1 Part 2(g)].

#### *Resource Planning and Development Commission Act 1997*

The Resource Planning and Development Commission (now referred to as the Tasmanian Planning Commission) is responsible for overseeing Tasmania's planning system, approving planning schemes and amendments to schemes and assessing Projects of State Significance. In terms of heritage management, the TPC will

consider the establishment of heritage overlays, precincts or areas as part of the creation of planning schemes.

*Resource Management and Planning Appeal Tribunal Act 1993*

The Resource Management and Planning Appeal Tribunal determine planning appeals and enforce the Acts within the RMPS. The Tribunal plays an important role in the management of heritage places through its determinations on proposed development on, or near to, places of heritage significance.

*Historic Cultural Heritage Act 1995*

The *Historic Cultural Heritage Act 1995* (HCH Act) is the key piece of Tasmanian legislation for the identification, assessment and management of historic cultural heritage places. The stated purpose of the HCH Act is to promote the identification, assessment, protection and conservation of places having historic cultural heritage significance and to establish the Tasmanian Heritage Council". The HCH Act also includes the requirements to:

- establish and maintain the Tasmanian Heritage Register (THR);
- provide for a system of approvals for work on places on the Register;
- provide for Heritage Agreements and assistance to property owners;
- provide for protection of shipwrecks;
- provide for control mechanisms and penalties for breaches of the Act.

Under the HCH Act, "conservation" in relation to a place is defined as

- the retention of the historic cultural heritage significance of the place; and
- any maintenance, preservation, restoration, reconstruction and adaption of the place.

The definition of "place" under the HCH Act includes:

- a site, precinct or parcel of land;
- any building or part of a building;
- any shipwreck;
- any item in or on, or historically or physically associated or connected with, a site precinct or parcel of land where the primary importance of the item derives in part from its association with that site, precinct or parcel of land; and
- any equipment, furniture, fittings, and articles in or on, or historically or physically associated or connected with any building or item.

The Act created the Tasmanian Heritage Council (THC), which came into existence in 1997 and operates within the State RMPS. The THC is a statutory body, separate from government, which is responsible for the administration of the HCH Act and the establishment of the Tasmanian Heritage Register (THR), which lists all places assessed as having heritage values of state significance. The THC also assesses works that may affect the heritage significance of places and provides advice to state and local government on heritage matters. The primary task of the THC is as a resource management and planning body, which is focused on heritage conservation

issues. Any development on heritage-listed places requires the approval of the THC before works can commence.

Heritage Tasmania (HT), which is part of the Department of Primary Industry, Parks, Water and the Environment, also plays a key role in fulfilling statutory responsibilities under the HCH Act.

HT has three core roles:

- coordinating historic heritage strategy and activity for the State Government;
- supporting the Tasmanian Heritage Council to implement the HCH Act; and
- facilitating the development of the historic heritage register.

In 2013, *Historic Cultural Heritage Act 1995* was amended, with the primary goal of streamlining the approvals process and better align the Heritage Act with the Planning Act. Under the Amendment applicants need only lodge a single Development Application (DA) (as opposed to both a Works Application and DA), which will be referred to the Heritage Council by the local planning authority. Heritage Council then has the opportunity to advise the planning authority whether or not it has an interest in the DA and may request further information under s57 of the LUPAA. If the Heritage Council does not have an interest in the DA, it reverts to the status it has under the Scheme or Planning Act. Where Heritage Council does have an interest in the DA, the Council decision must be incorporated into the final permit (or refusal) issued by the local planning authority.

Also included in the amendments is the incorporation of the HERCON significance criteria for assessing the significance of heritage sites. The Heritage Council may enter a place in the Heritage Register if it satisfied that the place has historic cultural heritage significance by meeting threshold values for one or more of eight individual criteria. Aesthetic characteristics of a place now forms the eighth criterion against which heritage significance may be assessed.

Works to places included in the THR require approval, either through a Certificate of Exemption for works which will have no or negligible impact, or through a discretionary permit for those works which may impact on the significance of the place.

Discretionary permit applications are lodged with the relevant local planning authority. On receipt, the application is sent to the Heritage Council, which will firstly decide whether they have an interest in determining the application. If the Heritage Council has no interest in the matter, the local planning authority will determine the application.

If the Heritage Council has an interest in determining the application, a number of matters may be relevant to its decision. This includes the likely impact of the works on the significance of the place; any representations; and any regulations and works guidelines issued under the HCH Act. The Heritage Council may also consult with the planning authority when making a decision.

In making a decision, the Heritage Council will exercise one of three options: consent to the discretionary permit being granted; consent to the discretionary permit being granted subject to certain conditions; or advise the planning authority that the discretionary permit should be refused. The Heritage Council's decision is then forwarded to the planning authority, which will incorporate the decision into any planning permit

#### *Works Guidelines for Historic Heritage Places*

The Tasmanian Heritage Council and Heritage Tasmania have issued Works Guidelines for Historic Heritage Places. The guidelines provide a general reference for the types of works, which may be exempt, or those where a permit will be required. They also define appropriate outcomes for a range of different works and development scenarios. Although specifically designed for places included in the THR, the guidelines provide useful advice for the management of heritage places generally.

#### **7.4 Local Planning Schemes**

In accordance with the requirements of the *Land Use Planning and Approvals ACT 1993* (LUPAA), Local Planning Schemes have been established throughout Tasmania in accordance with regional divisions of the state.

The current study area falls within the Northern Region, which consists of eight municipal areas including Launceston, Northern Midlands, Meander Valley, West Tamar, George Town, Dorset, Break O'Day and Flinders councils. The Northern Regional Land Use Framework provides the strategic context for planning schemes within the region and contains strategies for the future use and development of land within the region.

Evandale and surrounds fall within the Northern Midlands Council zoning, with the requirements of use or development of land within the area governed by the Northern Midlands Interim Planning Scheme 2013 (NMIPS). The provisions within the NMIPS are designed to be read together with the LUPAA and are based on the Regional Model Planning Scheme.



## **8.0 Statement of Heritage Impacts and Heritage Management Plan**

### **8.1 Statement of Heritage Effects**

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. The negative survey results are assessed as being an accurate indication that the potential for such features to be present is very low.

As described in section 5.2 of this report, the search of the various heritage registers shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision.

However, there are a large number of heritage listed buildings, properties and features that are located in the general surrounds of the study area. This includes the township of Evandale, a number of buildings within the town, and a number of properties surrounding the town (see Figures 9 and 10).

The proposed residential subdivision at Evandale is situated around 1km to the east of the town of Evandale. Given the reasonably close proximity, it is possible that the residential development may have some degree of visual impact on the town. To what extent these visual impacts will diminish the historic landscape setting and values of the Evandale is debatable, and will be dependent to some degree of the final designs.

In order to minimize or negate these risks, the Proponent will need to ensure that there is meaningful and ongoing consultation with the broader public, as well as Heritage Tasmania and the Northern Midlands Council. This is addressed in the management recommendations below.

### **8.2 Management Recommendations**

The heritage management options and recommendations provided in this report are made on the basis of the following criteria.

- Background research into the extant archaeological and historic record for the study area and its surrounding regions, as documented in section 4 of this report.
- The results of the heritage register searches and field investigation as documented in section 5 of this report.
- The results of the field survey assessment, as presented in section 6 of the report.
- The legal and procedural requirements as summarised in section 7 of this report.

***Recommendation 1***

No Historic heritage sites, features or specific areas of elevated heritage sensitivity were identified along the survey of the Evandale Residential Subdivision footprint. The search of the heritage registers undertaken for this project shows that there are no registered Historic buildings, properties or features that are located within or in the immediate vicinity of the study area boundaries. On the basis of the above, it is clear that the proposed subdivision project will not directly impact on any known Historic heritage sites, and there is a very low potential to impact undetected heritage features. It is therefore advised there are no heritage constraints, or legal impediments to the project proceeding.

***Recommendation 2***

It is assessed that there is generally a low to very low potential for undetected Historic heritage sites to occur within the study area boundaries. However, as per the Practice Note No 2 by the Tasmanian Heritage Council, processes must be followed should any unexpected archaeological features and/or deposits be revealed during works. An Unanticipated Discovery Plan for the project is presented in Section 9 of this report.

***Recommendation 3***

The township of Evandale is a National Trust classified Georgian village, with some 39 heritage listed properties included on the Australian Heritage Database. The Evandale Township itself is on the RNE (Place ID 12770) and is described as 'An administrative and agricultural settlement with a rich agricultural setting, consistent architectural quality, good urban spaces and fine town plantings resulting in a high integrated and successful townscape' (Australian Heritage Database Place File No 6/03/070/0046).

Given the high social significance to the local community, it will be critical that the project proponent continues to engage with the public, as well as the relevant government stakeholders (Heritage Tasmania and the Northern Midlands Council) on the Masterplan design for the development, and ensuring that it is sympathetic with existing heritage values around Evandale, or at least minimises visual impacts on these values.

## 9.0 Unanticipated Discovery Plan

The following text describes the proposed method for dealing with unanticipated discoveries of heritage features or objects during the proposed construction of the Cataract Gorge Chairlift infrastructure. The plan provides guidance to project personnel so that they may meet their obligations with respect to heritage legislation.

Please Note: There are two different processes presented for the mitigation of these unanticipated discoveries. The first process applies for the discovery of all cultural heritage objects or features, with the exception of skeletal remains (burials). The second process applies exclusively to the discovery of skeletal remains (burials).

### Discovery of Heritage Objects or Features

#### *Step 1*

If any person believes that they have discovered or uncovered a heritage object or feature, the individual should notify any machinery operators that are working in the general vicinity of the area that earth disturbance works should stop immediately.

#### *Step 2*

A buffer protection zone of 5m x 5m should be established around the suspected heritage find. No unauthorised entry or earth disturbance will be allowed within this 'archaeological zone' until such time as the suspected heritage find has been assessed, and appropriate mitigation measures have been carried out.

#### *Step 3*

A qualified heritage practitioner should be engaged to assess the suspected heritage find. As part of this process, Heritage Tasmania (HT) should be notified of the discovery.

If the heritage find is a movable object, then the find should be recorded, photographed and a decision should be made as to whether the object should be re-located to a designated Keeping Place.

If the find is an unmovable heritage object or feature, then the find should be recorded and photographed and a HIA and HMP developed for the feature. This should be then submitted to Heritage Tasmania (HT) for review and advice.

### Discovery of Skeletal Material

#### *Step 1*

Under no circumstances should the suspected skeletal remains be touched or disturbed. If these are human remains, then this area potentially is a crime scene. Tampering with a crime scene is a criminal offence.

#### *Step 2*

Any person discovering suspected skeletal remains should notify machinery operators that are working in the general vicinity of the area that earth disturbing

works should stop immediately. Remember health and safety requirements when approaching machinery operators.

*Step 3*

A buffer protection zone of 50m x 50m should be established around the suspected skeletal remains. No unauthorised entry or earth disturbance will be allowed with this buffer zone until such time as the suspected skeletal remains have been assessed.

*Step 4*

The relevant authorities (police) will be contacted and informed of the discovery.

*Step 5*

Should the skeletal remains be suspected to be of Aboriginal origin, then Section 23 of the Coroners Act 1995 will apply. This is as follows:

- 1) The Attorney General may approve an Aboriginal organisation for the purposes of this section.
- 2) If, at any stage after a death is reported under section 19(1), a coroner suspects that any human remains relating to that death may be Aboriginal remains, the coroner must refer the matter to an Aboriginal organisation approved by the Attorney General (In this instance TALSC).
- 3) If a coroner refers a matter to an Aboriginal organisation approved by the Attorney-General –
  - (a) The coroner must not carry out any investigations or perform any duties or functions under this Act in respect of the remains; and
  - (b) The Aboriginal organisation must, as soon as practicable after the matter is referred to it, investigate the remains and prepare a report for the coroner.
- 4) If the Aboriginal organisation in its report to the coroner advises that the remains are Aboriginal remains, the jurisdiction of the coroner under this Act in respect of the remains ceases and this Act does not apply to the remains. In this instance the *Aboriginal Heritage Act 1975* will apply, and relevant Permits will need to be obtained before any further actions can be taken.
- 5) If the Aboriginal organisation in its report to the coroner advises that the remains are not Aboriginal remains, the coroner may resume the investigation in respect of the remains.

## References Cited

Bennett, A. and G. Warner. 2009. *Country Houses of Tasmania: Behind the Closed Doors of our Finest Colonial Estates*. Allen & Unwin, Crows Nest, NSW.

Cassidy, J and K, Preston. 2000. *Thematic Study of the Tasmanian Flour Milling Industry*. QVMAG, Launceston.

*Cornwall Chronicle* 14 September 1839:3.

CHMA 2015 *North Esk Irrigation Scheme (NEIS) Aboriginal Heritage Assessment*. A report to Tasmanian Irrigation.

Evandale History Society. 2009. *St Andrew's Presbyterian Church, High St, Evandale, Tasmania: Cemetery Index*.

Kee, S. 1987. *North East Tasmanian Archaeological Survey: A Regional Study*. A report to the Department of Lands, Parks and Wildlife and the Australian Heritage Commission.

*Launceston Advertiser* 2 May 1833, p.3.

*Launceston Examiner* 22 July 1846, p.2; 21 July 1847, p.6; 1 February 1862, p.5; 3 July 1866, p.3; 16 June 1870, p.2.

Mason-Cox, M. 1994. *Lifeblood of a Colony: a History of Irrigation in Tasmania*. Rivers and Water Supply Commission, Hobart.

McKay, T. 1991, Index to early land grants, VDL, 1804-1823, Kingston, Tas.

Ryan, L. 2012 *Tasmanian Aborigines: a History Since 1803*. Crow's Nest, NSW: Allen and Unwin.

Von Stieglitz, K.R. 1946a. *Days and Ways in Old Evandale*. Telegraphy Printery, The Printers, Launceston.

Von Stieglitz, K.R. 1946b. *A Short History of St. Leonards, with some notes on the White Hills and Franklin Village, Evandale, Tas.*: Evandale History Society.

Von Stieglitz, K. R. 1967. *A History of Evandale*. Revised Edition 1992. Published by Evandale History Society Inc. Evandale.

# Ridgeside Lane, Evandale Road Capacity Assessment

transport | community | mining | industrial | food & beverage | energy



**Prepared for:**

Traders in Purple

**Client representative:**

Cameron Byrne

**Date:**

11 December 2018

Rev 01

## Table of Contents

1.	Introduction and Site Location .....	1
2.	Existing Conditions .....	2
2.1	Existing Traffic Volumes .....	2
2.2	Existing Road Widths and Carriageway Form .....	2
3.	Road Capacity with Existing Layout.....	7
4.	Potential Road Modifications .....	9
5.	Number of Residential Dwellings Accommodated .....	9

### List of figures

Figure 1:	Site Location (Basemap source: <a href="https://maps.thelist.tas.gov.au">https://maps.thelist.tas.gov.au</a> ) .....	1
Figure 2:	Typical Carriageway Forms .....	2
Figure 3:	Barclay Street - Parking Survey Locations .....	4
Figure 4:	Russell Street - Parking Survey Locations .....	5
Figure 5:	Tasmanian Local Government Road Hierarchy .....	7
Figure 6:	Rural Road Traffic Capacity.....	8

### List of tables

Table 1:	Existing Traffic Volumes.....	2
Table 2:	Road Widths and Classification .....	3
Table 3:	Barclay Street - Parking Survey Results .....	4
Table 4:	Russell Street - Parking Survey Results .....	6
Table 5:	Existing Road Capacity .....	8
Table 6:	Number of Dwellings of Traffic Movements Accommodated .....	9

Appendix A: Site Masterplan

Prepared by: ..... *R. Ramm* ..... Date: 11 December 2018  
 Rebekah Ramm

Reviewed by: ..... *R. Mannering* ..... Date: 11 December 2018  
 Ross Mannering

Authorised by: ..... *R. Mannering* ..... Date: 11 December 2018  
 Ross Mannering

Revision History					
Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Road Capacity Assessment	R. Ramm	R. Mannering	R. Mannering	07/12/2018
01	Road Capacity Assessment	R. Ramm	R. Mannering	R. Mannering	11/12/2018

**© 2018 pitt&sherry**

This document is and shall remain the property of **pitt&sherry**. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form is prohibited.



## 1. Introduction and Site Location

A mixed use rural, residential and sustainable tourism project is proposed to be located at Ridgeside Lane in Evandale. The project would comprise of mixed use, rural living and rural resource land uses.

The site is located approximately 1.5 kilometres east of the Evandale Town Centre.

The site is currently accessed from Ridgeside Lane which intersects with White Hills Road. White Hills Road becomes Barclay Street at the Evandale Town Centre. The site also has a frontage to Logan Road which becomes Russell Street at the Evandale Town Centre. Both Barclay Street and Russell Street intersect with High Street at the Evandale Town Centre. High Street connects Evandale with Launceston Airport and to the Midland Highway and Launceston.

There is potential for vehicle access to the site to be from Logan Road as well as Ridgeside Lane which would distribute the traffic impact.

In the future there is an option to build an Evandale bypass road which would divert the majority of traffic from the site from using the local roads except for local trips. The bypass, if constructed, would also be expected to divert some of the existing traffic from White Hills Road that currently travels through the centre of Evandale.

The site location is shown in Figure 1 and the site Masterplan is included in Appendix A.

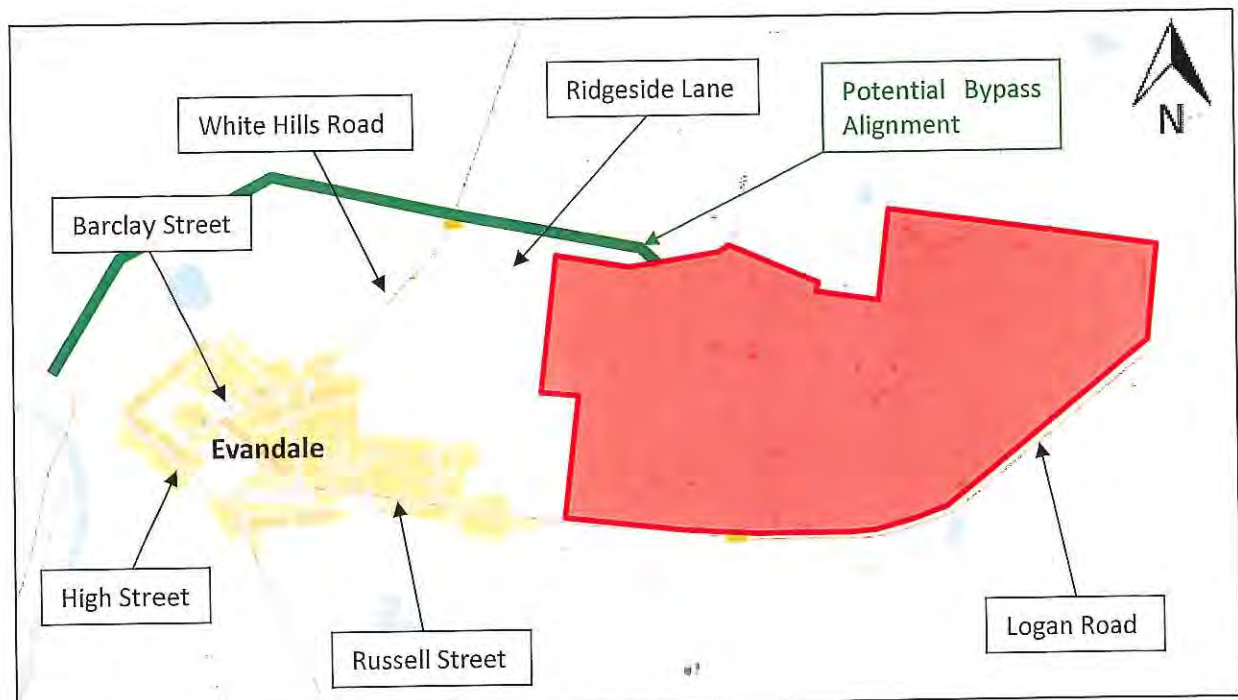


Figure 1: Site Location (Basemap source: <https://maps.thelist.tas.gov.au>)

**pitt&sherry** was engaged by Traders in Purple to undertake a road capacity assessment for the adjoining roads to determine the available spare traffic capacity. The assessment is to also consider at what level of development the local roads would be at capacity and an Evandale bypass road would be required.

## 2. Existing Conditions

### 2.1 Existing Traffic Volumes

Traffic volume data for the surrounding roads was provided by the client. The supplied traffic volumes were from tube counts completed in June 2018. A summary of the average weekday traffic volumes is included in Table 1.

Table 1: Existing Traffic Volumes

Road Name	Location	Existing Weekday Average Traffic Volume (vpd)
Barclay Street	East of High Street	1,161
	West of Cambock Lane	724
White Hills Road	West of Ridgeside Lane	517
	East of Ridgeside Lane	487
Russell Street	High Street to Logan Road	1,699
Logan Road	West of No. 58	176
	East of No. 58	133

### 2.2 Existing Road Widths and Carriageway Form

#### 2.2.1 Urban Roads

The traffic capacity of a road is greatly impacted by the road width and carriageway form. Typical carriageway forms for different urban road widths are shown in the Local Government Association of Tasmania (LGAT) Standard Drawings, a visualisation from the LGAT drawings is shown in Figure 2.

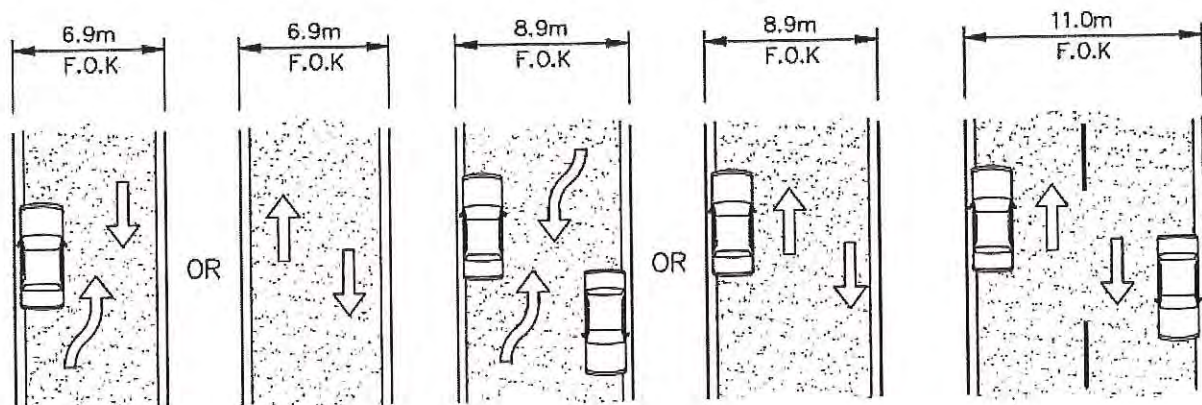


Figure 2: Typical Carriageway Forms

## 2.2.2 Measured Road Widths

The road width along each of the roads surrounding the site have been measured. The road width was observed to vary frequently and therefore in sections with varying road widths, the minimum (or worst case) road width was adopted. Road widths and classifications at several locations are detailed in Table 2.

Table 2: Road Widths and Classification

Road Name	Location	Minimum Measured Road Carriageway Width	Carriageway Form
Barclay Street	East of High Street	9.0m	One or two lanes, dependant on parked cars
	West of Cambock Lane	9.0m	One or two lanes, dependant on parked cars
White Hills Road	West of Ridgeside Lane	6.8m	Two lanes
	East of Ridgeside Lane	6.0m	Two lanes
Russell Street	High Street to Logan Road	8.1m	One or two lanes, dependant on parked cars
Logan Road	West of No. 58	8.8m	Two lanes
	East of No. 58	5.3m	Two lanes

As shown in Table 2, the urban roads generally have a carriageway width less than 11 metres. These roads are therefore influenced by the number of parked cars on the road. As shown in Figure 2, cars parked on one side of the road would allow for two travel lanes whereas cars parked on both sides of the road would allow for one travel lane and therefore a significantly reduced road capacity.

Car parking is generally not expected to impact the width of the rural roads as vehicles are permitted to park informally on the road verge.

## 2.2.3 Parking Demand

To understand the impact of parked cars on the traffic capacity of the roads, parking occupancy surveys were completed on Barclay Street and Russell Street on Wednesday 5 December 2018 which is expected to represent a typical weekday. The parking occupancy surveys were taken at regular intervals at least every hour between 8:00am and 6:00pm. The parking supply was determined by measuring the road length where vehicles can park and then dividing the length by 6 metres. The results of the parking occupancy surveys are discussed in detail below.

### *Barclay Street*

Parking surveys were taken along the length of Barclay Street. To understand how the parking demand changes along the road, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of road the car was parked. The sections for Barclay Street are shown in Figure 3.



Figure 3: Barclay Street - Parking Survey Locations

The results of the Barclay Street parking surveys are summarised in Table 3.

Table 3: Barclay Street - Parking Survey Results

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Murray Street	08:30	30	20	0	0	0	0%
	09:00			0	1	1	2%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			0	0	0	0%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			0	0	0	0%
	18:00			0	0	0	0%
2 – Murray Street to Macquarie Street	08:30	19	12	0	1	1	3%
	09:00			0	2	2	6%
	10:00			0	1	1	3%
	11:00			1	1	2	6%
	12:00			0	1	1	3%
	13:00			0	1	1	3%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			1	1	2	6%
	18:00			1	1	2	6%

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
3 – Macquarie Street to White Hills Road	08:30	21	13	0	3	3	9%
	09:00			1	2	3	9%
	10:00			0	2	2	6%
	11:00			0	2	2	6%
	12:00			0	3	3	9%
	13:00			0	3	3	9%
	14:00			0	3	3	9%
	15:00			0	3	3	9%
	16:00			0	3	3	9%
	17:00			0	2	2	6%
	18:00			0	1	1	3%

Based on the above, the parking demand on Barclay Street is considered to be low. It would be acceptable to expect that parking would have a minimal impact on two way flow.

**Russell Street**

Parking surveys were taken along the length of Russell Street. To understand how the parking demand changes along the road, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of road the car was parked. The sections for Russell Street are shown in Figure 4.



Figure 4: Russell Street - Parking Survey Locations

The results of the Russell Street parking surveys are summarised in Table 4.

Table 4: Russell Street - Parking Survey Results

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Scone Street	08:30	12	14	0	6	6	23%
	09:00			3	9	12	46%
	10:00			7	5	12	46%
	11:00			5	7	12	46%
	12:00			1	5	6	23%
	13:00			2	7	9	35%
	14:00			3	6	9	35%
	15:00			5	6	11	42%
	16:00			3	3	6	23%
	17:00			1	1	2	8%
	18:00			1	1	2	8%
2 – Scone Street to Macquarie Street	08:30	21	19	2	4	6	15%
	09:00			1	3	4	10%
	10:00			5	5	10	25%
	11:00			5	10	15	38%
	12:00			7	7	14	35%
	13:00			9	9	18	45%
	14:00			3	6	9	23%
	15:00			4	3	7	18%
	16:00			2	8	10	25%
	17:00			5	7	12	30%
	18:00			1	3	4	10%
3 – Macquarie Street to Coachmans Road	08:30	13	22	0	1	1	4%
	09:00			0	1	1	4%
	10:00			3	0	3	11%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			1	0	1	13%
	14:00			0	0	0	0%
	15:00			0	1	1	4%
	16:00			1	1	2	7%
	17:00			0	1	1	4%
	18:00			0	2	2	7%

Based on the above, the overall parking demand on Russell Street is less than 50% at all times on all sections. It can be expected that the equivalent of not more than one side of the road is filled on a typical weekday and it would therefore be acceptable to expect that parking would have a minimal impact on two-way flow.

It was noted during the parking survey that although the parking demand is low, parking was observed on both sides of the road near the café and hotel. If parking regularly impacts two-way flow in this single location parking may need to be restricted on one side of the road through this section during peak traffic times to ensure two-way flow is maintained.

### 3. Road Capacity with Existing Layout

#### 3.1.1 Urban Roads

The Tasmanian Local Government Road Hierarchy, shown in Figure 5 below, gives guidance to the amount of traffic that should be travelling on each road classification based on several criteria and metrics including the road function and carriageway form. The hierarchy has been used as the basis for determining the road capacity of the urban roads.

It is noted that some roads could physically carry more traffic than the guidance metric, however these traffic volumes would be considered as appropriate for the road function and carriageway form from a safety and amenity perspective.

Tasmanian local government road hierarchy.

Source: Tasmanian Government Local Government Division: Department of Premier and Cabinet

Classification	1. Arterial	2. Collector	3. Link	4. Local Access	5. Minor Access	Unformed
<b>Functional Criteria</b>						
<b>Function/ predominant purpose</b>	Provide the principal links between urban centres and rural regions.	Connect arterial roads to local areas and supplement arterial roads in providing for traffic movements between urban areas, or in some cases rural population centres.	Provide a link between the arterial or collector roads and local access roads.	Provide access to residential properties and in some cases commercial properties and in some cases commercial properties, at a local level.	Provide access to residential properties and irregular access to community facilities such as parks and reserves.	Roads not maintained by the council or non constructed/ maintained road reserves or roads that have a very low level of services.
<b>Connectivity description</b>	High connectivity - connecting precincts, localities, suburbs, and rural population centres.	High connectivity - supplements arterial roads in connecting suburbs, business districts and localised facilities.	Medium connectivity - connects traffic at a neighbourhood level with collector and arterial roads.	Low - connects individual properties within a neighbourhood to link roads.	Low - provides access to properties.	Future roads or roads that have a very low level of service.
<b>Guidance Metrics</b>						
<b>Average Annual Daily Traffic (AADT)</b>	>10000 vehicles per day (vpd)	3000-10000 vpd	1000-3000vpd	50-1000vpd	<50vpd	N/A
<b>Heavy vehicles permitted</b>	Yes - throughfare	Yes - throughfare	Yes - some through traffic	No throughfare, local access only	No throughfare, local access only	N/A
<b>Average Annual Daily Truck Traffic or Equivalent Heavy Vehicles (AADTT/ EHV)</b>	>1000 AADTT or > 10% EHV	250-1000 AADTT or > 10% EHV	<250 AADTT or > 10% EHV	N/A	N/A	N/A
<b>Public Transport Route</b>	Yes	Yes	Yes	No	No	N/A
<b>Carriageway form</b>	2 or 4 lanes	2 lanes	2 lanes	1 or 2 lanes	Typically 1 lane	N/A
<b>Running surface</b>	Sealed	Sealed	Sealed	Sealed/ unsealed	Sealed/ unsealed	Unformed

Figure 5: Tasmanian Local Government Road Hierarchy

### 3.1.2 Rural Roads

The LGAT Standard Drawings specify the allowable daily traffic for different widths of road seal. The allowable traffic for each seal width is shown in Figure 6.

CODE*	A.A.D.T.	EXISTING INFRASTRUCTURE	NEW DEVELOPMENT
		(w) SEALED TRAFFIC WIDTH	(w) SEALED TRAFFIC WIDTH
S1	< 30	4000 (S)	-
S2	30 - 100	4000 (S)	-
S3	100 - 300	5500 (D)	5500 (D)
S4	300 - 2000	6000 (D)	6000 (D)
S5	> 2000	7000 (D)	7000 (D)

Figure 6: Rural Road Traffic Capacity

### 3.1.3 Road Traffic Capacity

Barclay Street and Russell Street have features (i.e. kerbs, footpaths, characterised as rural roads. Based on the above, the urban roads aligns with the function of a link road. The rural roads are classified based on their width. The road classification and subsequent road traffic capacity of each of the roads surrounding the site and the subsequent spare road traffic capacity is shown in Table 5.

Table 5: Existing Road Capacity

Road Name	Location	Road Classification	Traffic Capacity (vpd)	Existing Weekday Average Traffic Volume (vpd)	Spare Traffic Capacity (vpd)
Barclay Street	East of High Street	Urban - Link	3,000	1,161	1,839
	West of Cambock Lane	Urban - Link	3,000	724	2,276
White Hills Road	West of Ridgeside Lane	Rural - S4	2,000	517	1,483
	East of Ridgeside Lane	Rural - S4	2,000	487	1,513
Russell Street	High Street to Logan Road	Urban - Link	3,000	1,699	1,301
Logan Road	West of No. 58	Rural - S5	2,000	176	1,824
	East of No. 58	Rural - S2	100	133	0

As shown in Table 5, there is currently significant spare capacity on each of the roads.

The exception is Logan Road to the east of No. 58, the narrow width of the seal classifies this section as an S2 road meaning it is already carrying traffic volumes higher than the allowable capacity.

The capacity of the intersections of Barclay Street and Russell Street with High Street have not been assessed at this stage.



## 4. Potential Road Modifications

The width of Logan Road could be increased to 5.5 metres to increase the allowable capacity to 300 vehicles per day or could be increased to 6 metres to increase the allowable capacity to 2,000 vehicles per day.

## 5. Number of Residential Dwellings Accommodated

The daily traffic generation rate for a residential dwelling has been sourced from the *RMS Guide to Traffic Generating Developments Technical Direction TDT2013/04a*. The RMS Technical direction specifies a traffic generation rate of 7.4 vehicles per day for residential dwellings in regional areas.

Based on the traffic generation rate above, the number of dwellings that could be accommodated within each road section has been calculated and is shown in Table 6.

Table 6: Number of Dwellings of Traffic Movements Accommodated

Road Name	Location	Spare Traffic Capacity (vpd)	No. of Dwellings' Traffic Accommodated
Barclay Street	East of High Street	1,839	249
	West of Cambock Lane	2,276	308
White Hills Road	West of Ridgeside Lane	1,483	200
	East of Ridgeside Lane	1,513	204
Russell Street	High Street to Logan Road	1,301	176
Logan Road	West of No. 58	1,824	246
	East of No. 58	133 (no widening)	23
		1,867 (assuming widening)	252

There is currently capacity for traffic movements equivalent to 23 residential dwellings on Logan Street East of No. 58. This could accommodate the 14 Rural 'Zone B' lots which are planned to directly access Logan Road. If more lots are to access via Logan Road it will be necessary to widen Logan road to a 6.0m carriageway width.

Based on the minimum capacities, there is capacity for the traffic movements equivalent to 200 dwellings on White Hills Road/ Barclay Street and 176 dwellings on Logan Road/ Russell Street.

After the number of dwellings above is reached, the existing road network would be expected to be at capacity and construction of the Evandale bypass road is required.

**Appendix A**

**Site Masterplan**

---



**PLAN LEGEND**

- Contours Existing 0.2m contours.
- Set Back A designated 70m setback including 15m of vegetative planting to provide an agricultural buffer from adjoining uses.
- Residential Allowance Proposed residential allotments varying from traditional housing to 2+ hectare rural residential B lots.
- Existing Residential Areas The L15T topographic map.
- Internal Roadways Street tree food canopy collector 'Loop' road, secondary roads, residential alleys (20m reserve WSP), and access laneways (5m reserve width).
- Shared Pedestrian and Cycle Paths Shared pedestrian and cycle pathways 2.4m - 3m (w) providing an active/recreational network, including around and through the neighbourhood.
- Open Space Boundary Corridor 15m (w) native vegetation buffer, pathways, and open grass areas provide passive & active recreation opportunities.
- Water Sensitive Urban Design A series of retaining and new water bodies utilized to filter and store stormwater from within the neighbourhood.

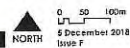
**NUMBER LEGEND**

- 1 Connector road to link the project of neighbourhood with White Hills Road and beyond to provide sufficient capacity to service traffic ingress/egress including additional load from tourist visits.
- 2 Neighbourhood entry consisting of the start of the signpost line (w) that links the entry with the lookout hill at the eastern end of the neighbourhood.
- 3 Mass plantings of *Chamaecyparis* and *Liquidambar* with a backdrop of other plantations flank the roadway adding to the experience entering the neighbourhood.
- 4 Child care centre positioned across from the parkland and houses the neighbourhood entry for easy access.
- 5 Proposed 4.5 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A total management education facility will also provide training for up to 25 students.
- 6 Proposed retirement village with an activity hub, 80 independent living units, and specialist facility aged care (25 Beds), and dementia pavilion (20 Beds).
- 7 Botanical garden featuring a blend of native and water plant species and demonstration gardens, with access for all pathways, picnic shelters and seating areas.
- 8 Health and walking retreat with a central activities hub, accommodation for up to 40 guests, and individual gardens with access for quiet contemplation and meditation.
- 9 Eco Retreat Accommodation consisting of 20 villas with a central communal hub set within a landscape of native trees, gardens and open lawns areas.
- 10 Sustainability Centre, Education Hub and Artisan Village with a variety of Green Star buildings accommodating workshops, studios and classroom facilities for sustainable design, landscaping and environmental farm courses, culinary arts, as well as art and craft courses. The village will also include a cafe, restaurant and other shops specializing in local produce.
- 11 Utilities precinct to accommodate the neighbourhood state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste recycling facility.
- 12 Neighbourhood Demonstration Farm and Agri-tourism Facility including organic vegetable gardens, livestock paddocks, and poly-tunnels set around the main farm which include an organic co-op store, plant nursery and farm workshops.
- 13 Seven residential super-lots provide sustainability design and constructed multiple dwellings offering a variety of affordable housing opportunities.
- 14 437 x General residential lots ranging in size from 450m<sup>2</sup> to 895m<sup>2</sup>.
- 15 General residential lots with parkland forage.
- 16 48 x Low density residential lots ranging from 1,200m<sup>2</sup> to 5,000m<sup>2</sup>.
- 17 31 x Rural 'Zone A' lots ranging in size from 1 hectare to 1.85 hectares.
- 18 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include private access driveways off Logan Road.
- 19 Emergency access points off Logan Road through the open space corridor.
- 20 Neighbourhood pathway network, connection through to the Forestry Village.
- 21 Neighbourhood central parkland provides recreational open space for residents and visitors and provides an amphitheatre for community events, ornamental style gardens with WSP ponds, indigenous gardens, community gardens and a centrally placed Art site AFI, and outdoor oval for informal sporting events.

**RIDGESIDE LANE**

Ridgeside Lane Evandale Tasmania

**Concept Master Plan**



## Contact

Rebekah Ramm  
(03) 6210 1402  
[rramm@pittsh.com.au](mailto:rramm@pittsh.com.au)

transport | community | mining | industrial | food & beverage | energy



**Brisbane**  
Level 10  
241 Adelaide Street  
PO Box 5243  
Brisbane City QLD 4000  
T: (07) 3058 7499

**Launceston**  
Level 4  
113 Cimitiere Street  
PO Box 1409  
Launceston TAS 7250  
T: (03) 6323 1900  
F: (03) 6334 4651

**Newcastle**  
Level 1  
81 Hunter Street  
Newcastle NSW 2300  
T: (02) 4910 3600

E: [info@pittsh.com.au](mailto:info@pittsh.com.au)  
W: [www.pittsh.com.au](http://www.pittsh.com.au)

incorporated as  
Pitt & Sherry (Operations) Pty Ltd  
ABN 67 140 184 309

**Devonport**  
Level 1  
35 Oldaker Street  
PO Box 836  
Devonport TAS 7310  
T: (03) 6451 5599

**Melbourne**  
Level 1, HWT Tower  
40 City Road  
Southbank VIC 3006  
PO Box 259  
South Melbourne VIC 3205  
T: (03) 9682 5290  
F: (03) 9682 5292

**Sydney**  
Suite 902, Level 9,  
North Tower  
1-5 Railway Street  
Chatswood NSW 2067  
PO Box 5487  
West Chatswood NSW 1515  
T: (02) 9468 9300

**Hobart**  
Level 1, Surrey House  
199 Macquarie Street  
GPO Box 94  
Hobart TAS 7001  
T: (03) 6210 1400  
F: (03) 6223 1299





Our Ref: 8201824101 – Letter 001  
Contact: Nuno Moreira

Cardno (NSW/ACT) Pty Ltd  
ABN 95 001 145 035

15 September 2018

Level 1, 47 Burrell Street  
Wollongong NSW 2500  
Australia

**Traders in Purple**  
PO Box 1984  
Macquarie Centre  
NSW 2113 Australia

Phone: 61 2 4228 4133  
Fax: 61 2 4228 6811

Attention: Brett Robinson

[www.cardno.com.au](http://www.cardno.com.au)

Dear Brett,

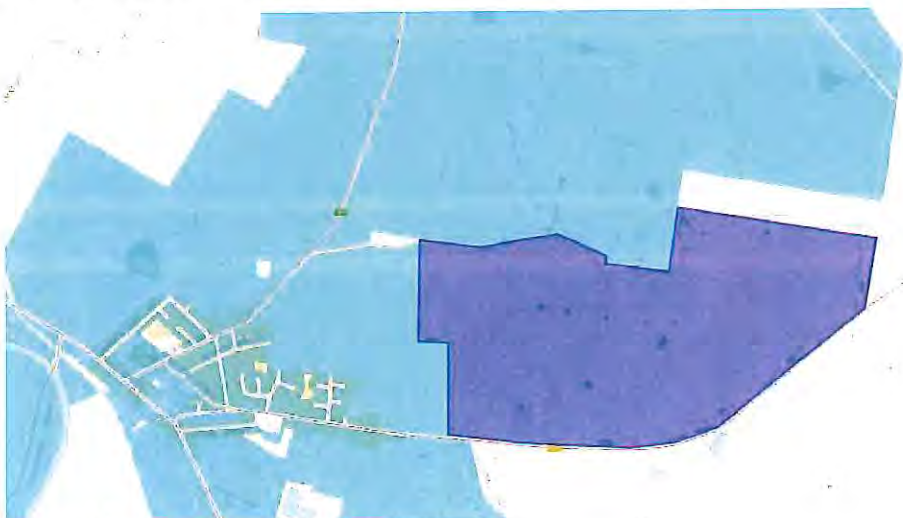
**PRELIMINARY UTILITIES ASSESSMENT FOR RIDGESIDE LANE, EVANDALE**

Cardno (NSW/ACT) Pty Ltd has been engaged by Traders in Purple to prepare a Preliminary Utilities Assessment to identify available utilities to service the proposed development of Ridgeside Lane, Evandale (the site).

**Potable Water**

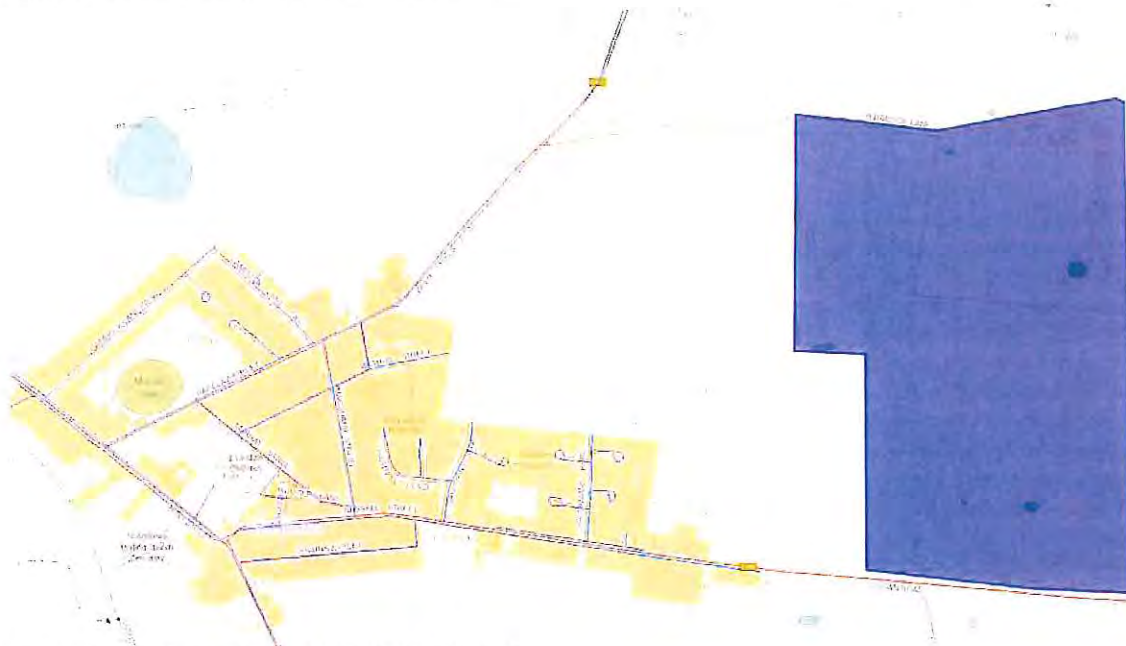
Evandale is part of the Longford System which takes water from the South Esk. The system is part of the Greater Launceston Water Supply Strategy work which is currently in progress.

The site is currently not serviced with potable water. The land that can be serviced by existing potable water infrastructure is shown as a light blue hatch in **Figure 1**.



**Figure 1 Potable Water Serviceable Land**

Existing potable water infrastructure is located along Logan Road (DN150) and White Hills Road (DN100) that is located in close proximity to the site as shown in **Figure 2**. It is expected that these assets will be extended to the development to service the site.

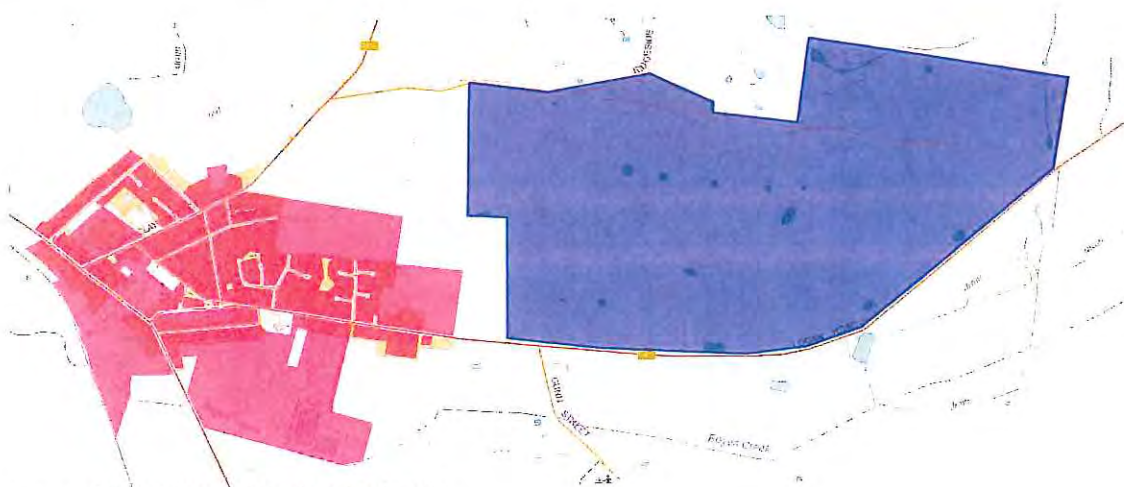


**Figure 2 Existing Potable Water Infrastructure**

There is approximately 2000 ET's of capacity at the reservoirs at Devon Hills that supply Evandale

**Waste Water**

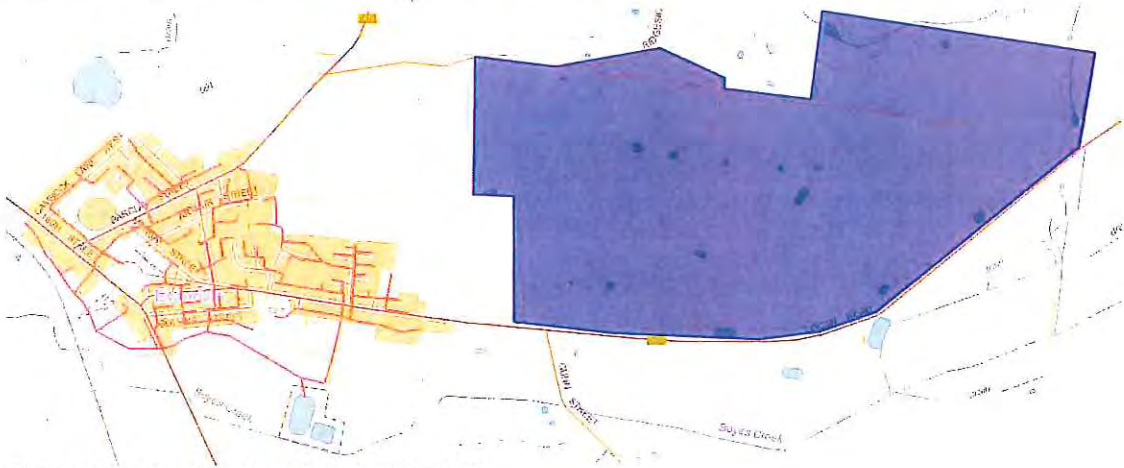
The site is currently not serviced for wastewater. The land that can be serviced by existing wastewater infrastructure is shown as a light pink hatch in **Figure 3**.



**Figure 3 Wastewater Serviceable Land**

Existing wastewater infrastructure is located along Logan Road (twin DN150 mains) that is located in close proximity to the site as shown in **Figure 4**. It is expected that these assets can be extended to the site to service the initial development.

The STP has a licence limit of 0.37ML/day, with current inflows averaging around 0.2ML/day. This is equivalent to 309 ET's of capacity remaining at the STP. The remaining sewage will need to be diverted to a new STP or upgrades to the existing STP will be required.

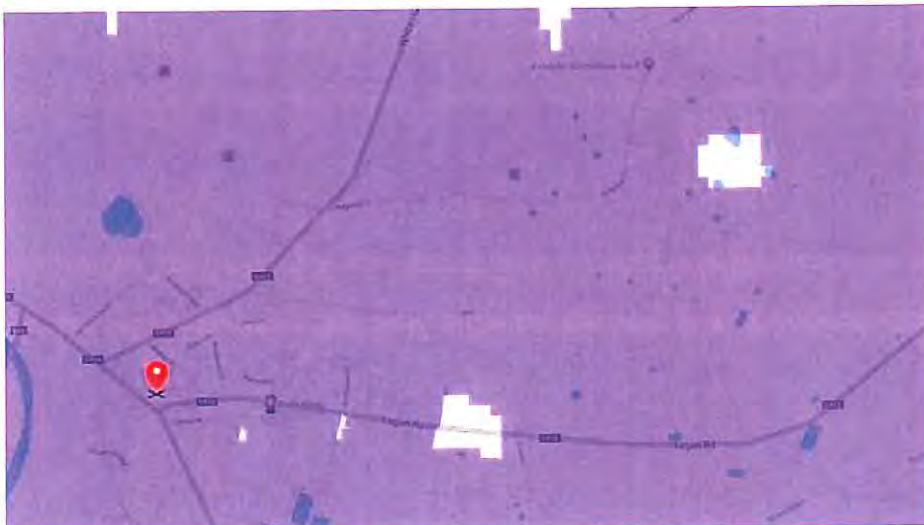


**Figure 4 Existing Wastewater Infrastructure**

#### NBN

The site is currently serviced by NBN. The land that can be serviced by existing NBN infrastructure is shown as a light purple hatch in **Figure 5**.

It is expected the development will be able to utilise the existing infrastructure for their development.



**Figure 5 NBN Ready Area**



**Electrical**

The site is currently not serviced by electrical infrastructure. The development will require the existing infrastructure to be extended to the development boundary. It is expected major network upgrades will be required to service the fully developed site.

**Gas**

The site is currently not serviced by any gas infrastructure. The nearest gas supply connection point is Longford or Franklin Village.

Yours sincerely,

**Nuno Moreira**  
*Civil Engineer*  
as authorised signatory for **Cardno (NSW/ACT) Pty Ltd**  
ABN 95 001 145 035





1-347  
**MRC**  
CONSULTING ENGINEERS



## Stormwater Strategy Report

Prepared for Traders in Purple

---

**Ridgeside Lane , Evandale, Tasmania**

18 January 2019

---



**Project:** Ridgeside Lane, Evandale, Tasmania

**Document Title:** Stormwater Strategy Report

**Project No:** J19120

<b>Document Verification</b>					
<i>Rev No.</i>	<i>Date</i>	<i>Amendment Details</i>	<i>Author</i>	<i>Verifier</i>	<i>Approved</i>
A	17.01.2019	Draft Issue	MH	RA	MH
B	18.01.2019	Revised Issue	MH	RA	MH



**TABLE OF CONTENTS**

1.0	INTRODUCTION .....	4
2.0	SITE DESCRIPTION.....	4
3.0	STORMWATER QUANTITY MANAGEMENT .....	6
4.0	STORMWATER QUALITY MANAGEMENT .....	6
5.0	CONCLUSION .....	7

Figure 1 – Site Location

Figure 2 – Street View Photo

Appendix A –Proposed Development Layout



## 1.0 INTRODUCTION

MRC Consulting Engineers Pty Ltd has been commissioned by Traders in Purple to prepare a preliminary Stormwater Management Strategy for their proposed master planned community, "Ridgeside Lane" in Evandale, Tasmania.

The site is located on both Logan Road and Ridgeside Lane, which is located within the Northern Midlands Council area.

The Ridgeside Lane Masterplanned Community is being proposed to be developed on a 245-hectare site along Logan Road in Evandale, and will incorporate the following elements;

- A central village comprising restaurant, café, sustainability centre, education hub and artisan village,
- A health and wellbeing retreat, and Eco Tourism Resort;
- Retirement Village,
- Residential Allotments varying size from 450m<sup>2</sup> to 2.64 hectares,
- Botanical gardens and neighbourhood parklands,
- Demonstration farm and agribusiness facility, and a
- Utilities precinct complete with "state of the art" sewerage and wastewater treatment facility, renewable energy storage facility, a recycling and green waste composting facility.

This preliminary Stormwater Management Strategy is being prepared as supporting information to accompany the Request for Amendment to Northern Tasmania Regional Land Use Strategy which is being submitted by TCG Planning on behalf of Traders in Purple.

## 2.0 SITE DESCRIPTION

The proposed site is located in Evandale in Tasmania and is approximately 245 hectares in size. The property fronts Ridgeside Lane and Logan Road and comprises 3 separate allotments referenced as follows;

- CT 106773/1,
- CT 145763/2, and
- CT 101154/1

The site is currently utilised for farming and sheep grazing and has very limited vegetation across the site. There is minimal fall across the majority of the site, where several catchments fall in differing directions. Existing levels vary from RL 168.0m down to RL 161.0m

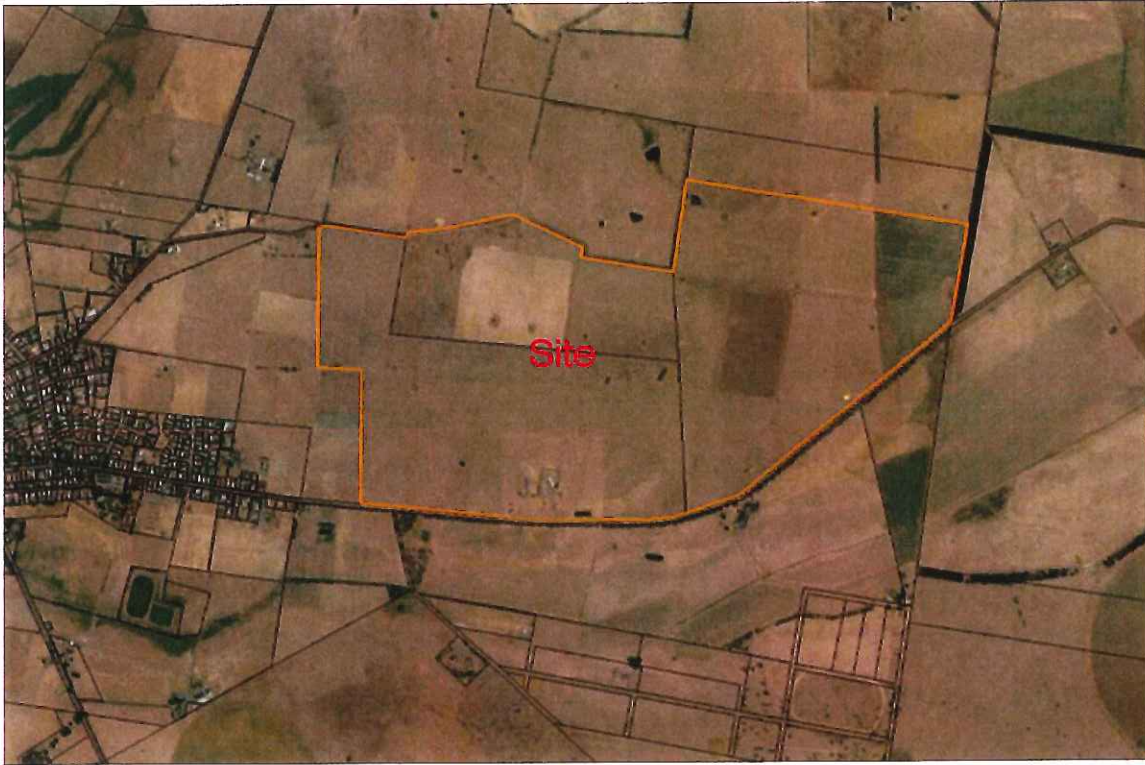


Figure 1 - Site Location



Figure 1 - Street View Photo

(Source: [www.google.com](http://www.google.com))



1-352

**MRC**  
CONSULTING ENGINEERS

### 3.0 STORMWATER QUANTITY MANAGEMENT

To offset any potential for flooding or adverse impacts on adjacent properties, that could be caused by developing the land, on-site stormwater detention will be employed throughout the site where required. These detention zones will be utilised to temporarily store runoff, for harvesting and re-use where possible, and to reduce the post development peak discharge rates back to pre-development discharge rates or better for all rainfall events.

The intent of the overall stormwater strategy for this development will be to make provisions for the required on-site detention, to be located within the open space areas. There are a series of existing water bodies throughout the site which will be augmented to suit, and additional new water bodies/detention areas will be created were necessary.

There is an existing gully area to the northern side of the property. The proposed Botanical Gardens / Open Space Area depicted in this zone on the proposed masterplan (refer Appendix A) will be utilised to detain/capture the stormwater runoff. There is the potential that the captured stormwater from this zone can be piped and reused for irrigating the large open space areas within the development.

The project will be modelled in XPSWMM software where a 1D/2D hydraulic model will be setup to simulate existing conditions (undeveloped case), and peak discharge rates for a large variety of storm events will be assessed to calculate the peak discharge from the site. The model will then be updated to reflect the final site conditions (developed case) showing appropriate mitigation measures, to ensure post development discharge rates are mitigated to pre-development discharge rates or better, causing no adverse impact or actionable nuisance, and will be designed and constructed to suit both local authority and state government requirements.

### 4.0 STORMWATER QUALITY MANAGEMENT

During the detailed design phase of the development, a Stormwater Quality Management Plan will be prepared to address the following,

- 1) The design objectives that are required to be met by the proposed stormwater treatment system, to suit relevant Local Authority and State Guidelines,
- 2) Descriptions and sizing of stormwater quality treatment measures proposed to be utilised during the operational phase of the project,
- 3) MUSIC modelling to demonstrate that the specified treatment measures/systems will meet the relevant performance criteria.

The MUSIC model for stormwater improvement conceptualisation (CRCCH,2005) (software) will be utilised to assess the unmitigated and mitigated post development site for runoff quality, and to determine the performance of the overall treatment train.

The current proposal will be to utilise a variety of Water Sensitive Urban Design measures to treat the stormwater at various locations throughout the project. Some of these items are listed below for reference and will be developed as detailed design of the project commences.

- Constructed Stormwater Wetlands,
- Vegetated Swales (incorporating turf buffer strips),
- Rainwater Harvesting for re-use.



## 5.0 CONCLUSION

MRC Consulting Engineers Pty Ltd have been commissioned by Traders in Purple to prepare a preliminary Stormwater Strategy for their proposed master planned community Ridgeside Lane in Evandale, Tasmania.

Stormwater Quantity Management will be achieved via the utilisation and strategic location of on-site stormwater detention zones as noted in section 3.0 above. These detention zones will be utilised to mitigate the post-development peak discharges for all rainfall events up to and including the 1% AEP (100yr ARI), to pre-development flow rates or better. This will ensure that all adjacent infrastructure and neighbouring properties will not receive any increase in stormwater runoff, from the proposed development.

Stormwater Quality Management will be achieved using a combination of Turf Buffer Strips, Vegetated Swales, Constructed Stormwater Wetlands, and Rainwater Harvesting were possible for re-use throughout the site. The proposed Stormwater quality treatment measures listed above will be modelled and utilised where necessary to ensure the stormwater leaving the site is treated to an acceptable level to meet the required water quality objectives, the State Policy on Water Quality Management, the NRM Regional Stormwater Quality Management Strategy and Best Management Practices.

1-354



**MRC**  
CONSULTING ENGINEERS

## Appendix A

Proposed Development Layout





**PLAN LEGEND**

- Contour  
Balking 0.2m contours.
- Set Back  
A designated 70m setback including five of vegetation planting to provide an agricultural buffer from adjoining uses.
- Rural Residential Allowance  
Proposed residential allotments varying from residential housing to 2 hectare rural residential B lots.
- Rural Residential Area  
The L107 topographic map.
- Internal Roadways  
Street tree lined primary collector 'Loop' road, secondary roads, residential streets (0.6m reserve width), and access lanesways (0.6m reserve width).
- Shared Pedestrian and Cycle Paths  
Shared pedestrian and cycle pathways 2.4m - 3m (w) providing an active/recreational network undulating around and through the neighbourhood.
- Open Space Boundary Corridor  
An (w) native vegetation buffer, pathways, and open grass areas provide passive & active recreation opportunities.
- Water Resilient Urban Design  
A series of existing and new water bodies wetland to filter and store stormwater from within the neighbourhood.

**NUMBER LEGEND**

- 1 Connector road to link the proposed neighbourhood with White Hills Road and beyond to provide sufficient capacity to service traffic ingress/egress including additional load from tourist vehicles.
- 2 Neighbourhood entry consisting of the start of the signature line (w) that links the entry with the lookout hill at the eastern end of the neighbourhood.
- 3 Mass plantings of *Chamaecyparis* and *Larix* with a backdrop of *Oliva* plantations flank the roadway adding to the experience entering the neighbourhood.
- 4 Child care centre positioned across from the parkland and towards the neighbourhood entry for easy access.
- 5 Proposed 4.5 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A food management education facility will also provide training for up to 25 students.
- 6 Proposed retirement village with an activity hub, 60 independent living units, and specialist facility aged care (22 beds), and dementia suites (20 beds).
- 7 Ecological garden featuring a blend of native and exotic plant species and demonstration gardens, with access for all pathways, picnic tables and seating areas.
- 8 Health and wellbeing retreat with a central activities hub, accommodation for up to 16 guests, and tropical gardens with areas for quiet contemplation and meditation.
- 9 Eco Resort Accommodation consisting of 20 villas with a central communal hub and within a landscape of native trees, gardens and open lawn areas.
- 10 Sustainability Centre, Education Hub and Arts and Crafts Village with a variety of Green Star buildings accommodating workshops, studios and classroom facilities for sustainable living, backyard growing and small-holder farm courses, nursery units, as well as art and craft studios. The village will also include a cafe, restaurant and other food specialising in local produce.
- 11 Utilities precinct to accommodate the neighbourhoods state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste composting facility.
- 12 Neighbourhood Demonstration Farm and Agriculture Facility including organic vegetable gardens, livestock paddocks, and poly-tunnels and access to the main 'loop' which includes an organic coop store, plant nursery and farm workshop.
- 13 Seven residential super-lots provide sustainable design and constructed multiple dwellings offering a variety of affordable housing opportunities.
- 14 407 x General residential lots ranging in size from 450m<sup>2</sup> to 3250m<sup>2</sup>.
- 15 General residential lots with parkland frontage.
- 16 46 x Low density residential lots ranging from 1,000m<sup>2</sup> to 5,500m<sup>2</sup>.
- 17 31 x Rural 'Zone A' lots ranging in size from 1 hectare to 5.93 hectares.
- 18 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include private access driveways off Logan Road.
- 19 Emergency access points off Logan Road through the open space corridors.
- 20 Neighbourhood pathway network connection through to the Evandale village.
- 21 Neighbourhood central parkland provides recreational open space for residents and visitors and includes an amphitheatre for community events, natural edge gardens with WSUD ponds, indigenous gardens, community gardens and a centrally placed full size AFL and cricket oval for seasonal sporting events.

**RIDGESIDE LANE**  
Ridgeside Lane Evandale Tasmania

Concept Master Plan

0 50 100m  
15 December 2018  
Issue F

TRADERS IN PURPLE  
**LANGE**  
design