

***Business Plan***  
***For***  
***Fred Davies***  
***Stand***



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## 1.0 Executive Summary

The Save The Fred Davies Grandstand Project is about the opportunity to relocate and preserve the building so its history can be saved, and it can be used to house important memorabilia, as well as still being utilised as a viewing platform.

The major benefit being the Grandstand can be used as a home for the Longford Junior Football during the winter period and it will be available for other users during the summer if needed.

It can also be used to house and display the many items of memorabilia of the Longford Football Club, Longford Junior Football Club and the Longford Cricket Club.

There will also be an opportunity to hold functions there.

The Save The Grandstand Project Team is made up of local Longford people with a passion to keep the history and unique qualities of the Fred Davies Grandstand. The team comprises doctors, journalists, builders and retired professionals.

A Grandstand Management Team comprising representatives of the Longford Football Club, Longford Junior Football Club and the Longford Cricket Club with an independent Chairman would be put in place to manage the Fred Davies Grandstand operation. This team would operate under a strict set of guidelines.

It is envisaged that the Grandstand will be utilised with greater effect than its current use once it is fully enclosed and in a lockable state.

It is estimated that the Project will cost approximately \$46,000 to relocate and refurbish the Grandstand and will be delivered in three stages due to the limitation of funding at the commencement of the Project.

Stage One \$7,800, Stage Two \$27,800 and Stage Three \$10,000.

The total labour cost will be borne by professional building volunteers.

The timeline to complete each Stage will be thirty (30) days depending on weather conditions.

Funding will be sought from Council, local businesses and individuals to support this project.

## **2.0 BENEFITS**

Tangible benefits can be achieved by retaining the Grandstand for use by the Longford Junior Football Club and spectators viewing Longford Football Club Games.

Listed below are statistics detailing the various teams that will be able to utilize the Grandstand.

### **LONGFORD JUNIOR FOOTBALL CLUB**

Thirty-five (35) girls and ninety (90) boys totaling one hundred and twenty-five (125) children are registered to play in various teams.

### **VOLUNTEERS**

Longford Junior Football Club has in excess of sixty (60) people comprising Team Managers, Coaches, Assistant Coaches, Trainers, Interchange Stewards as well as some parents assisting each Game Day.

There are one hundred and forty (140) families involved with the Longford Junior Football Club and when you total the number of players, volunteers and families this accounts for six (6) hundred people being actively engaged with the Club.

### **SPECTATORS USING GRANDSTAND**

During matches it is assumed the Grandstand will be utilized with spectators viewing the games.

### 3.0 WORKS

The Works Program will involve relocating the Grandstand and upgrading to meet H S & E Standards.

It is proposed that the building program will encompass a three (3) Stage process due to funding limitations.

Stage one (1) will cover moving and relocating the Grandstand to a suitable location elsewhere in the Longford Recreation Ground.

It will require the installation of footings for the Grandstand to be set on the ground at the new location and the flooring in the Grandstand will need to be replaced/renewed.

This stage will allow the Grandstand to be standing safely and independently.

Stage two (2) will encompass the installation of windows at the front and colour bond sheeting to the walls of the Grandstand as well as installing a ramp for pedestrians and the disabled on the south wall of the Grandstand.

This stage will allow the Grandstand to be fully enclosed and locked.

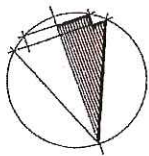
Stage three (3) will require the installation of toilets and power connection.

This stage will ensure the Grandstand is fully compliant.

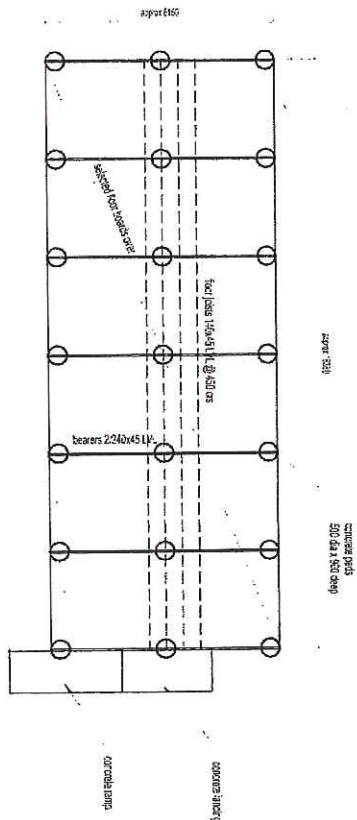
### 4.0 DRAWING PLAN

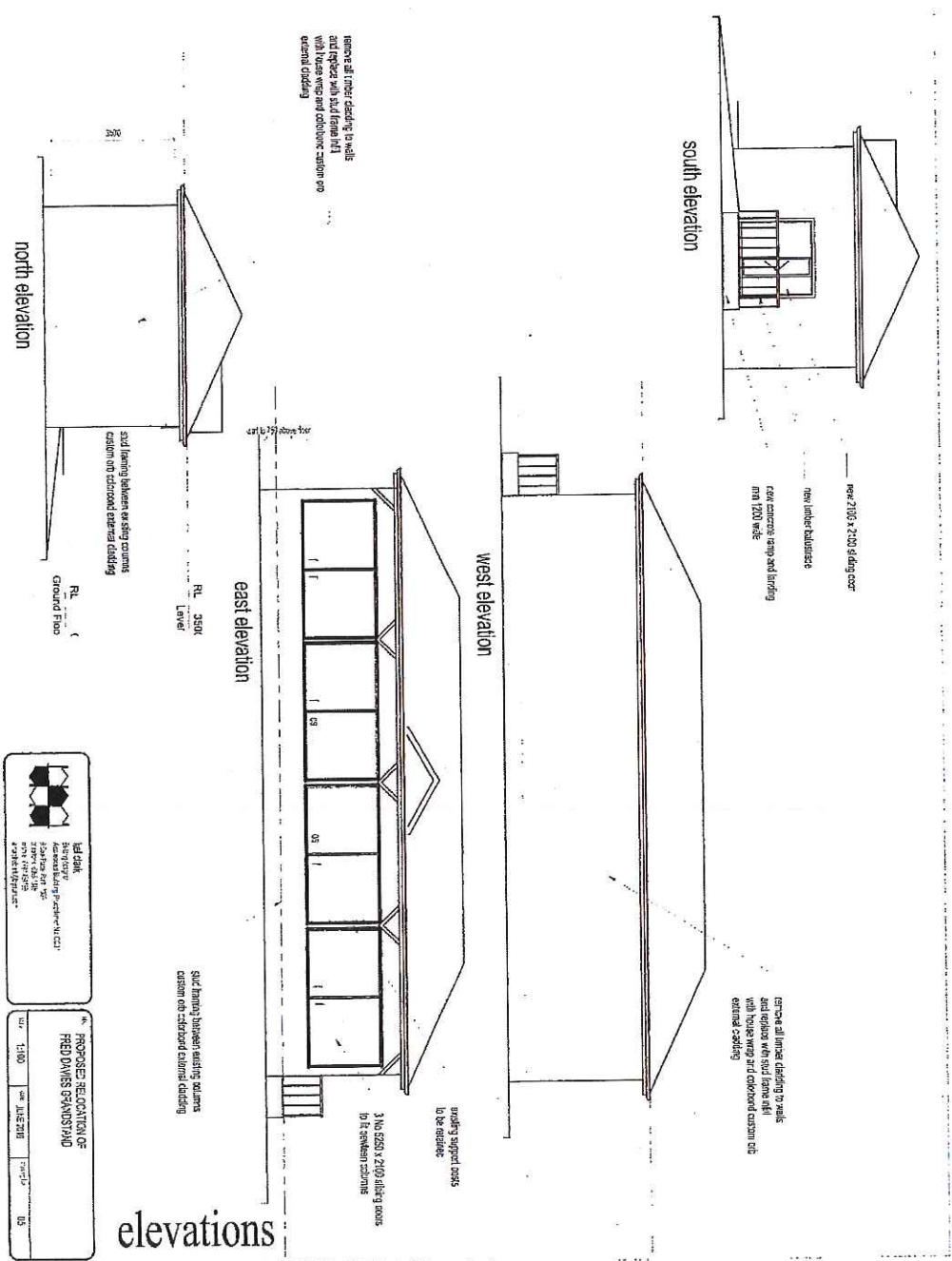


	
<b>FRED DAWES &amp; SONS LTD.</b> Structural Engineers 100, Abchurch Lane London, E.C. 4N 3DF	
1:100 1/100	JUN 23 1971
<b>PROPOSED RELOCATION OF          FRED DAWES &amp; SONS LTD.</b>	
64	



floor plan



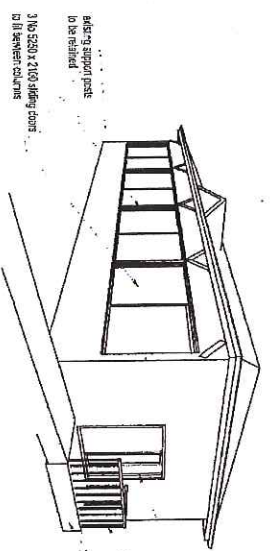


**Headline**  
 Architecture  
 324/326 St. George's Rd.  
 PO Box 474  
 Warragul VIC 3920

**PROPOSED RELOCATION OF**  
**FRED DAVIS SPANDRIL**

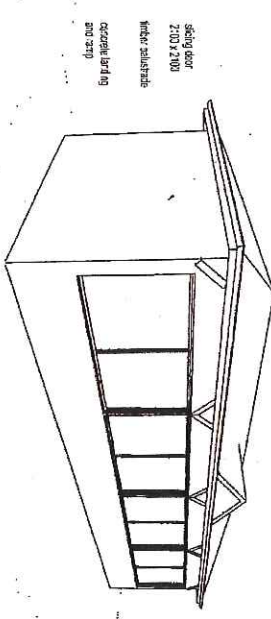
DATE: 11/01  
 REV: 04/2018  
 DRAWN BY: [Signature]  
 10





3 1/2\" 5250 x 2100 sliding doors  
to be installed  
to be between columns

remove all timber cladding to walls  
and replace with solid form fill  
with concrete mesh and waterproof on both  
external cladding



sliding door  
2100 x 2100  
timber substrate  
acoustic lining  
and tarp

**Bel Air**  
 ARCHITECTS  
 55001 10th Ave  
 North York, ON  
 M2N 6L1

PROPOSED RECONSTRUCTION OF FRED LAWRENCE BUILDING		
DATE	BY	NO.
2011	2011.02.15	001

perspectives

**5.0 COST****COST ESTIMATE****Stage 1**

Crane Hire to relocate Grandstand to new location			\$6,000
Install footings	- Concrete	\$700	\$1,300
	Brackets	\$300	
	Excavator	\$300	
Repair floor and make good with new flooring – Timber			\$ 500
		<b>TOTAL</b>	<b>\$ 7,800</b>

**Stage 2**

Install Windows	- Windows incl sliding door	\$10,000	\$11,000
	Timber Framing	\$ 1,000	
Install Sheeting	- Colour Bond		\$ 3,800
Install interior Lining on walls	- Particle Board		\$11,000
Install Ramp	- Timber Decking	\$1,000	\$ 2,000
	Railing	\$1,000	
		<b>TOTAL</b>	<b>\$27,800</b>

**Stage 3**

Install Toilets which covers plumbing, framing, footings and concrete			<b>\$10,000</b>
Connect power			
		<b>TOTAL</b>	<b>\$10,000</b>
		<b>OVERALL TOTAL</b>	<b>\$45,600</b>

NOTE: costs listed are approximate and include GST.

## 6.0 JUSTIFICATION

The justification for keeping the Grandstand can be related to the historical significance of the Fred Davies Grandstand which is best described below.

As a founding club of the South Esk Football Association in 1890 the club won the first 10 premierships (i.e. 1890 through to 1899). Further premierships followed in 1901, 1904 and 1906.

From 1926 until 1986 they played in the [original Northern Tasmanian Football Association](#). Longford had their strongest decade in the 1950s when they claimed three NTFA premierships, including their breakthrough triumph in 1955. They had previously never won the competition but had been runners-up in 1931, 1940 and 1953. In 1959 the club attempted to win their third premiership in a row but lost the Grand Final to [City-South](#).

The Tigers were [Tasmanian State Premiers](#) in 1957. After accounting for [Ulverstone](#), premiers of the [North West Football Union](#), in the preliminary match, Longford defeated [North Hobart](#) by 21 points in the decider at York Park.

The Fred Davies stand was named in honour of the late Fred Davies who was an icon of the Longford Club in the halcyon years between 1954 and 1960 when he was coach and the club won the NTFA and Tasmanian Premierships.

It is thought to have been originally positioned on the opposite side of the ground, being built in the 1920's. Sometime after that it was moved to its present position where it has been used for visiting teams. With the new club rooms this is no longer required. However, it remains a significant piece of the club's history.

### SUPPORTING MATERIAL

As Neil Kearney says "Another building that faces a dire future is the old grandstand at the Longford recreation ground. Okay, it's only a wooden grandstand, a relic that was nailed and bolted together 70-odd years ago, but it does stand as the most enduring legacy of Longford's greatest era - the time when our country town had the best football team in Tasmania.

The name alone – *Fred 'Mulga' Davies memorial grandstand* – is reason enough for the grandstand to be enshrined. Longford hadn't won a premiership before 'Mulga' coached the team to NTFA (Northern Tasmanian Football Association) flags in 1955, '57 and '58 and to the State title in '57. Six decades later, Fred Davies remains the only coach ever to lead Longford to an NTFA title.

The wooden grandstand should be treasured, not be knocked over!

Surely the '*Fred Mulga Davies Memorial Grandstand*' should either remain where it is or at worst be relocated to another spot around the oval, perhaps on the scoreboard wing.

Craig Pfeiffer of Pfeiffer Cranes, Longford's biggest supporter, is of the opinion that the grandstand could be lifted and erected on another location. Why get rid of the grandstand? Sure, the old sheds at the rear of the stand should be bulldozed, but isn't Longford's appeal based around its historic buildings?

Many in the community support the saving of the stand and giving it a new lease of life. They have been meeting to work out how it may be used and looked after. Volunteers have been maintaining the grounds and the stands over the years and have put thousands of hours into ensuring the grounds are well cared for. The grounds and buildings do have a role in the future of Longford, both from a sport and a tourism perspective."

## 7.0 FUNDING

Local businesses and people within the Community will be approached, as well as Council and State Government for assistance to fund the Save The Grandstand Project.

Below is a sample letter to Businesses and one for individuals.

### SAVE THE STAND



June 21, 2019

Dr Tim

Longford Immortal  
Smith Street  
Longford TAS 7301

Dear Tim

This letter is requesting your financial support which will assist us to save the Fred Davies Grandstand which has been ear marked by the Northern Midlands Council for demolition.

The Grandstand was built in 1920 and was located on the western side of the Longford Recreation Ground. It was relocated to its current location on the Eastern side of the Recreation Ground in 1946.

In 1996 the Grandstand was upgraded, and it was then named The Fred Davies Stand to honour the late Fred Davies who was the iconic Coach of the Longford Football during the halcyon years between 1954 and 1960 when he was coach and the club won NTFA and Tasmanian State Premierships.

Many in the community believe the Grandstand has historical importance and should be preserved as it can still be used to accommodate people in a viewing area and could be set up as a Museum.

There will be costs involved to relocate and refurbish the Grandstand to meet health and safety regulations and this will be achieved at minimal cost with the assistance of local volunteers with building qualifications.

Accordingly, we are requesting the support of [Company Name] to help cover the costs directly related to relocating and restoring the Grandstand. Your contribution would be used to offset such costs as: crane hire, and materials etc.

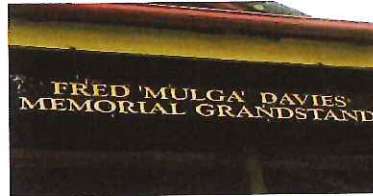
An amount in the area of \$1,000 would be an appropriate contribution by your company.

Any funds left over from the Grandstand Project will be donated to the running of the Grandstand.

Companies supporting the Save Grandstand Project will be able to display their advertising logo inside the Grandstand.

If you have any questions or would like additional information, please contact me on 0418 667 978. Email inquiries can be sent to [tubb.neil@yahoo.com.au](mailto:tubb.neil@yahoo.com.au).

## SAVE THE STAND



June 21, 2019

Dear John

Longford Immortal  
Wellington Street  
Longford TAS 7301

Dear John

This letter is requesting your financial support which will assist us to save the Fred Davies Grandstand which has been ear marked by the Northern Midlands Council for demolition.

The Grandstand was built in 1920 and was located on the western side of the Longford Recreation Ground. It was relocated to its current location on the Eastern side of the Recreation Ground in 1946.

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Many in the community believe the Grandstand has historical importance and should be preserved as it can still be used to accommodate people in a viewing area and could be set up as a Museum.

There will be costs involved to relocate and refurbish the Grandstand to meet health and safety regulations and this will be achieved at minimal cost with the assistance of local volunteers with building qualifications.

Accordingly, we are requesting the support of [Company Name] to help cover the costs directly related to relocating and restoring the Grandstand. Your contribution would be used to offset such costs as: crane hire, and materials etc.

An amount in the area of \$100 would be an appropriate contribution.

Any funds left over from the Grandstand Project will be donated to the running of the Grandstand.

If you have any questions or would like additional information, please contact me on 0418 667 978. Email inquiries can be sent to [tubb.neil@yahoo.com.au](mailto:tubb.neil@yahoo.com.au).

## **8.0 SAVE THE GRANDSTAND TEAM**

The following people comprise the Save The Grandstand Team

Neil Tubb

Steve Dodd

Dr Tim Flanagan

Jonny Dodd

Alison Andrews

Craig Pfeiffer

Fred Pfeiffer

Phil Dodd

John Talbot

Neil Kearney

David Blair

Councillor Dick Adams

14 August 2019

**ESTIMATE****Estimate No: EST0003**

**To:** Longford Council  
**Attention:** Smith Street Longford, 7303

**Date:** 14 August 2019  
**Project No:** PRO0011  
**Project Name:** Fred Davies Grandstand  
**Site Contact:**

Please see attached Estimate for your perusal.

**Description**

	<b>Total</b>
* Site set up and establishment, Site services locations, Dial before you dig, Site fencing Site signage	\$920.00
* Labour, Prep building for relocation.	\$5,148.00
* Excavation and concrete works for foundations	\$858.00
* Labour, Sub floor framing and flooring	\$1,716.00
* Excavator hire to prepare site and foundations	\$871.20
* Labour to fit wall cladding and flashings	\$3,380.00
* Building supervision/ labour for the project	\$16,022.50
* Concrete	\$798.60
* Sub floor framing materials	\$7,698.13
* Wall cladding, flashings and screws.	\$4,740.89
* Timber framing ( including temporary bracing)	\$3,928.32
* Fit out materials	\$767.80
* Electrical contractor	\$14,938.00
* Plastering contractor	\$8,962.80
* Glazing contractor	\$12,500.00
* Painting contractor	\$5,082.00
* Floor coverings contractor	\$12,320.00
* Scaffold hire	\$2,750.00
* Access mobility ramp	\$3,327.50
Materials and labour.	\$2,200.00
* fire safety requirements	\$770.00
* Rubbish removal/ bin hire.	\$27,500.00
* Access mobility toilet.	\$10,450.00
* Crane hire as per Phiffer crane quote.	\$1,980.00
* Building surveyor fees	\$1,870.00
* Engineering drawings	\$1,650.00
* Drawings	\$660.00
* OH'S cost, based on four visits.	\$0.00
* Administration fees.	\$0.00

**Sub Total \$153,809.74****GST % \$0.00****TOTAL COST \$153,809.74**

\* = Taxable Items

Should you wish to proceed with this Estimate please sign the attached document and return to our office.

This Estimate is not a binding document until a formal agreement has been entered into and authorised in writing by the Managing Director of xxxxxx Pty Limited.

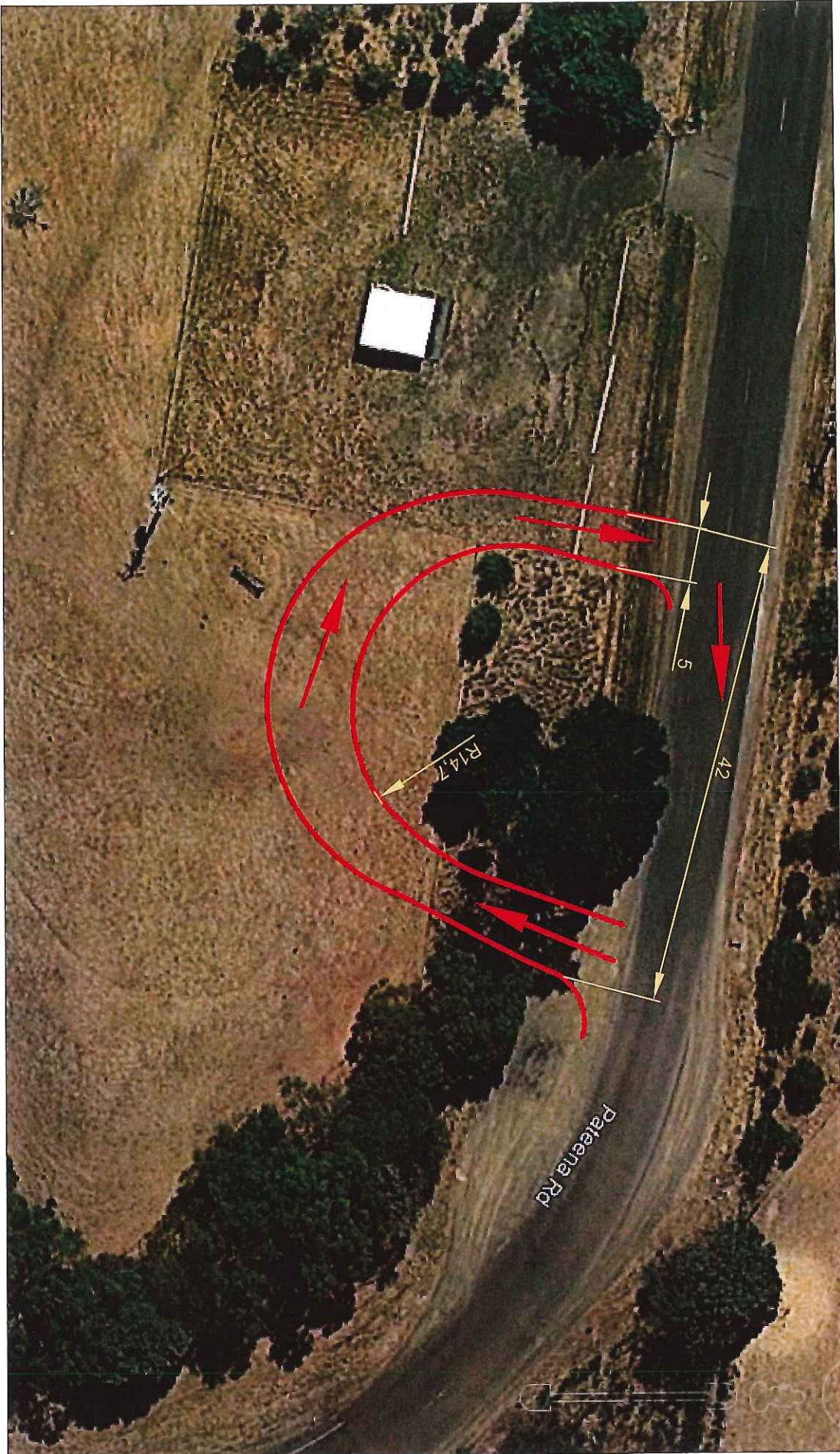
This Estimate remains valid for a period of thirty (30) days.

On behalf of :

On behalf of Longford Council:



PROP. PATEENA RD BUS TURNING CIRCLE  
Scale 1:500



Traffic Comment

Pateena Road Bus Stop - General Comment  
Illawarra Road/Pateena Road Junction, Tasmania

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Author: Andrew Howell,  
BEng(Hons), MEngSci

May 2019  
Rev A

Andrew Howell  
BEng (Hons), MEngSci

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4. IMMEDIATE SITE AREA.....	ERROR! BOOKMARK NOT DEFINED.
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## ATTACHMENT

1. DSG Crash Stats Summary
2. Sketch Layouts (approx) - Devon Hills / Pateena Rd
3. Key Site Photos

## Limitations

*This report has been completed based on information provided by the client and available in the public domain, additional information beyond this has not been considered.*

*Based on the nature of the development, this report has considered general arrangements for this development only, and has not considered in detail the wider impacts beyond the site (upstream network impacts), nor been provided with detailed design plans in order to undertake a full assessment of all aspects of the development in relation to specific regulatory requirements, Australian Standards or further design related requirements, this being beyond the scope of this report providing general comment only. Any subsequent changes to configuration or arrangements relating to the development which may impact on the content or recommendations of this report must be reviewed and approved by the author.*

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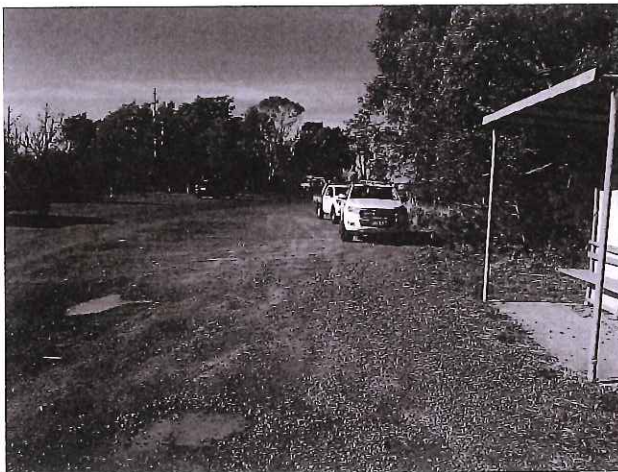
## 1. Introduction

Based on instructions from Northern Midlands Council technical staff, a brief review of a proposed Bus Stop upgrade on Pateena Road, near to the junction of Illawarra Road was undertaken.

An existing bus stop on the edge of the existing roadway with unsealed lay down/pull over area exists (refer Fig 1.1), but provides no separation from traffic and does not permit efficient turning of bus traffic to allow change of direction at this site (no ability to turn 180 degrees without turning manoeuvres across road lanes etc.).

A new bus turning area and lay down zone is being considered by Council, similar to a nearby site in Devon Hills, allowing dedicated turning and parking/lay down area for buses that can facilitate safe turning as well as permit entry and departure from any direction (East or West). A proposed area adjacent to the South-western side of the road near to the Illawarra Junction is proposed by Council staff and has been discussed with stakeholders, to form a "loop" turning circle area with separate entry and exit.

This review provides consideration of suitability of this site for such an arrangement, and comments on any improvements the revised layout could provide.



**Fig 1.1 – Existing bus stop / pull over area**

Crash data for the immediate area was provided by DSG (refer APPENDIX A), with no significant issues identified at this location relating to the existing bus stop/access arrangements, with few crashes of note based on the high volumes of traffic in this area – this is likely based on the proximity to the T-intersection meaning lower vehicle speeds during turning, and the open geometry/sight distance of the existing bus stop on the internal apex of the corner providing sound visibility in general.

## 2. Road Details

Pateena Road at this location is a sealed, two way road with sealed pavement approx. 7.25m wide. The road is a long straight to the West, with a corner turning to the South East meeting the Illawarra Road immediately adjacent. Pateena Road is a Northern Midlands Council administered road and appears to have open speed limit (100 km/hr). The bus stop in question is on the first corner immediately after exiting the Illawarra Road junction – refer Fig 2.2.

Nearby Illawarra Road is a DSG administered road, and is effectively a link between the Midland Highway – Bass Highway linking Northwest coast traffic to the Midland Highway traffic, with significant current construction works occurring to the East to bypass Perth to the South (*no current works proposed for the Illawarra-Pateena junction to which the author is aware*). The road carries significant volumes, and under ordinary circumstances is posted at 100 km/hr in this general area.

The Pateena-Illawarra intersection is controlled via signage and line marking, and appears to function effectively with deceleration and turning lanes for traffic to exit Illawarra Road on to Pateena Road. Sight distance for vehicles exiting Pateena Road is also sound.

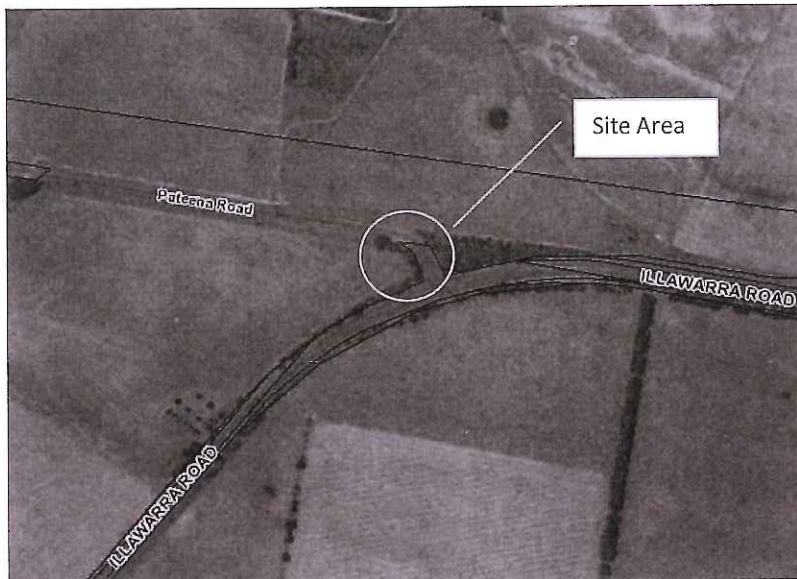


Fig 2.1 – General Site Location (Aerial photo via THELIST.tas.gov.au)



Fig 2.2 – Site Zoom (Aerial photo via THELIST.tas.gov.au)

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### 3. Site Details – Immediate Area

The site has an existing bus stop /pullover area used by various bus routes/operators with vehicles apparently entering and exiting from both directions, and travelling onwards also in various directions, including some requiring 180 degree turns to depart (according to NMC staff).

The main bus stop including shelter is located on the South-western side of the road, and there is difficulty in any bus or vehicle being able to turn 180 degrees to return from the same direction without manoeuvres that would have to occur on and across the existing road lanes, although a pavement widening (unsealed) zone is provided on the Northern side of the road to assist. Similarly, the pavement widening to the Northern road edge appears possibly used for lay down/drop off, requiring passengers to cross the road to any informal parking area in such a case.

Site photos were taken for various locations at the site, including for approximate sight distance lines and any issues noted or potentially impacting on operation – some key photos are provided as APPENDIX B. The majority of the site is flat, with level approaches and minimal but appropriate drainage and with sealed road surfaces in reasonable condition but with unsealed shoulders. Vegetation nearby presents some visual obscuring at certain angles and is discussed further below.

Whilst vertical alignment in this area is sound providing no issues for sight distance, the horizontal alignment has some potential to reduce sight distance, due to the curve of Pateena Road approaching the junction with Illawarra, and existing vegetation. This should be checked carefully during design and construction phases to ensure that SISD can be achieved at all times on final layout, as location of accesses to ensure sound visibility from all directions is critical.

The main Illawarra-Pateena intersection was not considered to have any particularly issues of concern considering the current traffic volumes, and generally satisfactory sight lines and appropriate horizontal and vertical geometry when considered against likely vehicle movements.

Traffic volumes during the period of inspection were generally moderate for this local area on Pateena Road, whilst Illawarra Road experiences significant traffic. On this basis the location of any bus stop would be preferred in the Pateena Road Link as proposed instead of having any access or interaction with the busier Illawarra Road.

Based on the above it is likely that the generally slower, lower volume and mostly local traffic of this zone contributes to a likely appropriate arrangement as proposed in operation, if accesses can be located and constructed to provide appropriate sight distance.

### 4. Proposed Layout

Council propose a loop driveway, off Pateena Road, generally in the area behind the large pine tree, based on successful operation of the Devon Hills bus stop loop with internal radius 28m, and so a similar arrangement is proposed here. Access would be via entry only on an EAST entry access, and exit only via a WEST driveway access.

Checks on geometry approximately suggest that a min radius of 24m could foreseeably work for typical bus turning templates, so the 28m internal radii proposed should provide additional manoeuvre room and be acceptable.

Final design checks should be undertaken by Council to confirm vehicle turning paths and geometry can be achieved, and that the driveway width and angle with respect to existing Pateena Road geometry is appropriate.

The safe operation of the proposed accesses is highly dependent on ensuring final locations can permit appropriate SISD being achieved, as per NMC interim planning scheme requirements the min SISD for

>60km/hr roads where vehicles are travelling at 50 km/hr is 90m. This is unable to be achieved currently without vegetation clearance, which should be considered to provide SISD in all cases.

However, practically and following site observations, the approaching junction and turning vehicles appear to provide lower vehicle speeds in the immediate zone around this junction, with 40 km/hr estimated for turning vehicle speeds generally. On this basis, and extrapolating the planning scheme vehicle speeds down to 40 km/hr, the SISD would likely reduce to approx. 78-80m and the current sight distance would generally comply. This appears to be why the current bus stop arrangement operates in generally safely; however removing further vegetation would improve the sight distance and ensure a safer overall arrangement.

Appropriate advance warning signage should also be installed on all approaches, to advise drivers of the bus stop location, to further slow traffic.

## 5. Traffic & Crash Data

NMC advised no specific traffic count data was available for this zone on Pateena Road. Observed site volumes as noted were low to moderate during the inspection periods, with regular traffic movements but no likely capacity issues identified.

Traffic Crash data from DSG for the general area was requested, to identify any existing issues. No significant issues were identified compared to the high volume of traffic near to this junction, which was likely expected based on sound visibility & junction geometry, site inspection and local appreciation of the site. The DSG Crash Statistics data is attached to the report for reference (REFER APPENDIX A). The few vehicle crashes in the area which were identified related to uncontrolled vehicle crashes or a failure to give way at the main junction, and not to the bus stop or related access issues in this area otherwise. These few minor crashes, based on the high volume of traffic in this area, are not considered significant.

## 6. Review of General Arrangement, Sight Distances

The site has been considered by Council staff for a similar arrangement to the Devon Hills bus stop/turning loop arrangement with layout as below, following feedback of successful operation of this site by local bus operators/drivers to Council works staff.



Fig 5.1 Devon Hills (Image via NMC staff JG, May19)

The Devon Hills site has entry only (East) and separate exit via the West access. The approx. radius of the internal curve is around 28m from aerial mapping tools.

Comparison to likely bus turning templates (14.5m BUS) indicates approximately that a minimum radius of 24m internal could work, and the 28m as proposed provides more than enough capacity including additional space should this arrangement be replicated.

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The Site is proposed for separate entry and exit. Entry only via the EAST access, and exit only via the WEST access. This is a preferred option for visibility for all likely traffic movements available at this site.

### **Sight Distance**

Based on a site specific review, it appears that the loop arrangement as proposed can likely operate satisfactorily, based on some site checks for final design and layout. It is noted that the location of the accesses is critical, to ensure that turning traffic can be seen from both directions. This should be undertaken by design to confirm specific turning paths and sight distances comply, and inspected on site by the author or suitably qualified traffic professional during construction to confirm.

Sight distance is estimated for likely key movements as follows:

#### **Entry (East Access)**

1. Entering bus or vehicle visible by vehicles from West – visible from vehicles behind in excess of 300m – SISD exists.
2. Entering bus or vehicle visible from East – visible from vehicles at or approaching junction (estimated turning vehicle speed approx. 40 km/hr) – 75m approx. This could be improved for traffic on Illawarra turning into Pateena by removing some vegetation on the inside fence line on each side.

#### **Exit only (West Access)**

3. Exiting – sight distance to WEST – in excess of 300m – SISD exists.
4. Exiting bus or vehicle visible to East – sight distance approx. 75m with appropriate clearance of vegetation – considered likely sound based on assumed low speeds for vehicles turning on to Pateena Road, estimated approx. 40 km/hr max at junction location and initial curve. Note the large pine tree specifically provides some obscuring of sight lines, and should be considered for removal if permitted to improve this sight line, as well as trimming of other roadside vegetation impeding this sight line.

Due to the possible reduced sight distance from vegetation on the main curve of Pateena Road at this junction it is recommended some vegetation clearance is undertaken to where possible increase sight distance to 80m plus, with 90m suggested as most appropriate if this can be achieved. Based on turning and approach traffic speeds estimated at 40 km/hr, 80m is however adequate in accordance with NMC Interim Planning Scheme.

## **7. Conclusion**

The revised loop turning circle layout for new bus stop and lay down area as proposed by NMC staff, similar to the Devon Hills arrangement, will provide an improvement to the existing bus stop arrangements at this site, with final design details TBC to ensure access and turning radii comply with necessary requirements.

Sound sight distance for the proposed separate entry and exit access driveways appears can likely be achieved based on careful access location selection and removal of some vegetation at the site to ensure min 90m SISD can be achieved at all locations in accordance with NMC Interim Planning Scheme.

Further details on options and likely requirements for any design details can be provided as needed by the author through further discussion with Council staff as required.

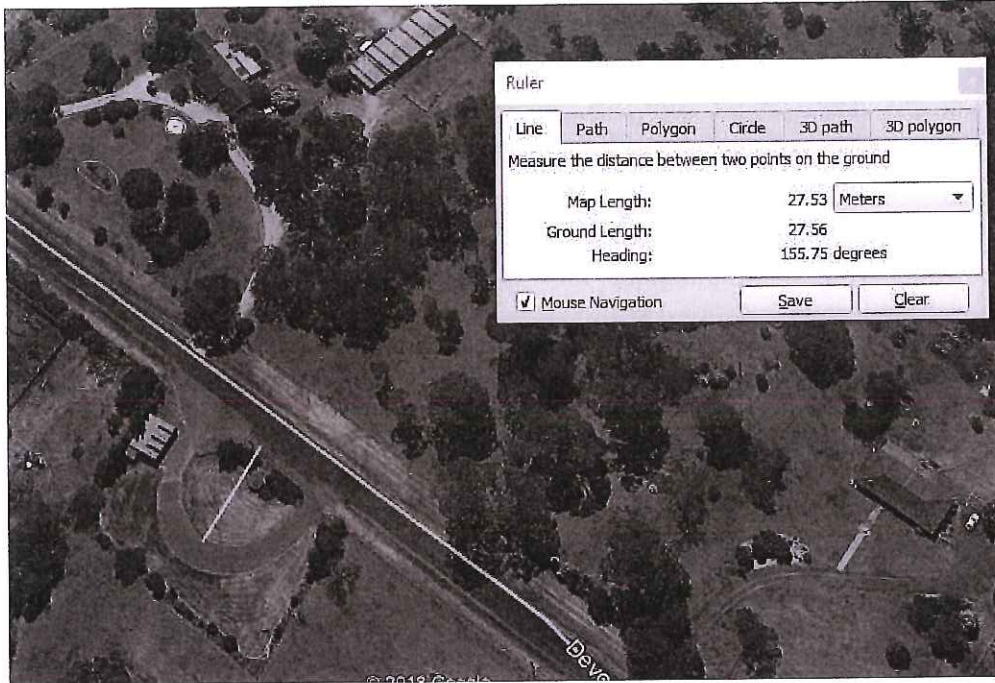
**Andrew Howell**  
BEng (Hons), MEngSci



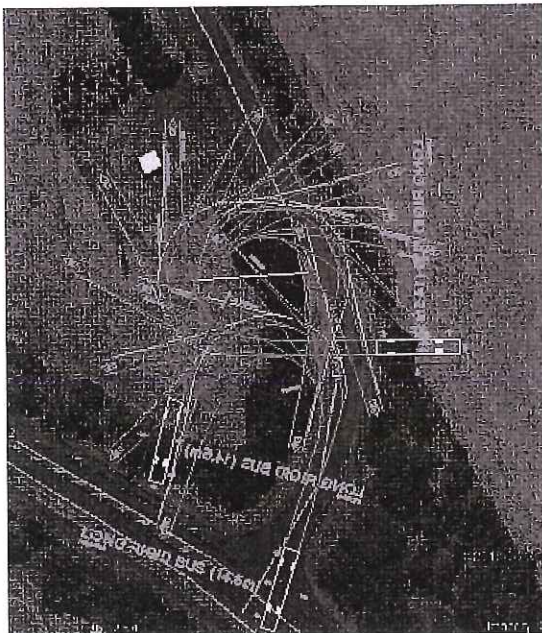
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ATTACHMENT 1 – DSG CRASH STATS

**ATTACHMENT 2 – SKETCH LAYOUTS (DEVON HILLS, PATEENA) – APPROX ONLY**



DEVON HILLS – APPROX RADIUS (28m min)

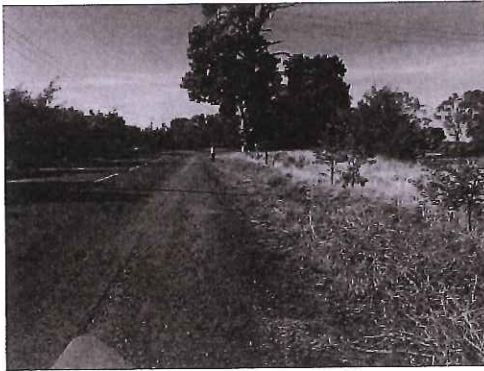
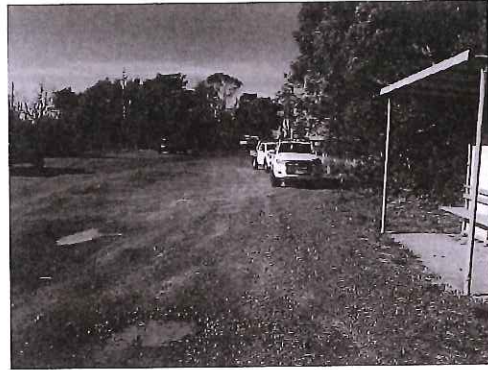
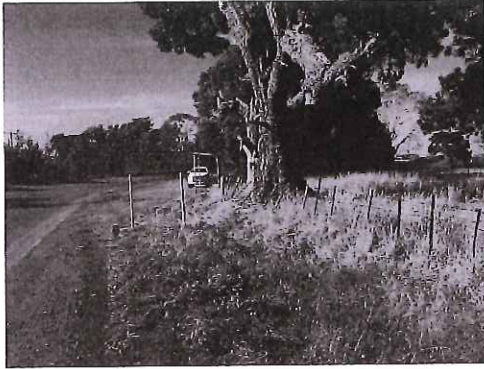


PATEENA – APPROX RADIUS (24m min – suggest 28m similarly TBC) / TURNING TEMPLATES APPROX

*Traffic Comment – Bus Stop Improvements, Pateena Road, Tasmania*

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**ATTACHMENT 3 – KEY SITE PHOTOS**



**Subject:** Proposed Purchase Of Crown Land in Trafalgar Street Ross

WORKS 3

**Good morning Des,**

**Thank you, and thanks also to Councillor Janet Lambert and Councillor Michael Polley for attending yesterday's meeting of the Ross Local District Committee.**

**I'm sure that yesterday's meeting left you and the Councillors in no doubt that the Ross Local District Committee does not support the sale of the Crown Land in Trafalgar Street, or indeed any future sales of any Crown Land wherever situated.**

**This is not only the view of the Ross Local District Committee, but it's also the view of the guests who attended the meeting, and is the view of the many Ross Residents who have discussed this matter directly with members of the Ross Local District Committee, but who were unable to attend the meeting.**

**When this matter arose three years ago with the Council at that time voting not to support the application, the applicant who wishes to purchase the land claims that he was not given a reason why the purchase should not go ahead.**

**The attached Word document "Trafalgar Street Ross Application To Purchase Crown Land" which was tabled at yesterday's meeting, sets out eleven reasons why the sale of the land should not be supported. In addition you and the Councillors also heard first hand many other reasons aired at the meeting, all of which were against the sale of the land.**

**Also attached is a letter from Mr Graeme Goddard which was tabled at the meeting. In the letter Mr Goddard gives his reasons why he is totally opposed to the sale of the land, with a particular emphasis on the Heritage and History of Ross and its Founders.**

**I would respectfully request that this email and the two attached documents, are included as part of the Council's Agenda item when this matter is discussed at the next Council meeting on Monday 19th August.**

**Please be advised that myself and two other Ross Local District Committee Members will be attending the Council Meeting.**

**Best regards,**

**Arthur Thorpe,  
Chairperson,  
Ross Local District Committee.**

**7<sup>th</sup> August 2019**

**TRAFALGAR STREET ROSS – APPLICATION TO PURCHASE CROWN LAND**

- The Trafalgar Street Road Reserve is Public Land, it does not belong to the Northern Midlands Council or to Crown Lands, it is part of the historical heritage of Ross having been established and laid out by the Village Founders and appearing on the earliest maps of the Ross Village.
- If it is allowed to be sold it will be gone from Public ownership for good.
- 2021 is the Bicentennial of Ross, selling off Road Reserves is hardly a good look when we should be protecting our Historical Heritage not selling it.
- A precedent will be set if the Road Reserve is sold. What happens when someone else wishes to purchase a Road Reserve in Ross? Given that a precedent will have been set, refusal of future applications would be very difficult to defend and we could end up in the situation where we lose more and more Road Reserves.
- The loss of the Trafalgar Street Road Reserve makes any future sub-division of the lands much more difficult. It is understood that the present owners of the land adjoining Trafalgar Street may have no intentions of sub-dividing their land, but ownership of land is not static and obviously changes hands over time, and a future owner may wish to sub-divide.
- Future sub-division becomes less attractive when a developer has to provide an access road to land they wish to sub-divide. Providing road access diminishes lot sizes making them less attractive to prospective purchasers and diminishes return on investment. Larger lot sizes are popular with purchasers, for example the 5 acre lot sizes that were sub-divided and sold at Devon Hills.
- The loss of the Trafalgar Street Road Reserve prevents access via the remaining portion of Trafalgar Street to blocks of land held by other landowners in the vicinity. Two of these large blocks of land would be eminently suited to Light Industrial Zoning should the current owner wish to apply to Council to rezone the land for this purpose.
- For over a hundred years the Road Reserve which the Applicant wishes to purchase has been available for use by means of an access license. The Applicant has current use of the Road Reserve via this method and suffers no land use impediment by virtue of this current arrangement, having not utilised the land for any purpose including the running of stock.
- This alternative method of use currently costs approximately \$259, which would appear to be a very cost effective means of having access and use of the Road Reserve rather than the cost of outright purchase.
- The Applicant has apparently stated that the reason for wanting to purchase the Trafalgar Street Road Reserve is that the purchase would make their land “complete”. This is hardly an adequate reason to justify the loss of a public asset for all time, considering that the Applicant is not disadvantaged by the current access license arrangement.
- It is also noted that the Applicant has two other adjoining blocks of land which are divided by Fitzroy Street – will it be necessary to purchase Fitzroy Street as well for the sake of “completeness” ???

21 Carison Court ,

Howden, 7054

4<sup>th</sup>. August 2019.

Chairman

Ross District Committee.

Dear Sir,

Re Street Closure, Sale.

I have come to understand there is consideration being given to closure and sale of another street ( Trafalgar street in part) in the Ross township and whilst I don't have verification of the facts, I wish to strongly state my objection and opposition to any closure, lease or sale of any of the streets of the town in the future. I have had an association with the town as a past resident from over 70 years ago and still a property owner and ratepayer. It is critical that the heritage of the town is maintained for us, and all the future generations. Too often Government, Local Government, religious groups, and others are hasty to dispose of our Historic assets for their short term gain and to the advantage of a few. The town now nears it's 200 year Anniversary and the streets as originally set out form an important part of the heritage, not just the buildings, and unfortunately since mid-last century already a number have been closed off to public access.

Our forebears, Convicts and Free Settlers, toiled hard to create what we have now and which we are pleased to admire but this means the whole town and streetscape not just the iconic structures such as the bridge and buildings. As a generation we owe it to them, and the future generations, to zealously maintain it. Unfortunately some has been diminished such as Bridge steps, freestone culvert ends and gutter kerbs, tap surrounds, etc. The use of precast concrete kerbs is not appropriate. We should ensure as custodians for the future this does not happen. Heritage, once it is diminished or lost, can't be reinstated.

I believe that the merging of Local Government areas for economic reasons has diminished the ability of local issues to be understood and considered in the best local interest by an administration which is remote, such as is NMC . Whilst I acknowledge District Committees are able to provide some input it is not as effective as local management by a local team.

I trust you will consider and pass on my concerns as appropriate.

Yours faithfully

G L Goddard