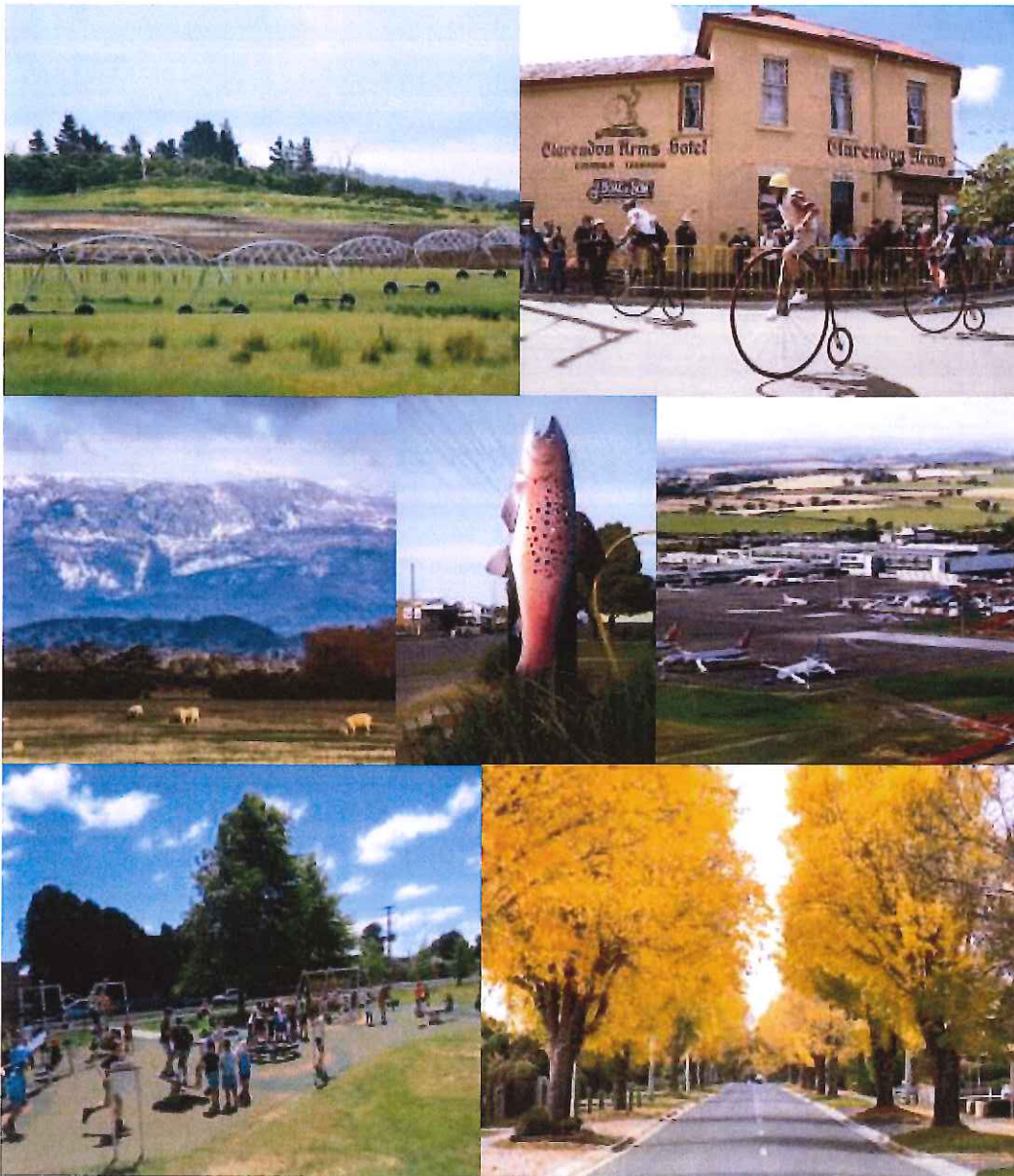


NORTHERN MIDLANDS COUNCIL LAND USE DEVELOPMENT STRATEGY 2018-2038



Final Report

By

Prepared for Northern Midlands Council

Johnstone McGee & Gandy Pty Ltd



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Engineers & Planners

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NORTHERN MIDLANDS LAND USE DEVELOPMENT STRATEGY OVERVIEW



The Northern Midlands Land Use Development Strategy (the Strategy) is a major planning initiative undertaken by the Northern Midlands Council to inform land use planning decisions for the Northern Midlands municipality for the next twenty years. The strategy will guide the implementation of existing regional plans and township plans through the preparation of the Local Provisions Schedule.

It will provide clarity on sustainable land use planning and management to optimally utilise available land and provide for projected needs over the twenty year period of the strategy.

The strategy is aligned with the aims and objectives of higher level plans including:

- Northern Midlands Council Strategic Plan 2017-2027;
- Greater Launceston Plan 2014; and
- Northern Tasmania Regional Land Use Strategy 2018.

The strategy builds on previous work undertaken by Northern Midlands Council including:

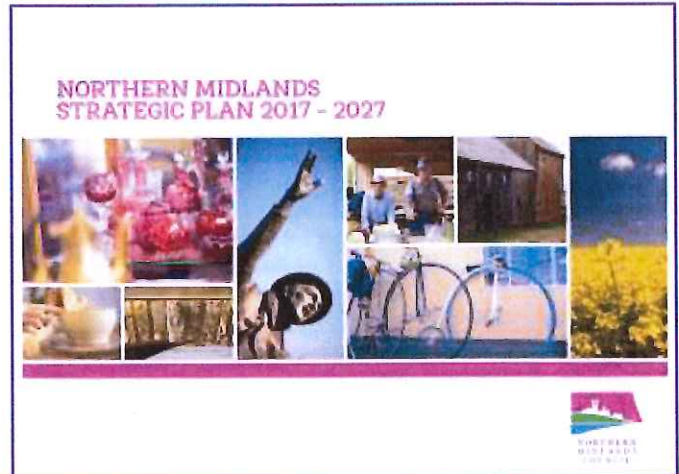
- Development plans for the townships of Campbell Town, Cressy, Evandale, Longford, and Perth 2012;
- Perth Structure Plan 2017; and
- Northern Midlands Council Priority Projects.

OBJECTIVES

The Strategy is intended to provide guidance on the location, timing and structure of development for residential settlements and other land uses so as to deliver on a number of the Northern Midlands Council strategic goals including:

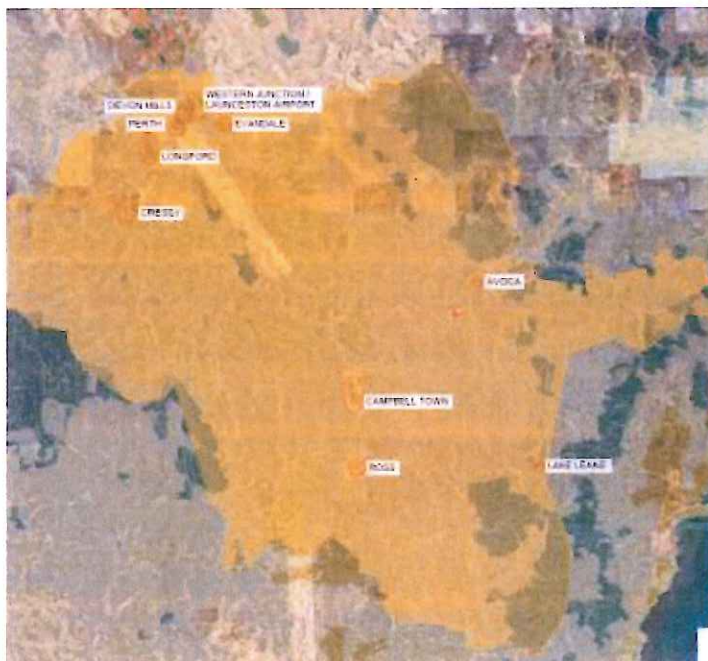
- Sustainable progress creates a vibrant future;
- Strategically plan and deliver infrastructure;
- Respect the past in building the future;
- Historical landscapes are cherished and protected;
- Connected communities are strong and safe; and
- The municipality is diverse and innovative.

Phase 1 implementation of the Strategy will guide the transition from the Northern Midlands Interim Planning Scheme 2013 to the Tasmanian Planning Scheme by preparing the Local Provisions Schedule to reflect the strategic and operational needs of the municipality and the aspirations of residents and businesses.



Phase 2 implementation of the Strategy will consider land use elements that require more detailed analysis to be undertaken.

NORTHERN MIDLANDS CONTEXT



Northern Midlands covers an area of 5,130 km² (see Figure 1), encompassing mountainous landscapes to the east and west with agricultural land, much of which has access to irrigation schemes, located more centrally. It is one of the most diverse municipalities in Tasmania with key industry sectors being mining, agriculture and fishing. The municipality is renowned for fine wool production as well as its scenic country drives leading to townships and settlements rich in European heritage.

Figure 1 - Overview of Northern Midlands Municipality showing the location of key townships and points of interest (Source ListMap)

In 2017 the population of the Northern Midlands' municipality was recorded as 13,043 residents (Keygan, 2017) and is primarily concentrated in the townships along the Midlands Highway.

The most populous centres are located in the northern area of the municipality within easy access to Launceston, the Translink Industrial Precinct (also known as Western Junction) and Launceston Airport as shown in Figure 2.

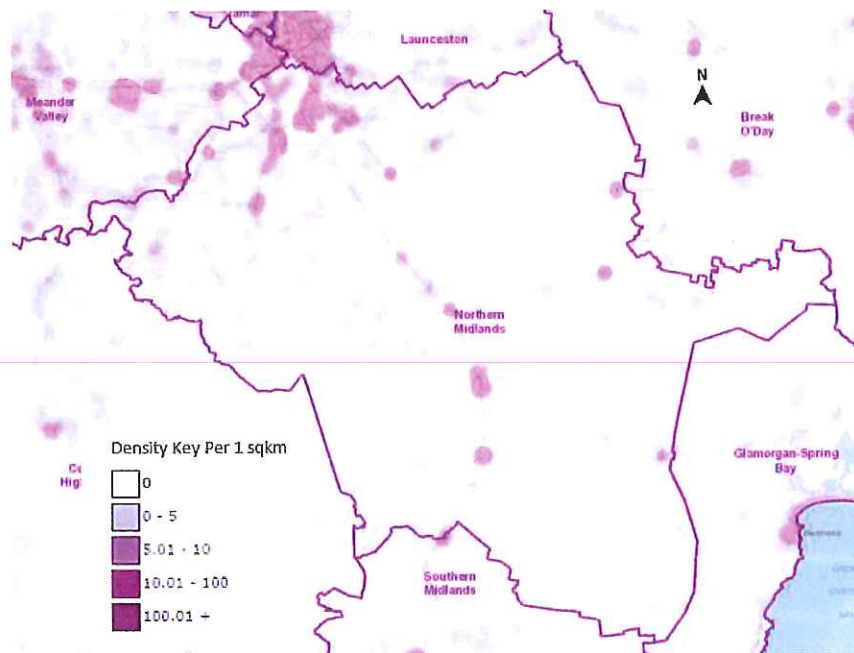


Figure 2 - Northern Midlands Municipality population density map
(Source ListMap and Nexis Data June 2018)

The population of the Northern Midlands (13,043 residents) for 2017 exceeds the Tasmanian Treasury 2014 assumptions. This is despite having a recorded population increase of 0.5% annual growth rate, which is below the state rate and the national rate of 0.6% and 1.6% respectively. The national rate projected a population of 12,734 by 2022 and 12,629 by 2027. Both projections have been exceeded, and the discrepancy between the Treasury forecast and latest statistics may be explained by the disproportionate increases in Perth and Longford. In these towns the increases in population were 9% and 12% respectively, significantly higher than the municipal average over the last census period of 2011 to 2016.

COMPONENTS OF THE STRATEGY DEVELOPMENT

The guiding principal in the development of the strategy was to leverage existing information. This included a review of relevant existing reports, strategies, plans and priority projects pertaining to land use, including future needs and trends in the municipality and northern Tasmanian region. A full list of the documents reviewed, and the time frames considered for the various studies, is shown in Figure 3 below.

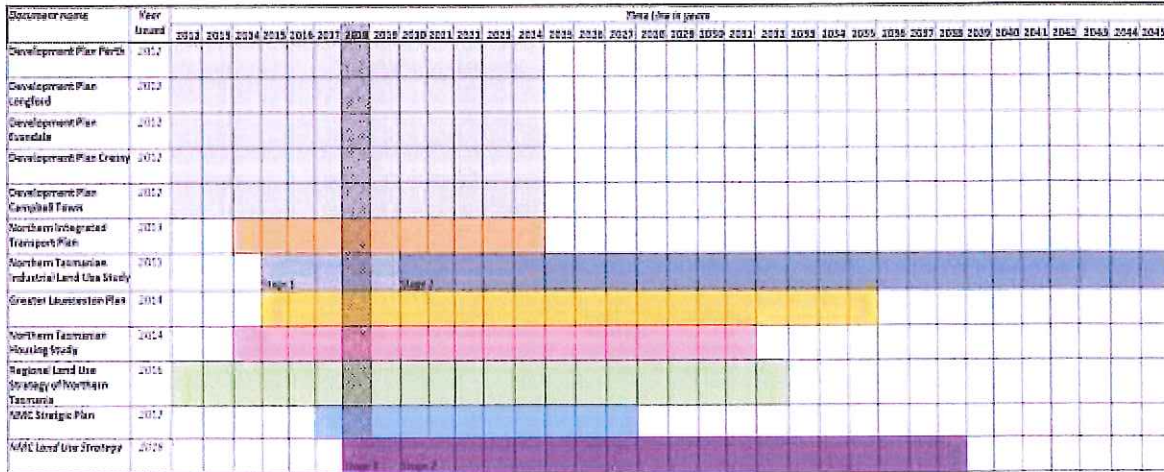


Figure 3 - Time lines for key background documents (hashed line indicating review year 2018)

Additional baseline information sourced included a review of existing TasWater infrastructure capacity and planned future upgrades; demographic information (summarised above), available/underdeveloped land; as well as municipal planning and building statistics. The Community Briefing Paper (see Appendix A) contains the results of this background research that informed the design of the Residential Precinct Development Masterplans.

Based on the Tasmanian Planning Commission (TPC) directions in *Guideline No.1 – Local Provisions Schedule (LPS): zone and code application*; a comparison of the provisions within the existing *Northern Midlands Interim Planning Scheme 2013* (the Scheme) and those in the *Tasmanian State Planning Scheme (SPPs)* was undertaken. Results were recorded in the *Zone and Code Recommendation Report*; a working document that evolved as the Local Provisions Schedule was progressed, providing the base information for much of the content in the Supporting Report to the draft NMC Local Provisions Schedule.

Community consultation was undertaken in 2018 using a number of methods and involving a variety of stakeholders as outlined in more detail in the *Community Consultation Report* of September 2018, see Appendix B.

The following section provides an overview of the key findings from the detailed supplementary reports contained in Appendices A and B.

HIHGLIGHTS FROM EXISTING REPORTS, PLANS AND STRATEGIES

NORTHERN TASMANIA LAND USE STUDY

The Northern Tasmania Industrial Land Use Study (NTILUS) concluded that sufficient vacant land for industrial use existed within the municipality. Core requirements are catered for via

the Translink Precinct, adjacent to the Launceston Airport, as well as existing land within Campbell Town and Longford, which accords with their classification as District Centres in the Northern Regional Land Use Strategy (NTRLUS).

Over the 2011 to 2016 period the top employment industries were sheep farming, supermarket and grocery stores, meat processing, aged care residential services and hospitals; with declines in wholesale trade, public administration, accommodation and food services. The area is also reliant on both recreational (trout fishing in Cressy) and heritage (Ross and Evandale) tourism, with Campbell Town being an important mid-way transit stop-over point.

GREATER LAUNCESTON PLAN

The Greater Launceston Plan (GLP) includes the northern townships of Longford, Perth and Evandale in its considerations, indicating that these townships increasingly play a Launceston 'dormitory suburb' role within Northern Tasmanian settlement patterns.

It is anticipated that this trend will continue, given the proximity, affordability and residential lifestyle qualities of these Midland townships.

The construction of the Midland Highway bypass (nearing completion) will increase Perth's attractiveness for commuters to Launceston. Perth is well positioned to meet the anticipated residential demand given the land available for further urban development, as well as the existing larger residential lifestyle lots near Gibbet Hill and Devon Hill.



(Source: DSG Midland Highway Safety Upgrades, Perth Link Roads)

It is considered that this trend is consistent with the NTRLUS classification of these centres; where Longford is identified as a District Centre, while Perth and Evandale are classified as satellite settlements.

Overall the GLP allocated 14% of the identified future (2016 to 2036) residential lot demand for the Greater Launceston area, to these northern townships, which equates to 1720 new lots.

NORTHERN TASMANIA HOUSING STUDY

The Northern Tasmania Housing Study (NTHS) completed in 2014, identified that the current lot supply is likely to satisfy the projected demand until 2030. More recent figures released

by the University of Tasmania, Institute for the Study of Social Change in the report “Tasmanian Housing Update, August 2018”¹ confirm that new dwelling approvals remain in surplus for the Northern Midlands in the period 2016 to 2017.

The NTHS recommends future urban development should provide a variety of housing options. The Residential Precinct Development Masterplans included in the draft NMC Local Provisions Schedule, respond to this recommendation by providing housing lots of various sizes and zoning, to cater for the three identified categories of housing, namely lifestyle housing, Greenfield housing and infill development i.e. medium density housing.



Examples of Medium Density housing styles.

TOWNSHIP STRUCTURE PLANS

The 2012 township structure plans identified that there was sufficient land already zoned for residential purposes within the currently defined urban growth boundaries. This land formed the starting point for the preparation of the more detailed Residential Precinct Development Masterplans as discussed later in this document.

GENERAL OBSERVATIONS



Additional study and report recommendations, to facilitate new centres for community activities (including transport hubs) as well as establishing better linkages with existing parklands; have been incorporated into the Residential Precinct Development Masterplans where possible.

SERVICE INFRASTRUCTURE & NATURAL HAZARDS

There are very few water supply constraints for low levels of development in all the townships. Generally, properties within 30 m of a TasWater reticulation main, with an elevation 30 m lower than the Top Water level (TWL) of the supply reservoir, are considered serviceable. By comparison the township sewage networks are underperforming, but

¹ <https://www.utas.edu.au/social-change/publications/housing/tasmanian-housing-update-aug-2018>

TasWater has advised that upgrades are scheduled within the next 10 years, with Perth, Longford and Evandale scheduled for treatment plant upgrades.

Generally there are very few reticulated stormwater issues in any of the townships, however the townships are relatively flat and there are limited entry points into the system. Accordingly, stormwater analysis and planning has been undertaken in more detail for the proposed Residential Precinct Development Masterplans, as some of the sites are known to lie within overland flow paths.

Flood prone areas are predominantly located alongside rivers and affect Campbell Town, Longford, Ross and the eastern edge of Perth as well as along Sheepwash Creek on the western side of Perth. Such natural hazards create spatial constraints on future township expansions, indicating that denser forms of residential development need to be considered to meet the projected future demand.

All townships are serviced by electricity, national broadband (wire and wireless) with natural gas only being available in Longford.

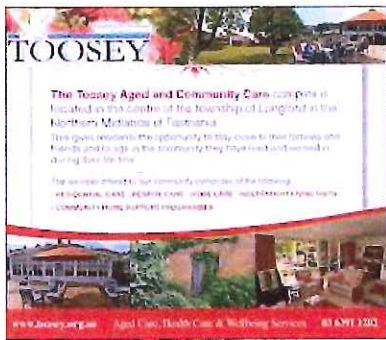
Main transport connectivity is provided by road networks, two rail corridors and the Launceston Airport. The Midland Highway upgrades south and west of Perth, in addition to the Evandale Road upgrades will provide additional capacity as the region develops.



COMMUNITY SERVICES AND FACILITIES

A desktop analysis was undertaken of the existing community services per township in June 2018. Table 7 in the Community Briefing Report (Appendix A) provides a summary of the community services available in townships, ranging from sporting facilities, schools, and emergency, medical, and cultural services but does not provide any indication of the capacity of the existing facilities.





Accordingly the potential future shortfall of services was based on modelling two population growth scenarios. The first assumes an annual population growth of 1% per annum across the Municipality; the second projects an annual population growth of 5% per annum across the Municipality by 2037.

The two scenarios bracket the actual population growth observed in the last census period; with the lower option more reflective of the municipality wide increase and the upper option responding to more localised increases observed in townships, especially Longford, Perth and Evandale.

Both scenarios indicate that the community services requiring significantly increased capacity to meet future projected demand (in order of need) include:

- Aged Care Services and Facilities;
- Hospital;
- General Practitioners;
- Preschool/Kindergarten places; and
- Neighbourhood parks and playgrounds.

The feedback received from participants during the Community engagement process reinforce the analysis, with participants prioritising the need for increased neighbourhood parks and playgrounds as well as facilities for young families. It is interesting to note, that although the survey responses were generally from an older demographic, increased aged care services and facilities were not accorded the highest priority. This may reflect the relatively high proportion of owner occupiers who have traditionally chosen to 'age in place'.

DEVELOPMENT APPROVALS AND COMMUNITY CONSULTATION

Council data indicates that over the last 7 years the annual number of approvals throughout the Municipality has on average been for 50 single dwellings, 25 multiple dwellings, and 14 subdivisions with an average lot yield of 48 lots, as per Table 1 below.

Dwelling Type	Annual Average	2012 to 2018							
		Actual Building Approvals NMC	Townships						
			Campbell Town	Cressy	Evandale	Longford	Perth	Ross	Other
Separate houses	50	349	22	20	12	85	186	9	15
Semidetached houses*	26	180	2	0	8	109	61	0	0
Flats & Apartments*									
Other									
Total	76	529	24	20	20	194	247	9	15
Commercial**	34	241	27	51	16	50	13	15	69
Subdivision	14	95	4	9	6	32	35	1	8
lot Yield	48	336	10	8	9	108	183	2	16

* These types of dwellings are classified as Multiple Dwellings in the Scheme, hence have been combined in the analysis for consistency of comparison

**These figures may include Change of Use Applications only and do not necessarily indicate an annual increase in business activity but potentially enterprise churn

Table 1 - Summary of NMC planning approvals from 2012 to 2018 (inclusive) per Township with explanatory notes.

Three key features are apparent in this historic pattern of development. Namely:

- There is a preference for single dwellings over multiple dwellings;
- Subdivision development has typically been for smaller developments, mostly 2 or four lot yields; and
- The focus for development has been in Longford and Perth.

The conservative analysis of available General Residential and Low Density Residential land (refer section 5 in the Community Briefing report in Appendix A) indicates that throughout the Municipality as at 2018, there is sufficient land supply across the municipal townships given the overall projected population increase and historic development pattern. The one exception being Longford where much of the land zoned General Residential has been developed.

It is noted that the majority of the potential residential land is privately owned; so there is no guarantee that the land will be released to the market in the locations or within timeframes that automatically align with market demand. Hence, there may still be requirements to consider land zoned Future Urban zone and Rural (where located just outside the Township boundaries) for future residential demand, although such land will generally be more constrained by reduced availability of infrastructure services. It is also noted that recent flood modelling has reduced the potential land supply within some of the land zoned Future Urban. More detailed consideration of these matters will form part of the Phase 2 implementation planning.



The community consultation undertaken in 2018 indicated that community priorities and concerns are consistent with past studies and confirmed that core elements valued by the community include:

- Community spirit/feeling;
- Heritage fabric; and
- Rural landscape and natural assets.



A comprehensive analysis of the community engagement process and feedback results are included in the report contained in Appendix B. Key take outs from the analysis include:

- Preservation of heritage character, look and feel was ranked as a higher priority by Evandale and Perth participants compared with other township residents;
- Population growth if managed well was considered appropriate by Longford, Campbell Town, Ross and Avoca participants, whilst Evandale participants emphasised that they wished to cap the population at 2000 residents as per previous strategic studies;
- Despite the demographic profile of NMC being older than the Tasmanian average, the provision of additional aged care facilities was ranked within the bottom four of the overall eleven priority choices. This indicates that community expectations need to be explored more closely given the previously identified gap with population community service benchmarks (refer page 12 of this report);
- In general, participants communicated that there was no need to extend the Heritage Overlays in townships, although consideration should be given to protect the architectural styles of other eras such post war and the sixties dwellings;

- Participants expressed a preference for streetscapes with trees and off street parking, generating a community feel;
- Participants articulated a distinct desire to avoid small lots (450m²) and cramped together double storey dwellings so as to avoid becoming an outer suburb of Launceston; and
- Key feedback from the student workshops indicated that those places that provided opportunities for outdoor activities with family and friends were highly valued, accordingly desired future priorities included greater access to Township Rivers as well as more sporting, entertainment and supermarket facilities.



Meetings with the township district committees provided a series of ‘key characteristics’ which have informed the Local Area Development objectives contained within in the draft NMC Local Provisions Schedule; in this way future township development is more likely to contribute to the maintenance and enhancement of those elements particularly valued by each community.

A number of Council’s Priority Projects (refer Section 3 in Appendix A) will deliver on several of the expressed community expectations. It is noted that some of the priority projects are still to be funded. A project’s funding status has been considered when allocating strategy implementation activities into either Phase 1 or Phase 2 as detailed in the “Implementation” section later in this report.

RESIDENTIAL DEVELOPMENT PRECINCT MASTERPLANS

Council provided an initial list of potential development areas based on the township plans prepared by Pitt and Sherry in 2012. The original full list of 22 sites is included in Section 8 of the Community Briefing Paper in Appendix A. The planning principles developed from the background research and community consultation are listed below:

- Minimum lot sizes in the General Residential Zone to be larger than the SPP minimum to reflect the traditional development patterns in keeping with rural townships, but small enough to discourage excessively dense unit development;
- Multiple dwelling site areas to achieve the NTRLUS 2018 targets of 25%;

- To minimise residential (i.e. sensitive uses) exposure to potential negative environmental impacts from adjoining non-sensitive land uses,
 - Low Density Residential Zone will be used to provide a buffer to adjoining non-residential uses, such as road and railway corridors; Rural and Agriculture Zones; and
 - Multiple dwelling development is prohibited in the Low Density Residential Zone;
- Open Space Zone to provide connectivity to enhance urban walkability and provide buffers to adjoining non-residential uses, such as road and railway corridors;
- Prioritise development of areas free from natural hazards (such as flooding) and within areas already serviced or proposed to be serviced by infrastructure (water, sewage and stormwater) within the life of the Land Use Development Strategy;
- Inclusion of landscaping provisions for new subdivision developments to increase the urban tree canopy;
- Ordinances to provide additional protection to the existing look and feel of Evandale and Ross where the historic fabric is critical for the tourist economy; and
- Allocate the development sites into either Phase 1 or Phase 2 implementation.

A number of the original development sites were removed from Phase 1 implementation because subdivisions had either been recently approved by Council or more detailed work was required to determine the optimal design. Sites requiring more detailed analyses were allocated to Phase 2 of the Strategy implementation and have been highlighted in light blue; those removed totally from consideration are shown in light maroon (see Table 2 below).

Township	Site No.	Address	Reason for Removal
<i>Evandale</i>	7	Arthur Street extension	Outside Urban Growth Boundary - more detailed design required to confirm linkages between sites 6, 7 and 8 to achieve desired population cap of 2000.
	8	Whitehills Road & Ridgeside Lane	Outside Urban Growth Boundary - more detailed design required to confirm linkages between sites, 6, 7 and 8 to achieve desired population cap of 2000.
<i>Longford</i>	10	Wellington Street	Located on THC registered Heritage Place - Northbury
	11-1	Catherine Street (west side)	Outside Urban Growth Boundary, potential for future conversion if required.
	11-2	Catherine Street (east side)	Outside Urban Growth Boundary & within Attenuation Code overlay of Brickworks to the south
	11-3	Cressy Road	Within Attenuation Code overlay of Brickworks to the south
	11-4	Marborough Street	Within Attenuation Code overlay of Brickworks to the south
<i>Perth</i>	13	Fairtlough Street	Subdivision application approved, balance land difficult to develop further
	14	Philip Street	Future Urban Growth area - more detailed design required to incorporate updated flood modelling for Sheepwash Creek and impact of Perth bypass construction.
	16	Clarence Street	Subdivision application approved, no balance land to develop.
	17	Napoleon Street (west of)	General residential - more detailed design required to incorporate impact of Perth bypass construction and linkages to site 14.

Table 2 - Summary of potential development sites removed from Phase 1 Implementation

For the remaining 16 development sites, detailed residential precinct development masterplans have been prepared showing the proposed lot layouts, new roads and proposed zoning so as to deliver on the previously outlined planning principles. The resultant designs are included in the draft NMC Local Provisions Schedule as Acceptable Solutions for Subdivision and provide the potential for an additional 623 lots within the General Residential and Low Density Residential zones, which would support an additional 567 single dwellings and 133 multiple dwellings.

The residential precinct development masterplans achieve densities ranging from 14 to 17 dwellings per hectare for single dwellings; and between 20 and 25 dwellings per hectare for multiple dwellings in the General Residential Zone. Such densities are generally aligned with the target densities for Longford and Campbell Town as District Centres, as outlined in the NTRLUS as well as reflecting community feedback on desired township densities to maintain a rural feel.

Based on the historic average rate of development (refer Table 1) within the Municipality, it is considered that the Phase 1 Residential Precinct Development Masterplans (as included in the draft NMC LPS) provides capacity for the next 10 years for single dwellings but only four years for multiple dwellings. Furthermore, as Table 3 below shows the spread of the capacity across the townships is not even, highlighting that the proposed capacity is greatest in Evandale and Cressy, whereas Perth and Longford are more limited reflecting the development activity within these two townships over the past five years.

Township	GRZ No. of Lots		GRZ Dwellings (potential)		LDRZ No. of Lots	LDRZ Dwellings (potential)	Total Lots/Town	Total Dwellings /Town
	Single Dwelling	Multiple Dwellings	Single Dwellings	Multiple Dwellings	Single	Single		
Campbell Town	70	7	70	21	10	10	87	101
Cressy	118	10	118	23	87	87	215	228
Evandale	122	14	122	29	32	32	168	183
Longford	7	3	7	7	0	0	10	14
Perth	90	15	90	39	0	0	105	129
Ross	29	7	29	14	2	2	38	45
Sub-Totals	436	56	436	133	131	131	623	700

Table 3 - Summary of Phase 1 implementation lot and dwelling yield. (GRZ = General Residential Zone; LDRZ = Low Density Residential Zone)

In order to achieve the GLP planning goal of 7 years forward supply of land as well as balance out the townships, additional capacity for multiple dwellings will need to be provided.

The Perth Structure Plan (GHD 2017) identified the area south of Drummond Street and north of the Midland Highway Perth Bypass as a key development area. The preferred Option 2 Concept plan is included as one of the priority Phase 2 implementation projects.



Extract of South Perth Structure Plan – GHD 2017

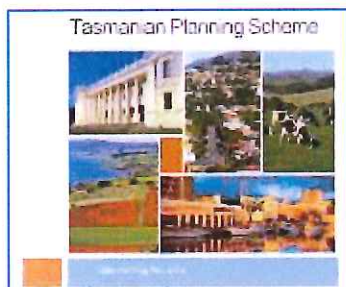
To facilitate the land’s availability to meet the projected short term residential demand, the area encompassed by the Option 2 Concept plan has been transitioned to Future Urban Zone in the draft NMC LPS.

Potential development sites within Longford are more limited, with the areas south of Longford impacted by the attenuation code overlay of the existing brickworks and other smaller sites being scattered throughout the township. Further work to identify suitable sites will need to be undertaken as part of the Phase 2 implementation.

The land available within the 5 development sites for Phase 2 implementation have the potential capacity to deliver an additional 1000 plus residential lots across the Municipality – with the largest proportion of those being in Perth and Evandale.

It should be noted that densification within the existing township centres is potentially more problematic as all key townships have Historic Heritage Overlays which generally align with their spatial centres. Hence, opportunities provided by Greenfield developments such as south of Perth are more likely to provide the optimal opportunity for residential densification.

TASMANIAN PLANNING SCHEME



The Tasmanian Planning Scheme (TPS) implementation requires the spatial application of the State Planning Provisions (SPPs) within each Council area via the Local Provisions Schedule (LPS).

In order to transition the *Northern Midlands Interim Planning Scheme 2013*, a number of challenges need to be overcome, including:

- Fundamental Scheme changes such as:
 - Removal of the Rural Resource Zone;
 - Addition of Rural, Agriculture and Landscape Conservation Zones;
 - New Priority Vegetation Areas & Bushfire-Prone Areas mapping; and
 - Introduction of a Road & Railway Attenuation Area;
- Very specific transitioning directives from the Tasmanian Planning Commission (TPC) guiding the transitioning process including:
 - *Guideline No.1 – Local Provisions Schedule (LPS) zone and code application (the Guidelines)*, which stipulates, for example, that:
 - Zones must be allocated to land to provide the best alignment with the zone’s primary purpose;
 - The data layer *Land Potentially Suitable for Agriculture* is to be used in determining the zoning for agricultural land; and
 - Priority Vegetation Overlay Areas cannot be applied to some zones, including Agriculture Zone;
- Draft Ministerial Declarations which determined those elements of the existing scheme that can be transitioned and those which cannot; and
- Section 32 of the *Land Use Planning and Approvals Act 1993* (the Act) that details the criteria which may be used to deviate from the SPPs when preparing the LPS.



The transitioning rationale applied in the preparation of the NMC LPS including zone and overlay maps is detailed in the draft NMC LPS Supporting Report (separate document). Transitioning land from the Rural Resource Zone required consideration of three potential target zones, namely Rural Zone, Agriculture Zone and Landscape Conservation Zone.

The Guidelines stipulate that the Natural Assets Overlay Code cannot be applied to land within in the Agriculture Zone. Consequently, significant areas containing Priority Vegetation within the Municipality will not be shown on the draft LPS maps. This means that future developments within such areas, located within the Agriculture Zone, will be excluded from Council’s development assessment process.

The planning regime introduced by the TPS relies on land owners and managers being aware of the Priority Vegetation on the land and managing the vegetation in accordance with the *Forest Practices Act 1985* and the *Forest Practices Regulation 2017*, which deal with land clearing controls.



This is a significant departure from the previous *Scheme* and may require proactive communication and engagement with land owners and managers to assist in the transition.

It is recommended that proactive land owner and manager communication is included in Phase 1 implementation of the strategy.

Retaining Priority Vegetation wherever possible is important for a number of reasons including:

- maintaining the identified Biodiversity Hot Spots within the Municipality;
- protecting the water catchment areas feeding key rivers, to protect and preserve the township drinking supplies;
- mitigating the projected impacts of climate change by creating 'micro climates';
- providing land owners and managers with shelter belts for stock, and increasing habitat for crop pollinators;
- enabling potential diversification of farm income via future financial products for carbon capture/storage/trading of vegetated areas; and
- maintaining the scenic character of the municipality which is valued by both residents and tourists alike.



For the purposes of this strategy document, the transitioning planning principles adopted in the preparation of the draft NMC LPS are listed below:

- Within the constraints of *the Guidelines* and other regulatory requirements, apply a 1 to 1 transition, both spatially and from the ordinance (use class and development provisions) perspective wherever possible;
- Correct some obvious zoning anomalies (e.g. residences within townships on land zoned open space);
- Changes in zoning should maintain existing use rights of land owners wherever possible;
- Develop Specific Township Area Plans to ensure the required residential land supply and the social, environmental and economic objectives for the townships are achieved as articulated in this Land Use Development Strategy (effectively Phase 1 Implementation of the Strategy);

- Develop Particular Purpose Zones to provide for key regional facilities that would otherwise be prohibited uses, such as Petrol Stations;
- Utilise split zoning of land parcels only where it aligns with primary land uses for each area of the parcel; and
- Apply overlays to provide visual prompts for key planning information including:
 - Local Heritage Places;
 - Significant Heritage Trees;
 - Attenuation Code Overlays and
 - Precinct Development Plans.

A number of additional matters arose during the preparation of the LPS which could not be adequately researched (to meet the strict criteria of *the Act* and *the Guidelines*) including:

- Extending the Significant Tree Register to include additional and important trees within townships as well as historic Hawthorn and other hedges;
- Extending the Scenic Landscape Overlay to:
 - The area between Avoca and the South Esk River;
 - Further into the Fingal Valley.
- Considering whether additional commercial or industrial land is required for Ross;
- Extending the Heritage Precinct for Ross & Longford;
- Identifying well serviced areas within the townships that may be suitable for quality residential densification;
- Consider what planning provisions (if any) would minimise potential risks to Launceston Airport traffic, for example via bird strike risks; and
- Consider what planning provisions (if any) could be implemented to increase the Municipality's ability to respond to the increasing risks posed by Climate Change.



In addition to the above a number of specific requests for rezoning and or subdivision were flagged with the project including:

- 10ha land parcel near Bishopsbourne;
- Rezoning of Rural Resource land near Breadalbane for commercial and industrial purposes;
- Rezoning of Rural Resource land at Mill Road to Low Density Residential zone; and
- Rezoning of Rural Resource land to Low Density Residential zone south of Longford.

The above matters were considered in the preparation of the draft NMC LPS zoning maps, in particular the finer grained considerations of zoning around townships as part of the Rural

Resource transition activity. A review of strategic documents including the Greater Launceston Plan and the Northern Tasmania Regional Land Use Strategy did not identify any support for such changes in the stated locations. Furthermore, *the Guidelines* precluded the inclusion of such changes as part of the draft LPS implementation.

These additional matters are listed for further consideration in Phase 2 of the strategy project. It is recommended that Council consider developing more detailed scope documents to determine their feasibility and priority as part of Phase 2 of the strategy implementation.

Finally, it is important to recognise that a strategy intended to guide land use development over a twenty year time frame will require regular reviews. It will be necessary to ensure assumptions based on historic information remain valid, or are adjusted to reflect changing drivers and demands as well as adapting to new opportunities and threats.

NEXT STEPS AND RECOMMENDATION

The Northern Midlands Council Land Use Development Strategy project has identified that the implementation of the Tasmanian Planning Scheme provides Council with an opportunity to implement a Local Provisions Schedule that will deliver on a number of the existing strategies and plans that reflect the Municipality's land use needs as well as community expectations.

Draft versions of the Local Provisions Schedule and overviews of the proposed transition approach, based on the Land Use Development Strategy have been workshopped with Council throughout the project.

The LPS approval process (see Appendix C) will potentially extend for another 6 to 12 months into 2020 before final Ministerial sign off is achieved, thereby concluding Phase 1 of the Strategy Implementation.

Phase 1 implementation documents include:

- 1) The Northern Midlands Land Use Development Strategy;
- 2) Northern Midlands Local Provisions Schedule (draft);
- 3) Zoning and Overlay Maps (draft); and
- 4) Local Provisions Schedule Supporting Report (draft).

Priority Projects recommended for Phase 2 include a combination of existing Council Priority Projects, more detailed design on further development of residential precinct masterplans and scoping projects for the additional matters beyond the scope of Phase 1

implementation. Table 4 below provides an overview of the recommended Phase 2 priority projects.

Project Name	Project Elements	Comments
Planning Scheme Amendments	Update the provisions for the Translink SAP; Combine the Particular Purpose Zone for Petrol Stations into 1.	Unable to pursue as part of draft LPS as these were transitioning elements.
Evandale within Settlement Hierarchy	Revisit potential rezoning of Rural Resource land currently outside urban growth boundary to provide connectivity for development site in LPS.	Identified as key settlement areas in Greater Launceston Plan.
Perth Structure Plan	1) Finalise Design; 2) implementation.	Finalise detailed design; Prepare Rezoning Applications
Revisit Designs for Longford Development Precinct Plans	Site 7,8,11,14,17 - Ensure sufficient capacity to meet project demand for residential development; especially in Longford	Revisit potential residential land to meet projected needs in Longford, given constraints of Brickworks to the South.
Phase 1 identified additional land use matters	Define and prioritise matters raised in Phase 1	Significant Tree Register, Scenic Landscape Overlays; Commercial and or Light Industrial Land Ross / Breadalbane ; Extend Heritage Precinct in Ross/Longford; Bird strike concerns Launceston Airport; Rural Living subdivisions.
TRANSLink Precinct Renewal Program	Progress the four key projects involving infrastructure upgrades	Stormwater, Rail Spur, Gas Reticulation and Evandale Road Upgrade.

Table 4 - Recommended Priority Projects for Phase 2 implementation

Regular strategy reviews should ideally be aligned with reviews of the Northern Tasmania Regional Land Use Strategy, however with the announcement in January 2019 of a proposed new approach to future updates and changes to all Regional Land Use Strategies (see Appendix D) it is apparent that Council will need to take the lead on regular reviews of the Municipality's Land Use Development Strategy. Such reviews may then trigger updates to the Northern Tasmania Regional Land Use Strategy. In the absence of specific triggers, 5 yearly pro-active reviews are recommended.

The Northern Midlands Land Use Development Strategy provides clarity on sustainable land use planning and management within the Municipality to optimally utilise available land and provide for projected needs.

The strategy consolidates the previous strategic work undertaken by the Northern Midlands Council and is aligned with key higher level strategies including the Northern Tasmania Regional Land Use Strategy. The strategy provides the basis for the policy intent of the draft Northern Midlands Local Provisions Schedule.

APPENDIX A

COMMUNITY BRIEFING PAPER

NORTHERN MIDLANDS LAND USE
STRATEGY 2018 - 2038

Community Briefing Paper

September 2019



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Appendix A - Service Infrastructure Overview

Appendix B - Existing Township Facilities Overview

Appendix C - Objectives of Resource Management Planning System

Executive Summary

This report provides an overview of previous studies relevant to the northern midlands region. Key information captured includes population trends, commercial opportunities, housing requirements, community facilities and historic township development and structure plans.

The primary intent of the document is to provide the context for the strategic land use development strategy 2018 - 2038 being prepared for the Northern Midlands Council. Whilst the various studies were authored at different times and covered different temporal and spatial scales the trends have been found to be consistent over time and provide a sound basis on which to progress the current strategic work.

This report will also be used to inform the broader community of the existing constraints and opportunities in the Northern Midlands municipality.

1. Introduction

JMG Engineers and Planners have been engaged by Northern Midlands Council to prepare a community briefing report which provides an overview of the key issues for the municipality. These include the current demographic and economic trends, existing and planned infrastructure, land use and development patterns, environment and heritage and natural hazard conditions such as flooding and bushfire.

This report will provide a background to the key characteristics and issues in the municipality and help to inform the preparation of the Northern Midlands Land Use Strategy. The briefing paper will also include key development sites across the municipality and discuss the implications of these for the region.

2. Demographic & Economic conditions

The Northern Midlands local government area (LGA) is one of the largest and most diverse municipalities in Tasmania. It extends to cover the northern part of the central midlands agricultural area, and around the Midland Highway. The municipality has several population centres including Perth, Longford, Campbell Town, Evandale, Cressy, Ross and Avoca.

An understanding of current and future population scenarios is an important factor in planning for the future of the Northern Midlands municipality. Historically, economic growth and population growth have been interconnected. The existing demographic conditions will therefore be an important factor to inform decisions relating to future development patterns and community assets. The Northern Midlands LGA demographic trends and economic profile have been analysed as part of the Northern Midlands Land Use Strategy project by population researcher and demographer Amina Keygan.

Keygan (2017) identified the following key trends for the Northern Midlands LGA:

- The current population of the Northern Midlands LGA is 13,043 residents which is an increase of 314 people over the 2011 - 2016 period (Figure 1).
- The average rate of annual growth has been 0.5% over the previous five years, slightly below the state growth average (0.6%), and well below the national figure (1.6%).
- The population of the Northern Midlands is experiencing population ageing such that its median age, at 46 years, is significantly higher than both the Tasmanian median age (42) and the national median age (38).
- The majority of those employed in the Northern Midlands LGA are employed full time, and the area has an unemployment rate of 6.1% which is lower than the Tasmanian rate of 7.0% and the national rate of 6.9% as at the 2016 Census date (ABS QuickStats¹).
- Over the period of 2011 - 2016, the top industry employer was Sheep Farming (specialised), Supermarket and Grocery Stores, Meat Processing, Aged Care Residential Services and Hospitals (except Psychiatric Hospitals) (ABS QuickStats, 2016); with declines in wholesale trade, public administration and accommodation and food services.

¹

http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA64610?opendocument

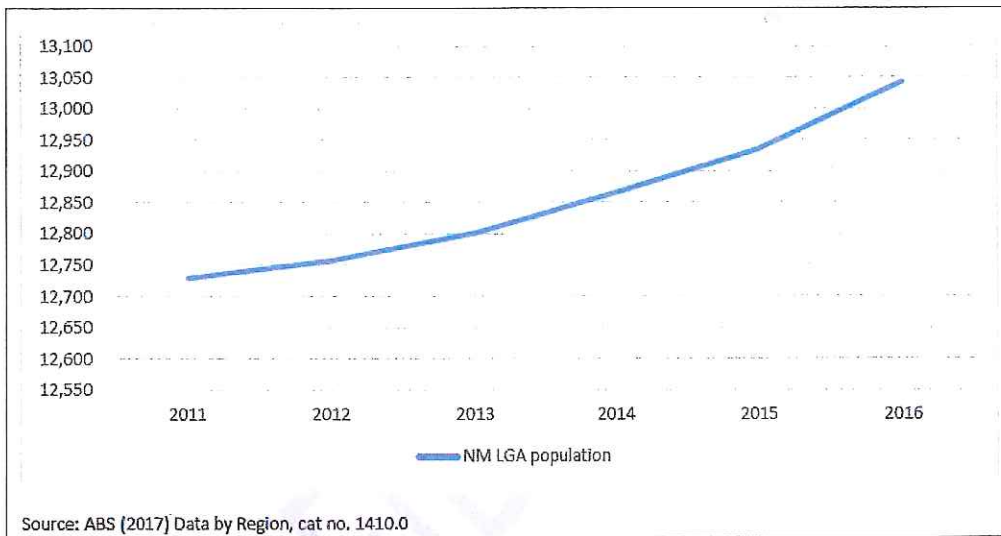


Figure 1 - Northern Midlands LGA Population, 2011 - 2016 (A. Keygan 2017)

The population structure of the Northern Midlands as at 2016 is shown in Figure 2.

Over the previous five years the Northern Midlands LGA has experienced slow, but positive population growth. The population of the Northern Midlands is experiencing structural population ageing, characterised by a ‘bite’ in the working age population (25-39 years, a significant section of the key workforce cohort) and a ‘bulge’ in the older population of those currently aged 55-59 years. Additionally, break downs of estimated resident population by age cohort, indicate, that over the period from 2011, the absolute numbers of those in younger cohorts (0-14 years) have been declining, while those in the ‘oldest old’ cohort (85+ years) have increased over time - indicative of numerical ageing. One of the challenges for the Northern Midlands Council is to implement a land use and development strategy that is able to support an ageing population, with a decreasing income base (working age population) from which to draw economic resources.

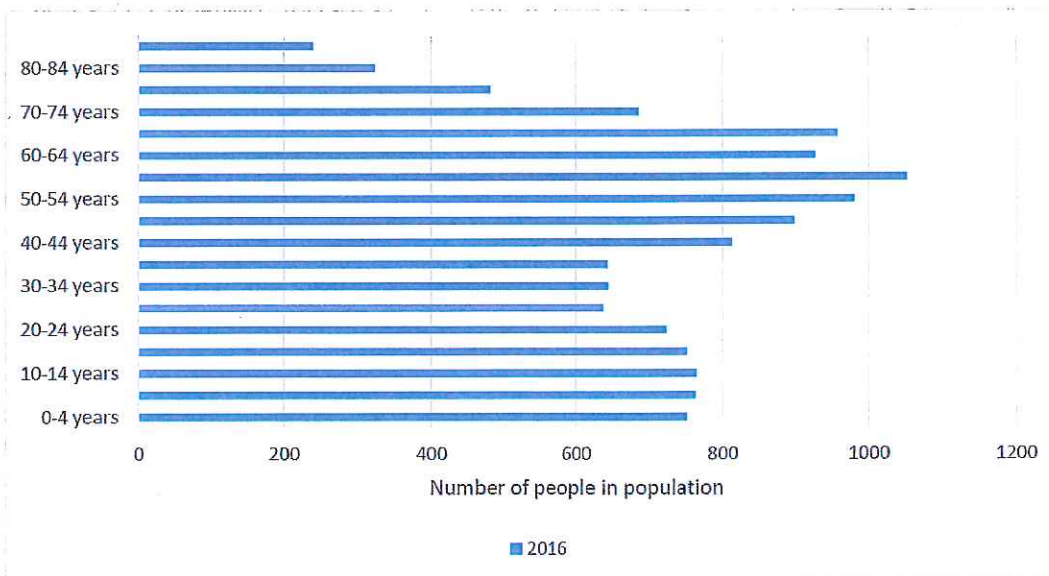


Figure 2 - Northern Midlands's Population Age Structure, 2016. (Source: ABS (2017) Data by Region, cat no. 1410.0 in A. Keygan 2017)

In 2022, pursuant to the Tasmania Treasury assumptions from 2014, the total population of the Northern Midlands is projected to reach 12,734, however this figure has already been surpassed and is currently 13,043. The Northern Midlands is projected to continue experiencing population ageing. Currently, the population aged 65 years and over in Northern Midlands accounts for 21% of the population (compared to 19.5% Tasmania wide). In 2022, those aged 65 years and over will account for 25.3% of the population. Those 75 years and over are projected to account for 10.8% (compared to the 8% they account for currently). The population of those in the younger ages continues to hollow out - those aged 0-14 years are projected to make up 16.3% of the population (compared to 17.1% currently), while those in the key workforce cohort (20-49 years) are projected to make up 30.6%, down for the current 33% (2016) they account for as shown in Figure 3 below.

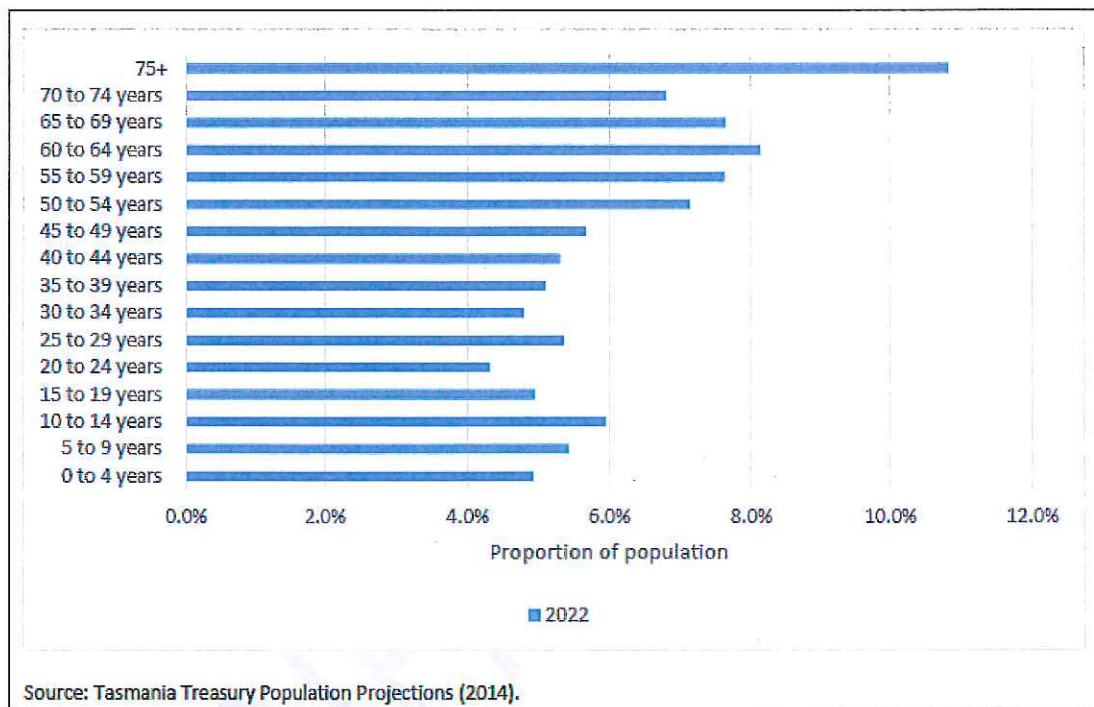


Figure 3 - Northern Midlands' Projected Population, 2022

A further 5 years ahead in 2027, pursuant to the Tasmania Treasury assumptions from 2014, the total population of the Northern Midlands is projected to reach 12,629, this figure has however been surpassed to 13,043. As indicated, the area's structural population ageing is projected to continue, such that those aged 65 years and over are projected to make up 29.4% of the population—that is, almost one in three residents. Similarly, due to the process of numerical ageing, those aged 75 years and over are projected to continue increasing as the baby boomer cohort continues to move through the age structure. Those aged 75 years and over are projected to make up 13.8% of the population in the Northern Midlands in 2022.

At the other end of the age structure, the 'bite' in the key working aged cohort is projected to continue, and worsen. In 2022, those aged 20-49 years are projected to make up 29.2% of the population, while those aged 0-14 years are projected to decline to 15.2% of the population. For both projection periods, Figure 4 below, provides a breakdown of the projected proportions each age cohort is likely to account for in the Northern Midlands' population.

Year	0-4y	5-9y	10-14y	15-19y	20-24y	25-29y	30-34y	35-39y	40-44y	45-49y	50-54y	55-59y	60-64y	65-69y	70-74y	75+
2022	4.9%	5.4%	6.0%	5.0%	4.3%	5.4%	4.8%	5.1%	5.3%	5.7%	7.1%	7.6%	8.1%	7.6%	6.8%	10.8%
2027	4.8%	5.1%	5.3%	4.9%	3.7%	4.2%	5.9%	5.1%	5.1%	5.2%	6.0%	7.5%	7.9%	8.3%	7.4%	13.8%

Source: Tasmania Treasury Population Projections (2014) medium growth scenario.

Figure 4 - Projected Population, Northern Midlands, 2022 and 2027, 5 year age groups.

3. Planning Framework

The Resource Management and Planning System of Tasmania (RMPS) is the overarching land use planning framework within which Local Government Associations operate as Planning Authorities. Any land use plan prepared for Northern Midlands Council as a Planning Authority must therefore:

- Further the objectives of the RMPS;
- Be consistent with relevant State Policies; and
- Be consistent with the objectives and desired outcomes of the Regional Land Use Strategy of Northern Tasmania.

The objectives of the RMPS are detailed in Appendix C.

The following section provides a summary of related core documents within the Planning Framework that inform the Land Use Strategy 2017 to 2037.

Regional Land Use Strategy of Northern Tasmania

The Regional Land Use Strategy of Northern Tasmania (NTRLUS) sets long term planning goals, is used to direct the future planning directives of development in Northern Tasmania and is intended to inform a coordinated approach for municipal planning and investment in the greater Launceston area. It acts to inform the desired future for development and planning of Northern Tasmania on a regional profile, ensuring consistency across the region while embracing the characteristics of different areas. As part of the strategy, areas of preferred development are indicated, where subsequent statutory planning provisions will direct growth, guide local planning and the coordination of services.

Northern Midlands Interim Planning Scheme 2013

The current local planning regulatory instrument is the Northern Midlands Interim Planning Scheme 2013 (the Scheme). The Scheme sets out the requirements for use and development of land within the Northern Midlands in accordance with the Land Use Planning and Approvals Act 1993. Associated maps demonstrate how the land is zoned and the Scheme details the provisions that apply to the use and development of land.

Tasmanian Planning Scheme

A new planning scheme for Northern Midlands Council (NMC) is necessary to complete the Tasmanian Government's policy with respect to a single Tasmanian Planning Scheme (TPS) for the State. The policy is legislated via 2015 amendments to the *Land Use Planning and Approvals Act 1993*.

The Tasmanian Planning Scheme will, in most instances, be similar to the existing scheme in terms of use and development across the municipality. However, there are a number of key

changes which are caused by the different structure of the planning schemes and the type of zones that can be considered. New opportunities and/or constraints of the TPS provisions that impact on recommendations of previous reports and strategies are highlighted in the relevant sections throughout. An overview of the major changes is provided under Section 8 of this report.

Council's Strategic Plan 2017 - 2027

The Northern Midlands Council Strategic Plan informs the strategic outcomes and subsequent core strategies the Council will follow in executing various projects and departmental responsibilities. It acts as a guiding document which highlights the priorities and focuses of the Council for the next ten years. From a planning perspective, these include the development of strategic planning projects such as the Ross Town Square Master Plan, Morven Park Master Plan, and more. The document also ensures that the various outcomes of developments are aligned with the core vision and values of the town and municipal area.

Launceston Gateway Precinct Master Plan 2015

The Masterplan details the growth opportunities for passenger and air freight into and leaving from Launceston Airport, and associated road and rail infrastructure to support the long-term economic growth of Northern Tasmania. It also analyses the feasibility of Launceston as a logistics hub, with accessibility to road, rail, air and sea transport options.

The TRANSLink Precinct occupies a central role realising the identified growth opportunities.

Northern Tasmania Industrial Land Use Study 2014

The Northern Tasmania Industrial Land Study was completed by SGS Economics and Planning in August 2014 for Northern Tasmania Development.

The review has identified suitable vacant industrial land for councils within the Northern area, including Northern Midlands Council. Three locations within the Northern Midlands municipal have been identified: Campbell Town, Longford and TRANSLink.

Campbell Town

Campbell Town is along the main north-south transport corridor of the Midland Highway and will likely benefit from the roll out of regional irrigation schemes which will service agricultural firms. The current industries present within the township include paving supplies and timber supplies.

Two parcels of land have been identified, with a combined area of 9 hectares (1.7 and 7.2 ha) and located near the corner of Bedford and Montagu St. The lot sizes exceed the typical requirements of local service industries; hence subdivision should be considered. If future proposed uses include the resource processing of local agricultural firms, potential negative amenity impacts will need to be considered as the sites are located near residential areas.

Longford

Three parcels of land have been identified, with a combined area of 3 hectares, and are accessible from Tannery Road. Given the large lot sizes, and the consideration of the potential uses, subdivision should be considered.

It is expected the vacant parcels can cater for local service industries as well as agricultural servicing or industries that support these. The industrial precinct of Longford is well established and is accessed from Illawarra Road via Tannery Road. Consequently, the three identified parcels of land are well located in this respect.

There is also sufficient buffers from the nearby residential zone to minimise the potential of any land use conflict. However, the sites will be affected by the attenuation distances from the meatworks and timber treatment, should a change of use be considered for the currently vacant sites. Current industries within the Longford area include wool production, meat packers and exporters, tractor hire, timber yard and tile factory.

TRANSLink

The TRANSLink industrial precinct is the most significant industrial hub of Northern Midlands. It is strategically located adjacent to Launceston Airport, and accommodates regionally significant industries (transport and warehousing). An adjacent primary industry zone is located southeast, hence growth can be accommodated if future demand grows.

57 parcels of land were identified, with a combined area of 54 hectares (p78, SGS Economics and Planning, 2014).

Northern Tasmania Housing Study 2014

The Northern Tasmanian Housing Study evaluated the housing needs in the Northern Tasmania region, and is used to provide strategic direction on residential housing development to 2031. The study has identified that even though there is a relatively slow housing demand, consistent demographic and dwelling preference trends suggest that there will be consistent housing demand for a variety of dwelling types.

The Supply Demand Analysis undertaken demonstrated that current lot supply is likely to meet the demand until 2030, especially when considering that small lot sizes are becoming more common as a result likely demand shift due to the ageing population, which is not sufficiently offset by overall slow population growth.

Studies into the optimal land use structure in the Northern Tasmanian region has shown that the region has been subject to inefficient spatial patterns of development, leading to less than optimal settlement patterns. As such, it was identified that there are opportunities to positively affect settlement and development patterns by densification via infill and along transport corridors. The report identified that in the Northern Midlands municipality, Longford, Perth and Evandale show secondary levels of suitability for Greenfield residential development (outside of the core areas of Launceston). When considering the suitability of an area for development and settlement, three factors were considered:

- Potential construction and development costs;
- Access to existing services, infrastructure and economic opportunity; and
- No-go zones - areas where residential development would be impacted by existing hazard or amenity areas, such as flooding or airport buffer areas.

The Northern Tasmanian Housing Study (p xi) identified three categories of housing, including Lifestyle housing (defined as housing in villages and smaller townships), Greenfield housing at conventional densities (500m² to 900m²) and Infill development (defined as semi-detached and attached housing). Greenfield and Infill development are recommended for Launceston and Launceston urban areas and so would be applicable for the NMC Townships considered within the Greater Launceston Plan, namely Longford, Perth and Evandale. The remaining NMC Townships are more closely aligned with the Lifestyle housing category indicating that high levels of amenity can be achieved in NMC townships. Future residential demand should be met via a combination of infill development near transport corridors, where smaller lots are optimal and Greenfield development on the edges of existing residential development where larger lot sizes are more appropriate.

Northern Integrated Transport Plan 2013

The Northern Integrated Transport Plan provides a coordinated and strategic framework and highlights the high priority regional transport issues over the next 20 years. The plan discusses the priority actions from a planning context, in order to achieve a greater integration of transport with economic and land use planning for the region, as well as to protect the strategic function of regionally significant transport infrastructure. Priority actions including the identification of existing and future key freight and passenger transport corridors; streamlined approvals process for major transport infrastructure; utilisation of existing transport system for industrial development; and activity centre and residential growth.

Greater Launceston Plan 2014

The Greater Launceston Plan (GLP) summarises the community vision for the development of Launceston and provides direction for sustainable development of greater Launceston over the next 20 years. The plan is a collaborative of five councils: Launceston City Council, George Town Council, Meander Valley Council, Northern Midlands Council and West Tamar Council. As part of the development of the plan, extensive community consultation was undertaken to identify the community's key concerns, in turn informing the directions to which developments should be aimed at. Focuses include increasing economic prosperity, liveability and creativity in the greater Launceston area. From a planning perspective, better planning for new suburbs, creation of new centres for commercial and community activity, as well as establishing better linkages with the city's major parklands.

Of particular relevance to Northern Midlands Council is that Longford, Perth and Evandale are included within the scope of the Greater Launceston Plan. Accordingly, any recommendations of the NMC Land Use Strategy will need to consider the GLP objectives. Three core NMC relevant projects identified in the GLP include the Master Plan for the Launceston Airport/TRANSLink area; Bypass from Illawarra Road to Midland Highway south west of Perth with associated residential and commercial precincts; and improved public transport infrastructure within the south-western corridor, including the provision of:

- All weather bus stops and stations;
- Associated urban design, safety and lighting improvements;
- Identified pedestrian and cycle way linkages and safe crossings;
- Facilitation of higher density living opportunities along the corridors particularly in the vicinity of established major facilities and activity centres; and
- Potential integration of the Tiger and suburban bus services.

Town Development Plans

Perth Development Plan 2012

The Perth Development Plan provides an analysis of the current environment and a broad development framework that outlines the directions for the future development in Perth.

It is a historic village that has presently been largely by-passed by the tourism trade, however it has the geographical features to rejuvenate; the town is situated by the South Esk River, which provides a unique feature for future opportunities to capitalise on. One of the biggest challenges for the town is the fragmentation caused by the Midland Highway and the railway line, however these can be mitigated with careful strategic planning.

The Plan has identified a series of recommendations to assist the development of Perth. From a planning perspective, it is advised that rezoning of land should be resisted until infrastructure issues are resolved and land that is already zoned 'Residential' is taken up. The creation of public open space will also aid the development of the town; this can incorporate circuit walks and trails. Developments should also respect the heritage infrastructure and dwellings in the area. This can be achieved by design guidelines that account for the colours, materials and style that new buildings near heritage places should adhere to. As the town borders the South Esk River, planning provisions should restrict development that obstructs existing flood ways, as well as map the 100 year ARI flood area and level. Collaboration with TasWater is essential as the town is subject to substandard sewage infrastructure, and the need to upgrade the size of water mains and stormwater treatment plants.

Cressy Development Plan 2012

Cressy is a small pastoral centre and serves as the gateway to the central highlands; the town has a population of 1,111 (2016 Census). The town has development potential with the demand on trout fishing, and the agricultural sector as a result of the expanding irrigation opportunities in the Longford/Cressy irrigation scheme.

Residents of the town are either local workers in the agricultural sector, or those that commute to nearby centres such as Campbell Town, Longford or Launceston for work. The major asset of the town is Cressy District High School, as well as the well-used swimming pool facility.

The Plan has identified a series of recommendations to assist the development of Cressy. From a planning perspective, it is advised that rezoning of land should be resisted until current residential land is taken up. Back zoning was recommended to rectify servicing issues, but was not implemented. Identification of land owners with larger lots that have a potential to subdivide should be considered, prior to rezoning of land, as those land will already be serviced. The creation of public open space will also aid the development of the town, particularly beautifying walking corridors with trees. Developments should also respect the heritage infrastructure and dwellings in the area. Collaboration with TasWater is essential as the town is subject to substandard sewage infrastructure.

Evandale Development Plan 2012

Evandale is Georgian village with a population of 1,346 (2016 Census) and is recognised as one of Tasmania's significant heritage places. One of the limitations that may prevent the town

from development is servicing issues. Currently there are three areas in Evandale which are suitable for residential development.

The town is renowned for its 19th-century buildings and historic streetscape, consequently future development must conserve the heritage values and places. The NMC Interim Planning Scheme 2013 introduced a Specific Area Plan for Heritage Precincts. Whilst the central area of Evandale is subject to the Heritage Precinct overlay (including the western portion of Cambock Lane West) (See Figure 5 below) the remainder of Cambock Lane West is not covered by Heritage Design Standards.

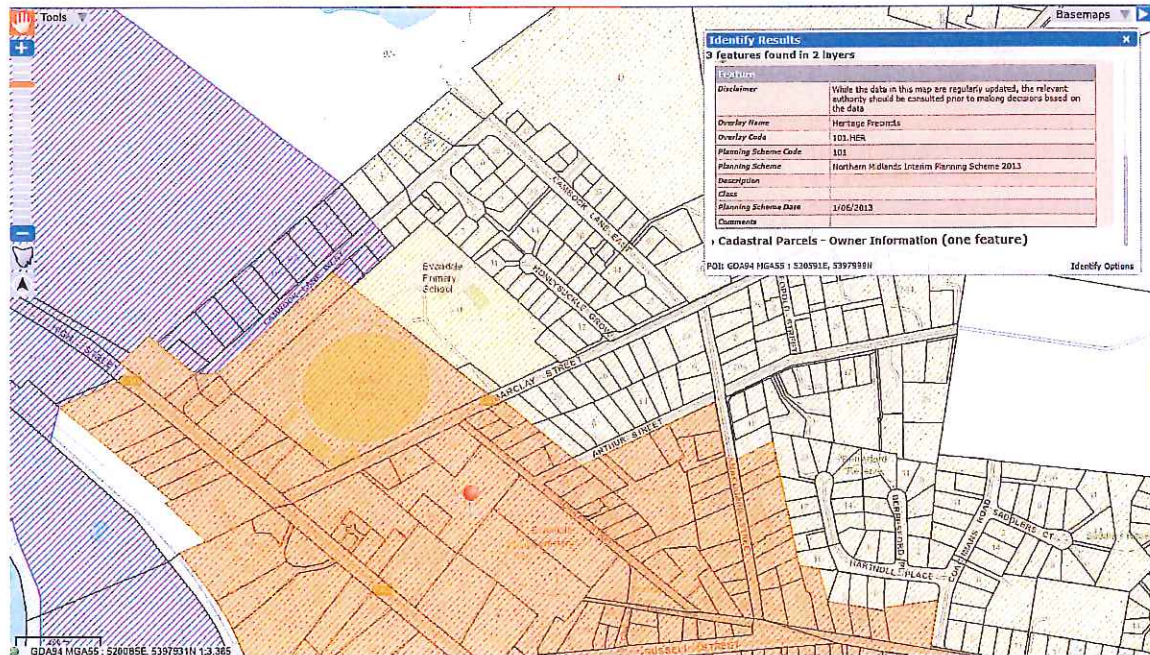


Figure 5: Heritage Precinct in Evandale (dark orange area) Source LIST map.

Developments should also consider a highway by-pass to reduce the impact of heavy vehicles on the heritage character of the town area. To improve the connectivity of the town, walkways and public open space have been identified as a priority. Collaboration with TasWater is essential as the town currently suffers from stormwater and sewage infrastructure issues.

Campbell Town Development Plan 2012

Campbell Town is a major pastoral centre on the Midland Highway, most commonly known as a stop for travellers on the highway and has a population of 996 people (2016 Census). It is home to the Red Bridge, which is a renowned heritage feature and one that is still used as a main transport link north-south on the Midland Highway.

The town is characterised by wide open streets, and public open spaces which attract locals and travellers. The Elizabeth River intersects the town.

The Plan has identified a series of recommendations to assist the development of Campbell Town. From a planning perspective, it is advised that rezoning of land should be resisted until infrastructure issues are resolved and land that is already zoned 'Residential' is taken up. Back zoning reserved residential land to 'Rural Living' was identified as an option to reduce the land bank. This has not occurred and all land within the township boundary is subject to the Urban Growth Boundary overlay based on LIST data as at June 2018. The creation of public open

space will also aid the development of the town and should incorporate the existing spaces such as Wardlaw Park, The Esplanade, Showgrounds and The Flood Plain. These areas can be modified for walking and even dog exercise areas. Collaboration with TasWater is essential as the town is subject to substandard sewage infrastructure, and the need to upgrade the size of water mains and stormwater treatment plants.

Longford Development Plan 2012

Longford is one of the most important and populated towns in the Northern Midlands municipality. With a population of 3,347 (2016 Census), it has an extensive economic business hub and several significant manufacturers, including a timber processor, meat works and a brick works. It also supports the important irrigation district of the area.

Longford retains the character of a 19th-century country town. The two World Heritage Listed estates, Brickendon and Woolmers are open to the public and draw tourism trade to the town.

The Plan has identified a series of recommendations to assist the development of Longford. From a planning perspective, with regards to the long term expansion of the town, several options need to be considered prior to adopting a firm plan. This includes, but is not limited to, working with landowners to open up areas for future development. A heritage study of the area needs to be undertaken to ensure appropriate recognition, listing and protection occurs. The creation of public open space will also aid the development of the town and should incorporate the existing spaces such as the river, the showgrounds and the skate park. To improve connectivity in the town and around the banks of the river it is recommended that the footpath network be extended. Collaboration with TasWater needs to occur prior to any expansion of Longford to ensure that there is adequate capacity in terms of water and sewers to cater for any new development.

Perth Structure Plan 2017

The Perth Structure Plan identifies the existing conditions and highlights the future development strategies for Perth, Tasmania. Perth has an approximate area of 245 hectares, and is located within the Launceston business catchment, subsequently serving as one of the key satellite towns to Launceston. The plan discusses sustainable strategies in relation to land use, open space, landscape, urban design, services, and transport networks within the area of Perth.

Northern Midlands Priority Projects 2019

The *Northern Midlands Council Priority Projects 2019* document outlines all of the major projects flagged for the Northern Midlands, the document was produced in January 2019 and is an update of the projects identified in 2017. This document discusses major issues in the municipality with regards to transport, traffic management, urban design, public infrastructure, recreation and community infrastructure.

The Northern Midlands Council Priority Projects for 2019 are listed in Table 1 below.

Table 1: Summary of Priority Projects for Northern Midlands (Source: NMC Priority Projects 2019)

Project name	Project elements	Projected cost	Project time frames
Ben Lomond Ski Field Investment	Implementation of Ski Field Feasibility Study	\$2m	TBC – State Govt. funding
Campbell Town Main Street Urban Design and Traffic Management Strategy	Main Street rejuvenation: Staged implementation	\$6m	Council funded \$1m for stage 1: further funding TBC
Cressy Recreation Ground	Implementation of 2030 Master Plan	\$1.5m	TBC State Govt. and Council funding
Cressy Swimming Pool	Implementation of Master Plan priorities	\$0.8m	Aust. Govt. \$0.4m: State Govt. \$0.1m Completion late 2020
Evandale Morven Park Recreation Ground	Implementation of 2030 Master Plan	\$1.9m	Stage 1: State Govt. \$0.59m towards clubrooms redevelopment Completion mid-2020
Evandale Honeysuckle Banks	Implementation of Master Plan	\$0.26m	TBC – funding State and Council
Longford Council Chambers & Offices	Additional office space & improved office amenities	\$0.77m	\$0.77m Council funds
Longford Urban Design Project	Memorial Hall and Village Green infrastructure redevelopment: levee platform, streetscape upgrades	\$4m	Aust. Govt. \$4m Completion 2021
Longford Wilmore's Rail Level Crossing	Install signal lines at crossing	\$0.5m	TBC- State Govt. funding
Nile Road Upgrade	Sealing of 8km of road	\$2.3m	TBC -State Govt. funding
Ross Swimming Pool	Implementation of Master Plan	\$1m	TBC – State/Council funding
Ross Village Green	Implementation of Master Plan Stage 2	\$0.36m	TBC – funding
Perth Sheepwash Creek Open Space & WSUD	Implementation of Stages 2 & 3	\$6.3m	TBC - funding
Perth Early Learning Centre	Dev new purpose-built centre	\$4.2m	Aust. Govt. funding \$2.6m State Govt. funding TBC
Perth South Esk River	Implement Parklands Master Plan	\$1.7m	TBC – funding
Perth Recreation Ground	Implementation of 2030 Master Plan	\$2.3m	TBC – funding
TRANSlink Stormwater Renewal Program	Upgrade & expansion of infrastructure	\$5.48m	TBC – Aust./State Govt./private sector funding
TRANSlink Gas Reticulation Project	Natural gas pipeline to precinct	\$2.2m	TBC – State Govt. funding
TRANSlink Intermodal Facility	Dev railway hub, terminal & ass. infrastructure	\$70.4m	TBC – State/Aust. Govt./ private sector funding

Securing the required funding will be a critical success factor to progress the various projects.

A full report on the priority projects as at 2019 can be found on Council's website at the following link https://www.northernmidlands.tas.gov.au/source-assets/files/Strategic-Projects/Northern-Midlands-Council-Priority-Projects-2019-Web-minor-amendments_190111_145912.pdf

4. Environment & Heritage

Aboriginal Heritage

The Northern Midlands aboriginal nation occupied the Midland plains and is likely to have consisted of several clans but there are three accepted major clan divisions described in the ethnographic literature today. These were described by colonials as the Port Dalrymple Tribe (Leterrermairrener Clan), at the Tamar River; the Pennyroyal Creek Tribe (Panninher), at Norfolk Plains; and the Stony Creek Tribe (Tyerrernotepanner), at Campbell Town. The total population of the Northern Midlands aboriginal nation at the time of colonisation has been estimated to be between 300 and 500. (Jones, 1974)

Known as the Penny Royal Creek Tribe by the colonial settlers, the Panninher (parn-in-her) because of their proximity to the river by the same name that comes off the Western Tiers south of Drys Bluff (which is now called the Liffey River). (Kee, 1990) Their territory broadly covered the north plains of the midlands from the west bank of the Tamar River across to what is now Evandale and terminating at the Tyerrernotepanner country around modern day Conara. (Roth, 1889)

Similarly, the Tyerrernotepanner (Chera-noti-pana) were known to colonial people as the Stony Creek Tribe, again their colonial name was derived from the nearby small southern tributary of the South Esk at Llewellyn, west of modern-day Avoca. (Roth, 1899) The clan Tyerrernotepanner were centred at Campbell Town. In all there were up to four clans in the south central Midlands area however the term Tyerrernotepanner is now used to describe all the aboriginal people of the Northern Midlands Region. (Plomley, 2008).

European Heritage

The northern midlands has an extensive and significant European and convict history. Much of this history can be seen in the form of pastoral history by way of dwellings and buildings, however other examples include unique vegetation, early water infrastructure, 'art deco' era buildings and post Second World War settlement.

The towns of Perth and Campbell Town are recognised as important routes to the north & northwest. Much of the development of Campbell Town, such as homes, town infrastructure and pastoral expansion were made possible by convict labour. (Dillon, 2008)

Ross features many historic buildings and the famous sandstone bridge was constructed by convict labour in the early 1800's. (The Age, 2004) Ross has been described as "arguably the finest nineteenth century village in Australia" (Discover Tasmania, 2018). Ross features a number of historic attractions including the Ross Bridge, Ross Female Factory, the Ross Bakery featured in the Japanese animated film Kiki's Delivery Service and the Tasmanian Wool Centre that provides an insight into the wool industry that created Ross' prosperity (Tasmanian Wool Centre, 2018).

The township of Cressy has examples of early cottages and commercial buildings representing 'art deco' era or post Second World War settlement. The Tasmania Heritage Register listed properties are predominantly located on pastoral properties rather than in the township proper.

Evandale is recognised as one of Tasmania's significant heritage places and is best known for its 19th century buildings and historic streetscape. The township contains unique vegetation with regards to size, quality and history and has European tree lined streets and hedges. The Evandale to Launceston water scheme is a significant heritage feature of the town.

Longford is depicted as an important northern early settled town and contains properties listed on the Tasmanian Heritage Register as well as on the National Heritage list and World Heritage list.

The settlement of Perth is recognised as an important route to north and North West. Heritage includes dwellings and buildings, trees and early water infrastructure. Georgian and Victorian periods of colonial architecture are prevalent throughout Perth.

Avoca also has a number of historic buildings, including the St Thomas Anglican Church completed on 8 May 1842, the parish hall completed around 1850, and the *Union Hotel* built in 1842.

Natural Environment

The northern Midlands covers an area of 5,130sqm and incorporates mountainous country on the east and western boundaries, grazing lands, wetlands and rivers and associated river flats of the Esk, Lake and Macquarie Rivers. The northern Midlands are located in one of Tasmania's lowest rainfall areas yet contains over 600 wetland areas and 200 named creeks and rivers in the region.

Tasmanian Midlands is home to 32 nationally threatened species and more than 180 plants and animals threatened in Tasmania. Significant species protected include the Tasmanian Devil, the Spotted-tail Quoll, the Eastern barred Bandicoot, Tasmanian Wedge-tailed Eagle and the Eastern Bettong. Protected plants include the Black-tipped Spider Orchid, Pungent and Golfers Leek Orchids, Silky Bush Pea, and the Tunbridge Buttercup.

5. Land Use & Development Patterns

Residential Land

Residential land use zones are primarily clustered within and adjoining the NMC Townships of Perth, Longford, Evandale, Campbell Town, Cressy, Ross and Avoca. Residential land use is also evident in dispersed smaller settlements such as Bishopsbourne, Breadalbane, Conara, Nile, Poatina, Rossarden, Royal George, Deddington and Kalangadoo (Lake Leake/Rawlinna).

A common feature of the Council area is that pre-existing residential uses exist in zones not primarily intended for such uses for example Local Business Zone in Avoca and Rural Resource Zone in outlying areas or along transport routes.

Figure 6 below shows the dispersed nature of the residential zones throughout the Council area. More detailed township specific information is included under Appendices A and B. The settlement pattern shown in Figure 6 reflects the strong linkage to the Greater Launceston area for the norther townships of NMC.

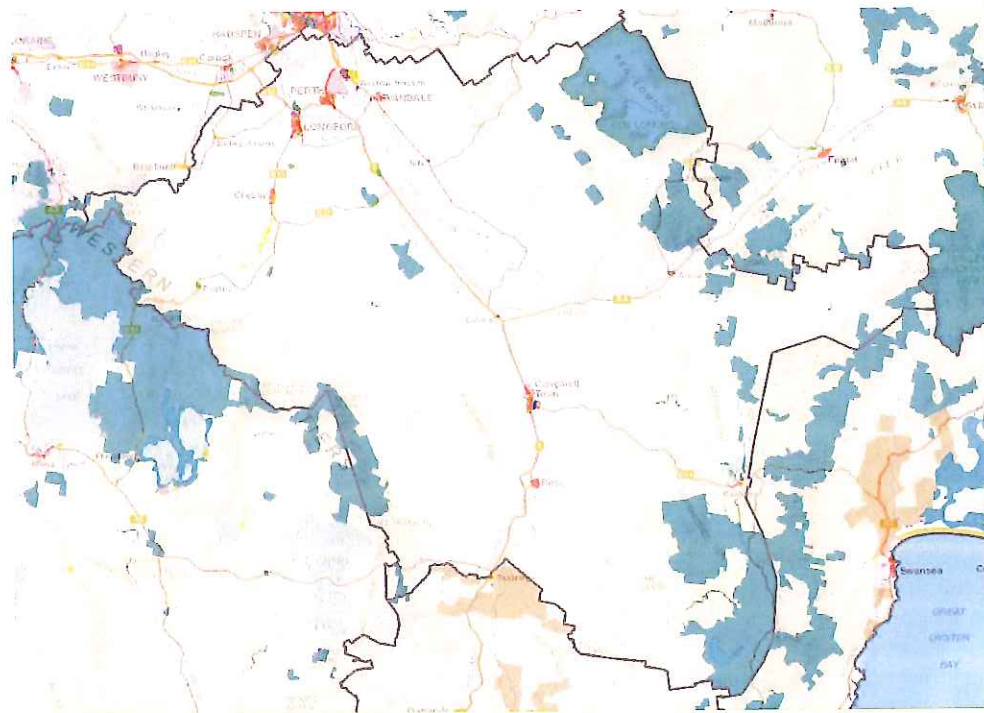


Figure 6: NMC Council area showing residential concentrations in red (Source LIST map)

The Greater Launceston Plan (GLP) identified that the number of Lots required in the GLP area from 2013 to 2036 is 12,210. Of that approximately 14% or 1720 new lots are allocated to the Northern Midlands². The Northern Tasmanian Housing Strategy identifies that the mean dwelling demand over the period from 2016 to 2031 (shorter time frame than the GLP) is for a total of 23,347 additional dwellings. The discrepancy between the lot number and dwelling number is explained by the different spatial scales of the two studies and the “denser product” option demand predicted in the Northern Tasmanian Housing Strategy, as shown in Table 2 below.

Table 2: Predicted percentages of different housing types within the overall Northern Tasmanian demand over the 2016 to 2031 period.

Dwelling Type	Total Additional Need No.	Total Additional Need %	Average Annual Increase No	Average Annual Increase %
Separate houses	2309	10	115	10
Semidetached houses	7608	32	380	32
Flats & Apartments	9106	39	450	39
Other Dwellings	4324	18	216	18
Total	23347	99 ³	1161	99 ⁴

² Not spelled out but based on the maps this equates to Longford, Perth and Evandale.

³ Not 100% due to rounding.

⁴ Not 100% due to rounding.

If the 14% ratio from the GLP study is considered as being indicative of the NMC area demand then dwelling demand in the Northern Midlands over the 2016 to 2031 strategy would be as per Table 3 below. The Table also provides the annual building approvals for the NMC area.

Table 3: Predicted percentages of different housing types within the NMC demand (calculated as 14% of the overall Northern Tasmanian demand) over the 2016 to 2031 period based on GLP study ratio.

Dwelling Type	Total Additional Need No.in GLP study area	Average Annual Increase No. in NMC area (14%)	Average Annual building Approvals NMC ⁵
Separate houses	323	21	<i>Not available</i>
Semidetached houses	1065	15	<i>Not available</i>
Flats & Apartments	1274	84	<i>Not available</i>
Other Dwellings	605	40	<i>Not available</i>
Total	3267	160	168

The actual development approval figures from NMC indicate that over the 2012 to 2017 time frame, the average annual building approvals to date have generally been in line with predicted demand. However there is no data to show whether the actual approvals are aligned with the different dwelling types or whether there is a continuing prevalence of single separate houses.

Council records for Evandale, Perth, Longford, Campbell Town, Cressy and Ross, indicate that of the total 1011 dwellings approved (2012 to 2017) 789 or 78% have been in Longford, Perth and Evandale - confirming the increasing role these townships play as “dormitory suburbs” for Launceston. The next largest number of dwelling approvals occurred within Cressy with 105 approvals over the same period. Such growth is further evidence of the importance of the South West Transport corridor (as identified in the GLP) and confirms the need to ensure sufficient land is available in appropriate locations to provide for enhanced public transport facilities, such as park and ride locations.

The population data indicates that on average the population has been increasing by 1% per year over the last 10 years with a 9% increase for Longford over the period 2011 to 2016 and a 12% increase for Perth over the same period, as shown in Figure 7 below.

⁵ NMC records do not separate between dwelling types.

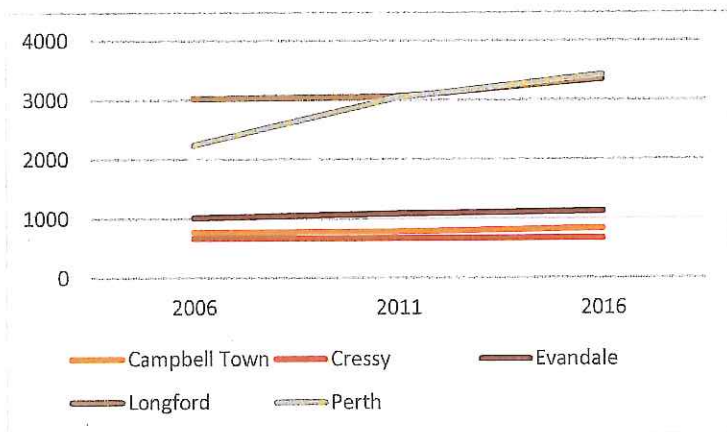


Figure 7: Population growth in key Townships over the period 2006 to 2016 (Source ABS QuickStats)

A desktop review of land within the key townships showing the indicative total area of vacant land⁶ within the General Residential Zone and the Low Density Residential zone plus the potential lot yield is shown in Table 4 below. The relationship of this data in relation to the identified development sites is explained in more detail in Section 8 of this document. It is noted that there is no land zoned Inner Residential, Village Zone or Rural Living within the proposed Specific Area Plan townships.

The potential lot yields shown in Table 4 below were calculated using target densities quoted in the Northern Tasmania Regional Land Use Strategy (NTRLUS). It is noted that the NTRLUS version of 2018 provides densities based on the Residential intent of each Regional Activity Centre Category with specific targets only identified for Principle Activity Centres, Major Activity Centres, Suburban Activity Centres and District Service Centres. All smaller centres are not provided with specific targets but instead rely on descriptive statements to guide residential development.

⁶ Vacant land is defined as land without dwelling development. Property parcels were included based on LIST map data layer “Building Footprints” and manual interrogation of State Aerial Imagery dating from 2016.

Table 4: Summary Table of Indicative land areas per zone in Key NMC Townships with explanatory notes

	Regional Activity Centre Category (Northern Regional Tasmania Land Use Strategy 2018)	Residential Target Density (dwelling per hectares)	Indicative Vacant Land (in ha) from LIST 2018		Indicative Lot Yield based on Target density (2018 & 2013 NTRLUS)		Indicative Lot Yield based on Minimum lot size in Zone (Tasmanian Planning Scheme -TPS)	
			General Residential	Low Density Residential	General Residential	Low Density Residential	General Residential (450m ²)	Low Density Residential (1500m ²)
Campbell Town	District Service Centre (NB1)	up to 25	38	37	950	925	844	247
Longford	District Service Centre (NB1)	up to 25	18	9	450	225	400	60
Perth	Neighbourhood or Town Centre (NB2)	NB4	42	0	630	0	933	0
Evandale	Neighbourhood or Town Centre(NB2)	NB4	17	0	255	0	378	0
Cressy	Local or Minor Centre(NB3)	NB4	11	7	165	35	244	47
Ross	Local or Minor Centre(NB3)	NB4	33	0	495	0	733	0
		TOTALS per Zone	159	53	2945	1185	3533	353

Residential Character Statement for Activity Centre Category (Northern Tasmania Land Use Strategy 2018 -NTRLUS)

- NB1 Some in-centre residential development, complemented by infill and consolidation of surrounding residential areas at medium to higher densities (upto 25 dwellings per hectare)
- NB2 Some adjoining in centre/town residential development offering a greater mix of housing types & densities than outer lying residential areas.
- NB3 May include residential land uses, however interspersed.
- NB4 None Specified in the NTRLUS of 2018; used figures from NTRLUS of 2013

The implications of this approach for the Northern Midlands Municipality is captured in Table 4 above. Only Campbell Town and Longford (identified as District Service Centres) are subject to density targets. It is noted that the NTRLUS density targets do not differentiate between zones and applying the target density for vacant land in Campbell Town and Longford, significantly overestimates the potential lots in the Low Density Residential Zone. In the Low Density Residential Zone the indicative lot yield based on minimum lot size (as stipulated in the Tasmanian Planning Scheme) is more realistic. It is also interesting to note that using the NTRLUS targets for the General Residential Zone in Campbell Town and Longford forecasts a lot yield higher than the lot yield based on minimum lot size. Such a result is only likely if there is targeted medium density development in specific areas. Given the extensive historic heritage overlays in both townships achieving the NTRLUS target density will require very specific and localised planning.

For those NMC townships where the NTRLUS of 2018 does not provide specific density targets, density targets from a previous version (NTRLUS 2013) have been incorporated in the above table; namely 15 dwellings per hectare for land zoned General Residential and 5 dwellings per hectare for land zoned Low Density Residential. It is interesting to note that the 2013 density targets result in a lower lot yield than when the minimum TPS lot sizes are applied. Such variation is partially explained by the NTRLUS 2013 density targets including provisions for street and public open space areas.

Given the variation in the potential lot yield, it is prudent to err on the side of caution and consider the lower figures in the above table. The resultant conservative projections for potential lots available in the NMC townships are as shown in Table 5 below.

Table 5: Indicative projected lot yield (Conservative estimate)

	Indicative Vacant Land (in ha) from LIST 2018		Conservative Indicative Lot Yield (from Table 5)	
	General Residential	Low Density Residential	General Residential	Low Density Residential
Campbell Town	38	37	844	247
Longford	18	9	400	60
Perth	42	0	630	0
Evandale	17	0	255	0
Cressy	11	7	165	35
Ross	33	0	495	0
TOTALS	159	53	2789	342

Noting that the land is majority privately owned, there is of course no guarantee that land will be released to the market in the locations and within timeframes that will automatically align with market demand. Hence there may still be requirements to consider land zoned Future Urban Growth and Rural Resource (where located within the Township boundaries) for future residential demand, although such land will generally be considerably constrained by the lack of sewer and water services availability.

However, given the projected population increase and historic development pattern, the projected (conservative) lot yield indicates that there is sufficient land supply within existing land zoned for Residential Use for the next seven years and beyond.

Finally it is noted that the above vacant land analysis has excluded the potential land that may become available south of Perth with the construction of the Midlands Highway bypass.

Retail & Commercial Land

Retail and Commercial land is generally encompassed by Local Business Zone, General Business Zone, Central Business Zone and Commercial Zone land. Within the NMC area where the central business area of townships adjoins major roads the land is zoned General Business and is generally 1 to 2 lots deep. Campbell Town, Perth and Longford conform to this pattern. Smaller centres incorporate land zoned Local Business, generally centrally located in relation to the residential development. Ross, Evandale, Cressy, Avoca conform to this pattern. There is no land zoned Central Business Zone or Commercial within the NMC area.

The demand for retail and commercial land is largely dependent on the overall population growth within the NMC area and specific local demand for services. The GLP calculated that retail and commercial land use generally represents 1% of the overall urban land demand.

The GLP discussed the potential new demand for commercial land by the South Perth Strategy. The strategy includes the road bypass from Illawarra Road to the Midlands Highway (one of the Priority Projects), as well as a proposal for a new town centre to be located on the south side of Drummond Street and Main Road. Land associated with the South Perth Strategy is currently zoned Rural Resource and consideration needs to be given to changing the land zoning.

The median weekly income per household recorded in the 2016 Census for the Northern Midlands Municipality was \$1042. (ABS QuickStats) Assuming that households within the NMC area display generally similar spending patterns to the rest of Australia; the national data for average household spending⁷ on goods and services is likely to have increased by 15 percent over the last census period. Increases in weekly spending that would directly impact on the demand for retail and commercial services include food and non-alcoholic beverages; recreation, personal care and miscellaneous goods. Spending on such goods and services increased from 5% to 33% - an average increase of 16% in the period 2010 to 2016.

It is noted that retail trade as an employment sector (although the third largest employer in the NMC area) contracted by 1 percent in the period 2011 to 2016 (Keygan 2017).

The North Tasmanian Housing Strategy emphasises the need for local services with the projected increase in older residents. Catering for the latter, means that the residential land supply needs to be associated with appropriate provision in the retail, commercial and community service land within close proximity, typically 400 m.

Demand for retail needs to also be considered within the context of shifting purchasing habits, with on-line purchasing predicted to account for one in every 10 items being bought on-line by 2020 (Australia Post, 2018). Whilst this is potentially a negative for the retail traders within the region there could well be indirect benefits by developing the Launceston Airport/TRANSLink precinct to accommodate goods warehouses for on-line retailers.

Whilst there is an absence of current vacancy rate data, it is anticipated that there is sufficient retail land supply.

NMC data on Tourism numbers is contained within the ABS reports for the Northern Tasmania Region (including Launceston, Tamar and the North). For the year ending December 2017 there were 690,700 visitors to the Northern Region an annual increase of 3%, with an average spend of \$1,844 per visitor over an average stay of 8 days. Assuming this is evenly distributed through the Northern Tasmanian Tourism Region, the increase would represent a positive economic benefit for the 'accommodation and food services' industry in the NMC LGA, which had experienced the largest decline (1.5%) in employment in the period 2011 and 2016.

The majority of accommodation and food services in the NMC LGA is likely to be supported in existing establishments or is of a nature facilitated by the Visitor Accommodation Planning Directive No. 2 of 1 July 2017. Thus, it is not anticipated that any additional land specifically zoned for Tourism Operations is required in the next twenty years. It is noted that the Ben Lomond Ski Field Development is one of NMC priority projects. The land is currently zoned Environmental Management which is likely to remain the same with the implementation of the Tasmanian Planning Scheme. The zone provisions in the Tasmanian Planning Scheme provide for Sport and Recreation, Tourist Operation and Visitor Accommodation uses only if *"an authority under the National Parks and Reserved Land Regulations 2009 is granted by the Managing Authority or approved by the Director General of Lands under the Crown Lands Act 1976."*

Industrial Land

Land for industrial uses is provided for via Light Industrial Zone and General Industrial Zone. These two zones exist in specific limited locations including, Longford (northern and southern area), Perth (north western area), Campbell Town (south eastern area), Launceston Airport precinct and Western Junction also known as the TRANSLink Industrial Precinct.

⁷ In the period 2010 to 2016

Of these, the TRANSLink Industrial Precinct is identified as a regionally significant precinct, and “is intended to accommodate future land demand for export oriented industries and warehousing” (SGS Economics & Planning, 2014 p2).

The total area of land available⁸ is summarised in Table 6 below.

Table 6 Summary of available land for industrial uses in the NMC area.

Locality	Total Land area in each Zone (ha)		Land Area Developed in each Zone (ha)		Land Area available in each Zone (ha)	
	Light Industrial	General Industrial	Light Industrial	General Industrial	Light Industrial	General Industrial
TRANSLink Precinct	N/A	163	N/A	63	N/A	100
Longford	16.49	29.2	13.89	29.2	2.6	None
Perth	2.6	N/A	2.2	N/A	0.4	N/A
Campbell Town	8	7.3	1	5.3	7	1.7

The above table demonstrates that there is sufficient available land zoned for Industrial uses in the NMC area. Many of the lots within the developed category appear to be primarily used for bulk storage (timber, vehicles, building materials) and as such denser development is still possible within this category. Longford appears to be at capacity in the General Industrial Zone due to the Timber Mill in the north and the Brick Works in the South. There are three vacant lots to the north of Longford, on land zoned Rural Resource that could potentially meet future requirements for Industrial land. However, based on the GLP and the Northern Tasmanian Industrial Land Use Study it is clear that any future land demand should be directed to the TRANSLink Precinct.

The current distribution of Industrial land is northern centric reflecting the location of transport links and proximity to the larger population centre of Launceston.

There is no land zoned for industrial use south of Campbell Town. Potentially land to the north of Ross, located north of The Boulevard, between Chiswick Road and South Line could be considered for rezoning for Industrial uses. The land is currently zoned Rural Resource, has limited TasWater potable water services but would have good transport connectivity. Further work is required to establish the types of industrial uses that would be suited to the area and the demand for such uses.

Community Services Facilities

As a result of the structural ageing of the Northern Midlands population, the health care, social assistance and community services industry must be adequate in order to support the needs of an ageing population. If the medium growth scenario is applied, approximately 13.8% of the Northern Midlands population will be aged over 75 years by 2027 (Keygan, 2017).

Early community consultation identified the need for community performance/multi-purpose space venues and additional aged care facilities for the ageing population. The student aged population expressed a desire for more community events, including town festivals and market days.

⁸ Based on Map tool in the LIST and State Aerial Imagery from the period 2015 to 2016.

A list of the existing community services per township is included in Appendix B and is based on a desktop review LIST data accessed June 2018. Table 7 below, is a summary of the key facilities both private and public that contribute to the liveability and amenity of townships.

Table 7 : Summary table of existing key community services

Township Facility	Campbell Town	Longford	Evandale	Cressy	Perth	Ross	Avoca	Other	Total
Aged Care Facility		1							1
Ambulance	1								1
Bank	1	1							2
Bowls Club	1	1		1					3
Bus Route		1	1	1	1				4
Childcare/Kindergarten	1	1		1	1				4
Church(es)	3	3	2	3	2	3	1	1	18
Community Centre	1		1		1	1	1	1	6
Dental Clinic	1	1							2
Fire Station	1	1	1	1	1	1	1	5	12
Football Club	1				1				2
Golf Club	1	1						1	3
Guide Hall	1								1
Gun Club			1	1				1	3
Health Services	1	1	1						3
High School	1			1				1	3
Library	1	1				1			3
Museum	1						1		2
On-line access facilities	1							1	2
Park	1	1	1	1	1	1		3	9
PCYC		1							1
Police Station	1	1	1	1	1				5
Pool	1			1		1		1	4
Post Office	1	1	1	1	1	1	1		7
Primary School		1	1		1		1	1	5
RSL Club		1							1
Scout Hall		1	1	1	1	1			5
Senior Citizen Club		1							1
Sports Ground/Centre	1	1	1	1	1	1		1	7
Supermarket	2	3		1	1				7
Tennis Club	1	1	1		1				4
Total	26	26	14	16	15	11	6	17	131

The information in Table 7 shows existing community facilities in each locale but it does not include any detail as to the size/capacity of the venue and or the level of patronage. Such data constraints become particularly relevant when comparing the information to best practice benchmarks. The latter generally use population numbers as the key trigger point, with notable exceptions being emergency services such as fire brigades and ambulances which include response time frames; and public open space benchmarks are categorised into area per Open Space type. Again, such detailed information has not been collated for the Northern Midlands Council area as part of this study, and hence the gap analysis as highlighted in the benchmark Table 8 requires further verification to determine demand at the more detailed level.

The benchmark gap analysis figures have been calculated using two potential population scenarios by 2037. The first assumes an annual population growth of 1% per annum across the Municipality; the second projects an annual population growth of 5% per annum across the Municipality. The actual population distribution is likely to be a mix of these two with differential growth in particular localities. Accordingly, where the land use strategy significantly increases residential capacity - consideration to the provision of additional services will be required.

The benchmarks used in Table 8 have been adapted from a number of sources as detailed in the explanatory notes below:

- Reference Source 1: Best Practise Benchmarks source from Brighton Structure Plan 2012 by Aurecon;
- Reference Source 2: Planning for Community Infrastructure in Growth Areas, 2008 by Australian Social & Recreation Research Unit; and
- Reference Source 3: 2014 Census of Tasmanian General Practices p14, which equates to 7.8 FTEs for GPS, FTE figure rounded up and used as benchmark.

Table 8: Township Facilities Benchmark Comparison

Facility/Service Type	Total Existing Supply	Provision Ratio	2035 Demand (1%)	2035 Demand (5%)	Difference (1%)	Difference (5%)	Benchmark Source Reference No
Sports Fields							
Cricket/Football Ovals	2	1:4,600 Population	3.4	7.1	(1.4)	(5.1)	1
Soccer Fields	0	1:5,000 Population	3.1	6.5	(3.1)	(6.5)	1
Hockey Fields	0	1:15,000 Population	1.0	2.2	(1.0)	(2.2)	1
Miscellaneous Sports Fields (Hickey, Rugby, Softball, Baseball,...)	8	1:33,400 Population	0.0	1.0	8.0	7.0	1
Lawn Bowling Venues	3	1:10,000 Population (usually built as 3 or more greens together)	1.6	3.3	1.4	(0.3)	1
Tennis Courts	4	1:2,500 Population	6.2	13.0	(2.2)	(9.0)	1
Open Space (in m ²)							
Regional Park	3	1:314 m ² /km ²	7253.4	N/A	2904.6	N/A	1
District Park	8	1:13 m ² /km ²	300.3	N/A	36365.95	N/A	1
Local Park	14	1:08 m ² /km ²	184.8	N/A	4415.2	N/A	1
Neighbourhood	0	1:03 m ² /km ²	69.3	N/A	(69.3)	N/A	1
Passive open space	50.8 ha	0.7ha per 1000 people	3.3	1.6	2.6	0.9	2
Recreational & Leisure Facilities							
Indoor Leisure Centre	1	Regional Indoor Sports Centre: 1:30,000-50,000 Population	0	0	1.0	1.0	1
Indoor recreation centres	1	1:10,000 population	1.6	3.3	(0.6)	(2.3)	2
Basketball & Netball Courts	0	2 outdoor hard courts (Basketball/Netball) per 5,000 population			0.0	0.0	1
Aquatic Centre	4	1 per 50,000 people	0	0	4.0	4.0	1
Cinema	0	20,000 people per screen	0	0	0.0	0.0	1
Education							
Long Day Child Care Centres (60 Places Childcare Centre)	5	Approx. 1 per 50,000 population (but depends on demographic)	0	0	5.0	5.0	1
Preschool/Kindergarten (60 Places)	1	Approx. 1 per 3,000 population (but depends on demographic)	4	5	(3.0)	(4.0)	1
Government Primary School	4	Approx. 1 per 3,000 households (but depends on demographics)	4	5	0.0	(1.0)	1
Government Primary School	4	1: 8,000 population	1.9	4.1	2.1	(0.1)	2
Government Secondary School	3	Approx. 1 per 10,000 households (but depends on demographics)	1.6	3.3	1.4	(0.3)	1
Government Secondary School	2	1:25,000 population	0.6	1.3	1.4	0.7	2
TAFE	0	2 Campuses per LGA	0	0	0.0	0.0	1
Higher Education/University	0	Varies, but 1:30,000 for branch campus and 1:150,000 major campus is a guide	0	0	0.0	0.0	1
Health							
General Practitioners (NB 1)	8	1:1,000 Population	15.6	32.6	(7.6)	(24.6)	3
MCH Centre (single Nurse Centre)	0	Approx. 1 per 8,000 population (but depends on demographics)	1.9	4.1	(1.9)	(4.1)	1
Community Health Services	0	Regional health centre: 1:100,000	0.0	0.0	0.0	0.0	1
	0	District health centre: 1:30,000	0.0	1.1	0.0	(1.1)	1
	3	Neighbourhood health centre: 1:10,000	1.6	3.3	1.4	(0.3)	1
Community based health centre	3	1:10,000 population	1.6	3.3	1.4	(0.3)	2
Hospital	0	4.8 Beds per 1,000 Population (1 Bed:208 pop)	55.6	156.6	(55.6)	(156.6)	1
Aged Care Services And Facilities							
Hostel (55 Beds)	0	1:1,000 over 70yrs (based on 4.4% being 70+)	117.3	245.4	(117.3)	(245.4)	1
Nursing Home (60 Beds)	0	1:682 residents aged 70+ (based on 4.4% being 70+)	187.7	392.5	(187.7)	(392.5)	1
Retirement Villages	1	1 village: 2,303 residents aged 70+ (based on 4.3% being 70+)	0.9	1.9	0.1	(0.9)	1
Residential aged care 44 low care and 44 high care beds	1	per 1000 people aged over 70	187.7	392.6			2
Senior Citizens Facilities	1	1:20,000 people	0.7785	1.62835	0.2	(0.6)	1
Community Facilities							
Community Hall/Meeting Space	22	1:8,000 Population	1.9	4.1	20.1	17.9	1
Community meeting space	16	1 space for up to 20 people per 4,000 population	3.9	8.1	12.1	7.9	2
Multi-purpose community centre	6	1:8,000 population	1.9	4.1	4.1	1.9	2
Cultural Centre	0	1:30,000 Population	0.5	1.1	(0.5)	(1.1)	1
Community Arts Facilities	0	Arts and Craft centre 1:20,000 to 30,000 people	0.5	1.1	(0.5)	(1.1)	1
Neighbourhood House	0	Community/Neighbourhood house 1st: 0-1,000 pop from then on 1:10,000 pop	1.0	2.0	(1.0)	(2.0)	1
Youth Centre	6	Neighbourhood Youth Centre 1:10,000 people, Major Youth Centre 1:20,000 people	1.6	3.3	4.4	2.7	1
Playgrounds	9	1:900 Population	17.3	36.2	(8.3)	(27.2)	1
Centre Based Library	2	1:25,000 Population	0.6	1.3	1.4	0.7	1
Centre based Library	2	1:30,000 population	0.5	1.1	1.5	0.9	2
Emergency Services							
Police	5	1 District police station per 68,500 people	0.2	0.5	4.8	4.5	1
Fire Brigade	11	1 station per 50,000 people. Aim to provide 1st Fire applicane in 6min and 2nd in 8 min	0.3	0.7	10.7	10.3	1
Ambulance	2	1 Station per 65,000 people	0.2	0.5	1.8	1.5	1
SES	1	1 Unit per 120,000 people	0.1	0.3	0.9	0.7	1

There is some variation in the benchmarks but the trend is consistent in that public open space, community halls and generic sporting facilities are adequately catered for under both population scenarios. The need for more services for Aged Care, Medical Care, and Childcare services is indicated under both population scenarios, whilst the need for potential additional primary and secondary school facilities is indicated under the 5% population scenario. The benchmarks also indicated that additional facilities for cultural services are justified based on the population. No allowance is made for the co-location of facilities in this assessment which is also a current trend in recreational infrastructure supply.

6. Natural Hazards

Flooding

Flood-prone area mapping is included in Council's Planning Scheme and is based on previous work undertaken by Council and Hydro Tasmania. Flood prone areas within the municipality are predominantly located alongside rivers and affect almost all major towns in the municipality including Campbell Town, Longford, Ross and the eastern edge of Perth as well as along Sheepwash Creek on the western side of Perth.

In developing concept layouts for the key development sites (Section 8), the layout and appropriateness of potential uses within flood-prone areas will be an important consideration.

In preparing the Local Provisions Schedule, updated flood-prone area mapping will be incorporated into the overlay mapping for integration into the Tasmanian Planning Scheme.

Bushfire

Areas of grassland, unmanaged rural properties and remnant native vegetation on the periphery of townships will be subject to bushfire-prone areas regulatory requirements. The Tasmania Fire Service is currently undertaking a state-wide review of bushfire-prone areas and the updated mapping for the Northern Midlands region will be incorporated into the Local Provisions Schedule. This will provide clear guidance for landowners as to whether their property is located in a bushfire-prone area or not.

Landslip

Landslip area mapping is included in Council's Planning Scheme. There are small areas subject to the landslip overlay within the municipality, which are predominantly located in the west of the municipality on the boundary with the Central Highlands municipality. However, the major towns of Perth, Campbell Town, Cressy, Evandale and Longford do not contain any areas subject to the landslip overlay. Whilst landslip mapping needs to be incorporated into the Tasmania Planning Scheme it is not considered to be a significant component.

7. Service Infrastructure

The services infrastructure in the municipality provides essential services to the towns existing populations, but also some potential for future population expansion. The existing services and their capacity is discussed below.

Water

Drinking water is supplied through TasWater. Water is extracted from the Macquarie River at Longford and treated at the Longford Water Treatment Plant (WTP). From there it is transferred via bulk transfer mains to Cressy, Perth, Western Junction and Evandale. Each town has their own reservoir(s) to provide local pressure and demand control. Booster pump stations and pressure reduction valves (PRV's) provide pressure management in high and low areas respectively.

Campbell Town and Ross are supplied from the recently upgraded Campbell Town Water Treatment Plant, which extracts and treats water from the Elizabeth River. It is pumped to Ross and reticulated via a local reservoir and booster pumping station.

As a rough guide, properties within 30m of a TasWater reticulation main with an elevation 30m lower than the Top Water Level (TWL) of the supply reservoir are considered serviceable. This is reflected by the land being classed as *Serviced Land* by TasWater.

There are very few water supply constraints to low levels of development in all the towns. Significant development in Cressy or Evandale would require further scrutiny as existing infrastructure servicing these towns may not be sufficient. The reservoir height in Campbell Town precludes development of higher areas, although the identified future development sites are all in low lying, well supplied areas. Perth and Longford are well situated for more significant development.

It will be important to ensure the water sources (Macquarie River and Elizabeth River) are protected from inappropriate development within their catchment areas.

Sewerage

Towns with reticulated sewerage include Cressy, Longford, Perth, Evandale, Campbell Town, Ross and Western Junction. In these town the reticulated sewerage network collects sewage through a series of pipes and pumping stations and delivers it to dedicated treatment plants before discharge to the environment. In general, the sewerage networks are underperforming and are thus scheduled for upgrades in the next 10 years. Developments proposed in catchments without sufficient capacity will likely be required to upgrade the infrastructure at the developers cost. Often this involves upsizing gravity pipes and providing additional emergency storage at pumping stations.

There are no major issues with small scale developments in the right locations for each of the towns. Perth and Longford are well serviced. Both towns are scheduled for treatment plant upgrades and once these are complete, further development should only trigger relatively minor system augmentations. Evandale is also scheduled for a treatment plant upgrade and the 38 Arthur Street development site has very few sewerage infrastructure constraints. LIST

records indicate that 38 Arthur Street is currently within the Full Service⁹ area for both Water and Sewer Serviced Land. Cressy, Campbell Town and Ross are likely to require treatment plant upgrades should any significant developments be proposed. However, it is expected that current infrastructure would have the capacity for some small scale infill development.

Stormwater

A specialist consultant (Hydrodynamica) has been engaged to develop stormwater management plans for Northern Midlands Council. The plans are still under development, however, some information is available for the purposes of this report.

Hydrodynamica suggest that in general there are very few reticulated stormwater issues in any of the towns. They are predominantly rural in nature and any capacity issues in the stormwater network that result in localised ponding or overland flow, causes minor inconvenience rather than costly damage. There are, however, some areas that are not suitable for residential development as allowance for stormwater would likely involve costly infrastructure and/or poor lot yield. Additionally, there are some significant issues associated with flooding of the South Esk River that require discussion.

Until the Stormwater Management Plans have been developed it is difficult to estimate the impact of further development. Generally speaking, the towns are relatively flat and there is limited underground stormwater reticulation and limited entry points to this system. The result of which is likely to be some minor ponding in streets, which will be exacerbated by further development. Some of the sites are known overland flow paths, which will require analysis to ensure stormwater is catered for and does not cause nuisance or property damage.

Other Utilities - Power, telecommunications and gas

TasNetworks is the provider for power to properties. Developers are responsible for installation of infrastructure to enable properties to connect to the network. In general, this consists of either above ground poles and wires, or more commonly below ground power cables including substations as required. The cost per lot is relatively standard and does not vary considerably between developments. TasNetworks funds projects to ensure there is capacity for current and future expected demands. Therefore, there would not be any constraints to development for any of the study areas regarding power supply.

The NMC area includes a number of TasNetworks Transmission lines originating from Poatina that pass relatively closely to Cressy and Avoca. Future subdivisions in these townships will need to consider the exclusion areas within the Electricity Transmission Infrastructure Protection Code.

⁹ Full Service Water is defined as "full service can be supplied with treated water and are either (1) within 30m of a TasWater reticulation main and can receive the minimum flow and pressure via a standard 20mm connection; or (2) currently connected and receiving the minimum flow and pressure"; and Full Service Sewer is defined as "service are (1) currently connected to a TasWater gravity reticulation main; or (2) within 30 metres of a TasWater reticulation main and are able to connect via a standard gravity connection [1 ET]; or (3) currently connected to a TasWater gravity reticulation main via a private pumping station; or (4) currently connected to a TasWater pressure reticulation sewer main" (Source: The LIST

<https://maps.thelist.tas.gov.au/listmap/app/list/map;jsessionid=AA8920D0DF6B94B05B5D6FC75A62ACA1.wombat2o> (Accessed 27 June 2018)

The National Broadband Network (NBN) has been steadily rolled out to most residential areas in Australia. In the northern midlands area Campbell Town, Evandale, Western Junction, Perth and Longford are within a fixed line district. Developments in this area would extend the network to provide a fixed line service to new properties. Cressy and Ross are within a wireless NBN zone and therefore properties would connect to this existing service via a roof top mounted antenna. There are no capacity issues for either type of connection for the scale of developments proposed.

Natural gas is available in Longford via an offtake from the main north-south pipeline to the south of town. It runs from Weston Street up Marlborough Street, through the new residential development of Paxton and Lach Dar Courts, up Pakenham, George and Union Streets to the industrial area off Tannery Road South. All study areas in Longford could be serviced by this pipeline, with development sites 1 and 3 being closer (and therefore less costly) than site 2. Gas is not available in any of the other towns.

Roads

In general, the study areas are well serviced by existing roads of varying standards. As the areas develop, some of these access roads will require upgrading to IPWEA standards. Pedestrian facilities are often limited to main roads or new developments. Footpaths should be extended to link town services to main residential areas.

The State Government made an election commitment that if re-elected \$1million will be provided over the forward estimates for edge-widening and other roadworks to improve safety along the Evandale Road through to the Launceston Airport (Tasmanian Liberal State Road Upgrades Northern Region, 2017)

One of the Council priority projects is the Nile Road upgrade project which is yet to be fully funded.

Rail

There are two main rail corridors through the Northern Midlands. The Western Line runs from Launceston through Western Junction, Perth and Longford to western Tasmania; connecting terminals from George Town (north of Launceston) to Burnie in the west.

The South Line connects to the Western Line at Western Junction, and heads south to Hobart, via Conara terminating at Brighton. These train lines carry freight only services.

A priority project of Council is the TRANSLink renewal project, which includes a rail spur to build the capacity of this industrial area with an intermodal facility.

The Road and Railway Assets Code will provide for buffer zones around the rail lines which will need to be factored into any residential land zoning.

8. Planning Scheme Changes & Key Development Sites

Planning Scheme Changes

The Tasmanian Planning Scheme will, in most instances, be similar to the existing scheme in terms of use and development across the municipality. However, there are a number of key changes which are caused by the different structure of the planning schemes and the type of zones that can be considered. An overview of the major changes is provided below:

- Removal of the Rural Resource zone which is generally being replaced with the Rural, Agriculture and Landscape Conservation zones;
- Removal of Significant Agriculture zone which is generally being replaced with the Agricultural Zone;
- Introduction of new Priority Vegetation Areas based on a Regional Ecosystem Model. This will replace the existing Biodiversity Protection Area overlay mapping and will be applied with greater accuracy as a result of the Regional Ecosystem Model;
- Adopting bushfire prone areas mapping as provided by the Tasmanian Fire Service (TFS)(NB - TFS provided draft mapping for the Northern Midlands area in mid-July 2018);
- Adopting a Road & Railway Attenuation Area to address potential traffic noise conflicts;
- Replacement of the Water Quality Code with the Natural Assets Code;
- Removal of the Recreation and Open Space Code;
- The addition of some scenic protection areas; and
- Increased Heritage Precinct areas.

There are no provisions within the TPS subdivision clauses within the various zones for provision of Public Open Space. Councils will need to primarily rely on the provisions of Division 8 in the *Local Government (Building and Miscellaneous Provision) Act 1993*.

Key Development Sites

Potential development areas were identified in the development plans prepared by Pitt & Sherry in 2012. The areas identified in these plans included land zoned general residential, low density residential, rural resource and particular purpose - future urban.

The development plans incorporated underdeveloped land (i.e. large lots with single dwelling) within the potential development areas. Therefore the total vacant land identified in the plans of 2012 includes a larger land area than the residential vacant land area identified in Section 5 of this report.

The following section provides an overview of the specific development sites for each township.

CRESSY

Three distinct areas have been identified in Cressy as shown in Figure 8 below. Site 1 is currently zoned Low Density Residential; Site 2 is currently zoned part General Residential and part Particular Purpose (Future Urban) and Site 3 is currently zoned part General Residential and part Low Density Residential under the Northern Midlands Interim Planning Scheme 2013.

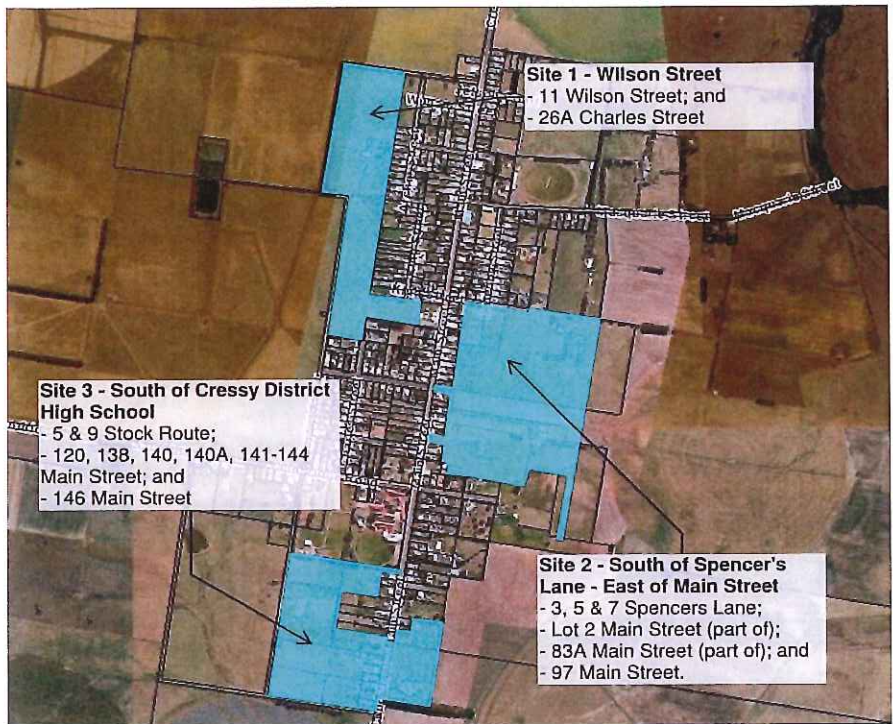


Figure 8: Development Sites in Cressy

CAMPBELL TOWN

Two distinct areas have been identified within Campbell Town as shown in Figure 9. Site 4 is currently zoned General Residential and Site 5 is currently zoned part General Residential and part Low Density Residential under the Northern Midlands Interim Planning Scheme 2013.

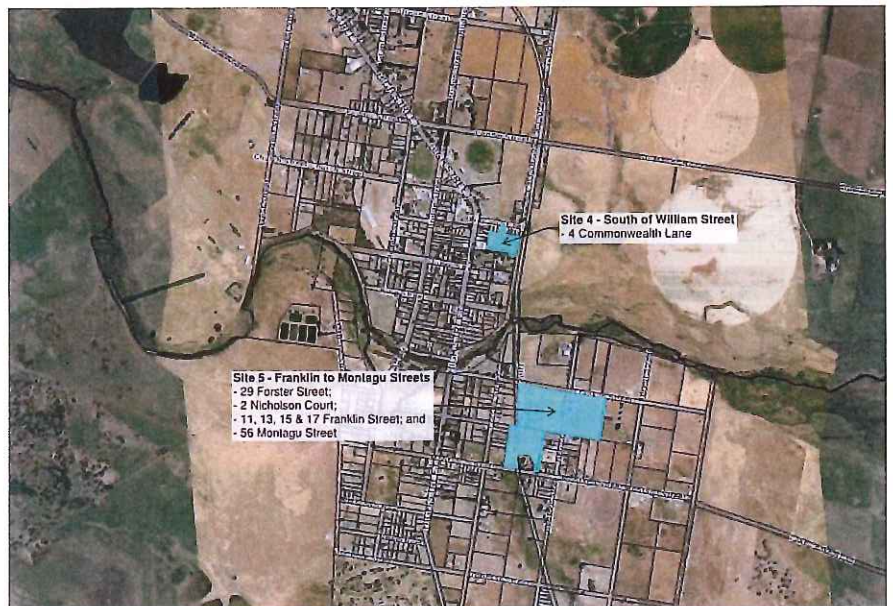


Figure 9: Development Sites in Campbell Town

EVANDALE

Three distinct areas have been identified within Evandale as shown Figure 10 below. Site 6 is currently zoned General Residential and will be discussed in more detail in the Land Use Strategy. Sites 7 and 8 are currently zoned Rural Resource under the Northern Midlands Interim Planning Scheme 2013. The suitability of sites 7 and 8 will be discussed in more detail in the Land Use Strategy.



Figure 10: Development Land in Evandale

LONGFORD

Three distinct areas have been identified within Evandale as shown in Figure 11 below. Sites 9 and 10 are zoned General Residential, Site 11 is zoned Rural Resource in the north-west and General Residential in the south -east under the Northern Midlands Interim Planning Scheme 2013.



Figure 11: Development Sites in Longford

PERTH

Eight distinct sites have been identified within Perth as shown in Figure 12 below. Sites 12 and 13 are currently zoned General Residential, with Site 14 is zoned Future urban growth, Sites 15, 16, 17 and 18 are zoned General Residential, under the Northern Midlands Interim Planning Scheme 2013.



Figure 12: Development Sites in Perth

The potential development land already identified in the Perth Structure plan, is excluded from this analysis and hence not shown in Figure 12. The Perth Structure plan will be incorporated into the overall Land Use Strategy being developed.

ROSS

Four distinct sites have been identified in Ross as shown in Figure 13 below. All four sites are zoned General Residential under the Northern Midlands Interim Planning Scheme 2013.

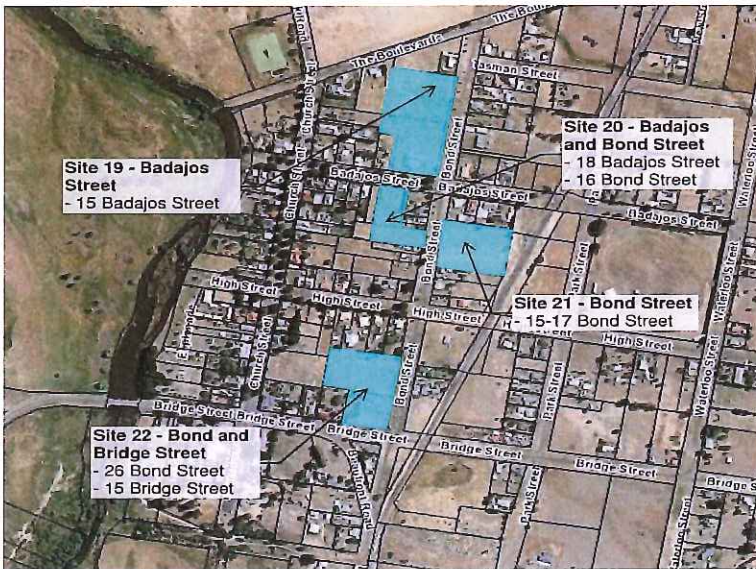


Figure 13: Development Sites in Ross

9. Summary

A number of background documents have been incorporated into this report. Those that considered specific time periods are shown in

Figure 14 below in relation to the time frame for the NMC Land Use Strategy (purple line). The Cressy Recreational Ground Master Plan (2012) and the Perth Structure Plan (2017) have also been revived however they are not shown in Figure 14 as they do not reference specific time frames.

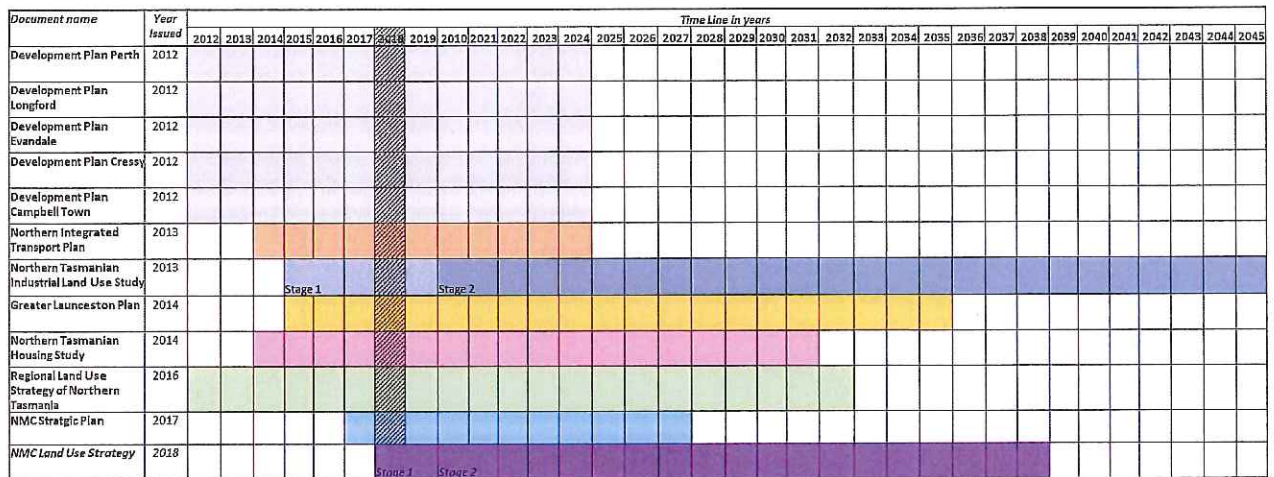


Figure 14: Time lines for key background documents (hashed line indicating year 2018)

It is noted that the reports were generated at different times, covered different spatial and temporal scales. Accordingly, some interpretation has been necessary to identify the key trends and issues to be used to inform the Land Use Strategy.

The review has confirmed that trends remain consistent with the low to medium growth projections of previous reports and that there is sufficient residential, commercial and industrial land supply within existing Township area to meet the projected demands for the next 7 years.

The identified development sites contain a subset of the total potential development land within the Townships and demonstrate that there is sufficient capacity to support a rolling 7 year demand for the life of the Land Use Development Strategy.

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11. List of Acronyms

Acronym	Full Term
ABS	Australian Bureau of Statistics
ET	Equivalent Tenements
FTEs	Full Time Equivalents
GLP	Greater Launceston Plan
GPS	General Practitioners
IPWEA	Institute of Public Works Engineering Australasia
LGA	Local Government Association
NBN	National Broadband Network
NMC	Northern Midlands Council
NMSIP	Northern Midlands Sewerage Improvement Program
NTRLUS	Northern Tasmania Regional Land Use Strategy
PPU	Planning Policy Unit (Department of Justice)
RMPS	Resource Management Planning System
SPS	Sewer Pumping Station
STP	Sewer Treatment Plant
TPS	Tasmanian Planning Scheme
TWL	Top Water Level
WTP	Waste Treatment Plant

APPENDIX A

Service Infrastructure Overview

COMMUNITY BRIEFING PAPER

Service Infrastructure Overview

September 2019


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1. Service Infrastructure

Perth

Water

The bulk of Perth (including the study areas) is fed from MacKinnons Hill reservoir with a top water level of 219.5m giving a maximum serviceable elevation of 190m. The maximum elevation of the study area is around 190m off Drummond Street in the South West of town. Given the close proximity to the supply reservoir, it is expected that there will be sufficient pressure and flow in the current supply system to cater for future demand.

TasWater have not advised of any current capacity constraints; however, as the town grows, some augmentation of the local network may be required.

Sewerage

Perth is serviced by 7 sewerage catchments cascading into the Old Bridge Road Sewage Pumping Station (SPS) where it is pumped to the Perth Sewage Treatment Plant (STP). Treated water is stored in a 112ML dam and either re-used or discharged to the South Esk River. The 0.58ML/day STP does not have capacity to treat anything above average dry weather flows, meaning that it is hydraulically overloaded during peak events. TasWater advise that the STP is scheduled for upgrade within the next 10 years.

Study area sites 1, 2, 4 and 5 will all drain into the William Street catchment, which has a current catchment of approximately 562 Equivalent Tenements (ET). The entire catchment is drained through 150mm pipes, which would be undersized for this many connections (maximum ET's around 200 for flat terrain). William Street SPS will require additional emergency storage volume to cater for additional flow, however the pumps have adequate capacity.

Study areas 3, 6 and 7 will drain into Norfolk Street SPS, which has a current catchment of approximately 238 ET's. This station pumps into Drummond Street catchment, which pumps onto Old Bridge Street catchment. All pipework upstream of Old Bridge Street catchment is 150mm diameter and some of this would be currently undersized. Norfolk Street and Drummond Street pump stations will require upgrading (increased pump capacity at both and increased emergency storage at Drummond Street). Old Bridge Street SPS is slightly undersized and would most likely require additional emergency storage volume. The trunk sewers leading into the SPS are 225mm diameter and likely have adequate capacity.

Stormwater

There are two major drainage catchments in Perth roughly divided by Main Road. Land to the west of Main Road drains to Sheepwash Creek, which drains to the South Esk River. Land to the east of Main Road drains directly to the South Esk via multiple small creeks.

Study area 1 has an existing open drain running through it and appears to be a natural drainage course. Downstream of the site the watercourse is piped. Once pipe capacity is reached, water will back up into the site before flowing overland. Overland flow through the site will need to be allowed for and will potentially reduce lot yield.

Study area 2 is on a slight ridgeline and drainage could be directed either directly to the South Esk River under the rail line or towards Fairtlough Street.

Study area 3 slopes to the east down to Sheepwash Creek, which is a known flooding area. Development should be limited to above the flood level and land should potentially be set aside for a detention basin if downstream flow needs to be limited to protect property that may have encroached onto the flood zone. This should be further investigated as part of the Stormwater Management Plan currently being developed.

Study area 4 and 5 both have open drainage courses through them that will require clear overland flow paths being designed into the subdivision layout. This may reduce lot yield.

Study areas 6 and 7 slope to the east towards Sheepwash Creek. If flooding in the creek is found to be an issue, stormwater may need to be detained to manage downstream flows, which will require land being set aside for this purpose. Once again, this should be defined in the Stormwater Management Plans being developed.

Roads

Perth is currently divided by the main arterial roads of Midlands Highway (Main Road) and Illawarra Road (Drummond Street). Other roads are a mixture of new roads that have been installed to current standards with kerb, channel and footpaths; and older roads that are predominantly narrow with no footpaths or underground drainage.

The area to the west of town (study areas 3, 6 and 7) is serviced by older roads. Further development in this area would most likely require upgrading these access roads that would not be funded by the developer. The area is currently cut off from the rest of town by the rail way, Sheepwash Creek and Youl Road. Providing better access to services in town by upgrading the linking roads (especially Phillip Street and Youl Road) would be required. A pedestrian link across the rail line and Youl Road in the vicinity of Mary, King or Frederick Streets should also be considered.

Study areas 1, 2 4 and 5 are serviced by newer roads with good connectivity to services. Development of these areas would require the developer to upgrade their frontage, which would complete the link to areas either side. There may be some other small areas that would require Council funding to complete links from the development sites to services in town (Main Road).

Additional development would exacerbate current issues at intersections with main arterial roads. However, these issues will be largely mitigated by the proposed Perth bypass to be constructed in the short term. The Greater Launceston Plan (GLP) includes the bypass from Illawarra Road to the Midlands Highway as one of the Priority Projects under the GLP.

Evandale

Water

Evandale and Western Junction are supplied by water from the Longford Waste Treatment Plant (WTP) via two reservoirs at Devon Hills to provide pressure and demand control. The reservoirs have a combined capacity of 6.8ML and a Top Water Level (TWL) of 232.5m, meaning that they can supply up to an elevation of approximately 202m.

The reservoirs feed Evandale and Western Junction and therefore residential growth in Evandale will compete for water with industrial growth in Western Junction. TasWater have not advised of any capacity constraints and there are no planned projects to augment the system.

Evandale is relatively flat, sitting at an elevation of around 170m. The study areas vary in elevation between 160m and 170m and therefore it is expected that the Devon Hills reservoirs will be able to supply sufficient pressure for future development. However, given that the study areas would effectively double the size of Evandale it is expected that augmentation of water supply infrastructure would be required to provide sufficient flow at some stage in the future. The bulk mains feeding Evandale (DN200 and DN150) have a capacity to feed approximately 1300 ET's. The current number of ET's is estimated at 530, therefore there appears to be sufficient capacity in these pipes. However, the local reticulation network in the vicinity of the development sites may require augmentation as the bulk of these lines are only 100mm diameter.

The industrial area of Western Junction rises up to approximately 190m elevation. A demand of approximately 50l/s (or 1400 ET's) will reduce the pressure down to approximately 25m at this elevation, which is the minimum allowable. It is difficult to estimate the future water demand of industrial areas due to the highly variable water use between industries. There are approximately 200Ha proposed for industrial use and it would be expected that the water supply would require augmentation once 100Ha are developed.

Sewerage

Evandale's sewage system consists of gravity reticulation mains feeding to treatment lagoons in the south east of town. The STP has a capacity of 375kL/day and average dry weather inflow is estimated to be 286kL/day for the existing 530 ET's. Peak wet weather flows would be considerably more than the STP capacity and therefore it is considered hydraulically overloaded. TasWater have advised the scheduled STP upgrade is planned for completion in Financial Year 27/28, under Stage 2 of the Northern Midlands Sewerage Improvement Programme (NMSIP). A Growth and Capacity Plan has not yet been completed for the Evandale wastewater system, so limited information is available on sewerage capacity.

Study area 1 to the north west of town slopes away from the existing gravity system. Properties to the north east of Cambock Lane East are currently serviced by private pumping stations on each property. Any further development in this area will require a TasWater pumping station and rising main to deliver sewage back into the existing gravity system. The pump station should be located and sized to cater for the entirety of the proposed development area.

Study area 2 is likely to be able to gravity feed into the existing reticulation network. However, it is quite flat and may require some very flat gravity mains, which will require further investigation if significant development is proposed.

Study area 3 generally slopes away from the existing gravity network or is very flat and will therefore require pumping station(s) to be serviced. Strategic location of these pump stations should be considered so that they cater for foreseeable future development.

Depending on the scale of development, some augmentation of 150mm diameter sewers will be required to cater for additional flows. This is more likely for study area 1 as this would feed into the trunk sewer running to the south of High Street, which is most likely currently undersized.

Stormwater

Evandale is located on the watershed of the North and South Esk Rivers. Properties in the north west drain towards the North Esk River and the remainder drains to the South Esk River. As the town is at the headwaters there are very few drainage issues.

Study area 1 drains to the North Esk catchment. Any development in this area will have to provide for stormwater from the upstream catchment, which is piped from Cambock Lane East between numbers 53 and 55. Overland flow in this vicinity will also have to be allowed for.

Study area 2 drains to the Logan Road sub catchment and south to the South Esk river. The piped network appears to be adequately sized; however, sections will require upgrading if flows are not kept to pre-development levels.

Study area 3 drains to the north east and into the North Esk catchment. There is no existing stormwater service that would serve this site. Stormwater would be directed to existing drainages, which may require construction of open channels/pipes to link the development site to the drainage path.

Roads

Evandale has a mixed character road layout. Older areas have been developed between the main roads of High Street, Barclay Street and Russell Street with straight, through roads providing local access. The newer areas have collector roads and cul-de-sacs. Many of the intersections are not at right angles, which could be a potential issue if there were large traffic volumes. Most roads have footpaths at least on one side, and some of these are gravel, which is unusual.

All study areas are well serviced by existing roads that would provide good connectivity for vehicles and pedestrians to town services and main roads. There does not appear to be any significant external works required to service the development areas. However, as the town grows, some additional footpaths will likely be required as well as management of on street parking on main roads.

Western Junction

Sewer

The sewerage system of Western Junction consists of two pumping stations cascading into the gravity network that drains to the treatment plant. The treatment plant is underperforming and is scheduled for upgrade in the next 10 years.

The gravity network downstream of Evandale Main Road Sewage pumping station (north west of Boral road) is 225mm diameter in line with TasWater standards. The remainder of the network is only 150mm diameter and will require upsizing to minimum 225mm to conform to current standards and allow further expansion of the industrial area.

Stormwater

Western Junction falls to the east and stormwater drains to the North Esk catchment. The industrial area is currently serviced by kerb and channel and underground stormwater pipes and pits that are apparently undersized by modern standards. Some detention basins exist within the catchment; however, these fail to limit flooding to acceptable levels. Any further development of the industrial area should consider limitations of the stormwater system. An upgrade plan for the area exists but is currently unfunded.

Roads

Western Junction houses Launceston Airport and the growing industrial area known as Translink. The State-owned road linking these high vehicle use areas north to the Midlands Highway at Breadalbane has been the subject of many recent studies as it is only a two-lane rural road. Although not confirmed, it is expected that this section is scheduled for upgrade in the short term.

Studies have also been done around Evandale Road to the south of Western Junction and some upgrades have already been done to provide safer access to the Midlands Highway via Leighlands Road.

Roads within the industrial areas are all new and to current standards. Further development will complete the road network and all work required is likely to be funded by developers.

Cressy

Water

Cressy is also supplied by water from the Longford WTP via the Cressy Reservoir with a TWL of 179.8m. It is then pressure boosted to a total head of approximately 200m to allow a compliant supply to properties adjacent the reservoir at an elevation of 170m.

Most properties within Cressy lie between 160m and 170m elevation. Study areas 1 and 3 to the west of Main Street lie below 160m elevation and therefore should have adequate pressure from the current system. Study area 2 to the east of Main Street opposite Church Street rises to just above 170m, which means that water pressure may be an issue in these higher areas. Given that growth is unlikely to reach the higher areas before the booster pump requires renewal, replacement with a slightly higher head pump may be a cost effective way to service this area.

Local augmentation of existing reticulation mains may be required to service the study areas as the pipes feeding these areas are relatively small bore (<100mm).

The Cressy reservoir has a capacity of 730kL, which can theoretically supply approximately 473 ET's. There are currently estimated 370 ET's in Cressy, so there appears adequate capacity in the reservoir for some further development. However, TasWater records show a peak day demand of 860kL/day (50% more than theoretical), suggesting that the reservoir is nearing capacity. Further investigation will be required to understand this constraint as a new reservoir would be costly and would likely cause future development to be unviable if it were to be funded by a small-scale developer. TasWater have not advised of any planned augmentations in Cressy.

Sewer

Cressy sewage system consists of three pumping stations and associated gravity reticulation network that feed into the Stock Route North pump station. From here, sewage is pumped to the treatment lagoons with a capacity of 375kL/day and on to private dams for reuse. Average dry weather flow is estimated at 200kL/day for the 372 ET's so the STP may be hydraulically overloaded during peak wet weather events. TasWater have not advised of any proposed upgrades suggesting that the wet weather events are sufficiently well managed.

Study area 1 to the north west of town can be partially serviced by the existing gravity network. Future properties off an extended Murfett Street could be serviced by the trunk main

feeding in from the north to Stock Route North pump station. However, as this is only a 150mm pipe and services approximately half of Cressy, it is likely that this pipe will require upsizing to 225mm diameter in the short term. Further development to the west of Archer Street would likely require an additional pumping station. The existing William Street pump station could then be removed, and flows directed to this new pump station. Study area 1 is close to, and directly to the east of the treatment lagoons, which may encroach on the odour buffer zone.

The bulk of study area 2 is likely to be able to gravity feed into the existing gravity network. However, properties to the east of the high point and below the 165m contour will need to be serviced by a pump station feeding back to Saundridge Road. For this reason, the area north of Church Street has less constraints. It can also feed directly into Stock Route North pump station rather than School Ground pump station, which is preferable.

Study area 3 can feed into the existing Stock Route South pump station. The main issue is that this pump station feeds to School Ground pumps station, which then feeds into Stock Route North pump station. Therefore, any increase in flow here will increase flows on downstream pump stations. Emergency storage volumes will need to be increased at all these pump stations and the pump capacity will need to be increased at Stock Route South and possibly Stock Route North to cater for additional flows.

Stormwater

Cressy falls to the west and stormwater drains to open watercourse on the western side of town. Many of the properties in Cressy discharge to kerb and channel rather than direct to underground pipes, which causes overloading of the gutters during high rainfall intensity events.

Study area 1 is downstream of urban areas. Stormwater is discharged onto this site from upstream and will need to be managed if it is to be developed. Consideration of overland flow from the upstream catchment will also be required.

Study area 2 is at the headwaters of several sub-catchments and unless flow is limited to pre-development levels, will increase flow in the downstream network. Of particular note is the north west portion of this site that would drain into William Street sub catchment. There is an overland flow path through 54 Main Street and 10 King Street that could result in property damage if flows are not controlled.

There is an existing overland flow path through study area 3 that will need to be managed if this site were developed. The upstream catchment runs through the school and the piped network discharges south from the school oval through the subject area.

Roads

Cressy is divided by the State Growth owned Main Street, which provides access north and south of town as well as forming the backbone of local services. It is a wide street with plenty of room for on street parking and has footpaths either side. Other streets form a grid pattern either side of Main Street and some have footpaths.

All study areas are well serviced with existing roads; however, some additional footpaths will be required to link the sites to the town centre and associated services.

Longford

Water

Longford is supplied with treated water from the local treatment plant that also services Cressy, Perth and Evandale. The plant has a capacity of 12ML/day and the peak day consumption is around 10ML/day, so there is limited capacity for growth.

The town of Longford is supplied directly from the pumped main to MacKinnons Hill Reservoir and back fed from the reservoir when not pumping. Two PRV's reduce pressure to 181m head before the water enters the Longford reticulation system.

The bulk of Longford (including the study areas) lies between 140m and 150m elevation so there is ample available pressure in the system. Given the size of study area 3 to the southwest of town and its distance from the bulk supply system to the north east of town, it is likely that augmentation of the local 100mm diameter mains to 150mm will be required.

MacKinnons Hill reservoir is 7.9ML and therefore has theoretical capacity of 3850 ET's, which is considerably more than the estimated current number of ET's of 2600 (1300 in Perth and Longford), so there is ample capacity for future growth.

Sewer

The Longford sewer system consists of 6 pump stations and gravity mains delivering flows to the 2.17ML/day treatment plant. The STP is currently being upgraded and is scheduled for completion in 2020.

Study area 1 is only small and will feed directly into the existing gravity sewer network that drains to Paton Street pump station. There are no obvious sewage constraints to development.

Study area 2 is also only small and can gravity feed into adjacent pipes that feed into Hobhouse Street East pump station and from there to the main Paton Street pump station. The small increase in flows would not be expected to trigger any upgrades.

Study area 3 is considerably larger but the land slopes north west towards existing gravity pipes feeding Hobhouse Street West pump station. The existing road titles would facilitate gravity drainage and a pump station would not be required. However, given the size of the development area it is likely that some upsizing of existing 150mm gravity pipes will be required, particularly in Burghley Street. The receiving pump station(s) would also require upgrading as the existing emergency storage is currently at capacity.

Stormwater

Longford is very flat and is bounded by two significant watercourses. The eastern side is bounded by the Macquarie River, which joins the South Esk River at Union Street. The eastern half of Longford drains into this catchment. Properties to the west of town drain to Back Creek, which flows north to the South Esk River.

Longford has had a history of flooding from the South Esk catchment and is now protected by flood levees on the west, north and eastern sides. Stormwater pipes that penetrate the levee are fitted with non-return flap valves that present a risk should they fail to open or close as required. A significant issue exists when the South Esk is in flood and stormwater can't drain from town to the River. Under this scenario, stormwater ponds around the outlet points until it is either pumped over the flood levee or builds up enough head to drain to the river. Sufficient area needs to be allowed for the ponds to avoid damaging inundation of property.

Study area 1 is centrally located and adjacent to reticulated stormwater. It is most likely too small a site to be able to effectively limit runoff to pre-development levels and therefore additional flow will enter the downstream pipes. The catchment drains to the Paton Street detention basin, where stormwater is pumped over the flood levee to Back Creek when it cannot freely drain. An increase in flow will necessitate a larger basin and/or larger pumps.

Study area 2 is divided centrally by an existing stormwater pipe, which will need to be allowed for in design of the subdivision. The pipe does not appear to follow a natural depression, but rather direct stormwater from the south east of town to a farm dam at 189-191 Wellington Street. As the site is at the bottom of the catchment no allowance for detention would be required.

Study area 3 drains to the west into Back Creek. Stormwater from Cracroft Street is discharged through the site via a large open drain. An underground pipe also runs through the site west from Lewis Street West. Both these drainages would need to be allowed for during development. Once again the site is at the bottom of a catchment and may not require detention to reduce runoff, unless this is required for managing flows in Back Creek. It is a very flat site and sufficient infrastructure should be allowed for to deliver flows from upstream to receiving waters.

Roads

Longford is centred around the main through roads of Wellington Street and Marlborough Street/Cressy Road, which is a state-owned road. These roads are wide and provide good on street parking and footpaths. Other streets are generally in a grid pattern predominantly on the western side of Wellington Street. Most have kerb and channel, but many don't have footpaths.

Study area 1 will require the developer to provide footpaths adjacent to the site and Council may consider constructing footpaths to link the site to Marlborough Street.

Study area 2 is off Wellington Street and it is likely that the developer would be required to provide kerb and channel adjacent to the site. The footpath from town stops at Bulwer Street and Council may consider extending this south to service the development.

Study area 3 is well connected to existing roads; however, once again Council may consider extending the footpath on Cressy Road south from Talbot Street to service the development.

Campbell Town

Water

Campbell Town is supplied with treated water from a recently upgraded WTP that extracts water from the Elizabeth River. From there it is pumped to the reticulation network of Campbell Town and also supplies the Bond Street reservoir. When not pumping, the town is back fed from the reservoir and therefore supply pressure varies considerably depending on if the pumps are running or otherwise.

Bond Street reservoir has a TWL of 236.5m and a capacity of 1.0ML and can therefore service properties above 206m elevation. There are a number of areas in Campbell Town above this level including:

- West of Leake Street to the south west of town

- North west of the War Memorial including Church, Pedder, Bond, Grant, Bridge and Clare Streets

Maximum elevation in the urban area is around 220m and therefore static supply pressure would be expected to be around 15m. TasWater standards are for a minimum service pressure of 22m under peak hour demand, therefore there are many properties currently below this minimum supply standard.

Any new developments would be required to conform to current standards. The study area sites are in the lower lying areas of town with a maximum elevation of around 200m. They are also in areas well supplied with larger water mains and should therefore not have water supply constraints.

The 1.0ML reservoir has a theoretical capacity to feed 440 ET's and there are currently estimated 350 ET's, so there should be sufficient capacity in the reservoir. However, TasWater records indicate a peak day demand (2.6ML/day) over three times the theoretical value indicating that the reservoir may be currently undersized to deal with spikes in demand. This puts pressure on the pumped supply during these times. Any pumping failure would result in loss of supply within half a day. Further investigation will be required if significant development is proposed as a new reservoir may be cost prohibitive.

Sewer

Campbell Town is serviced by a large number of very small pump stations that either feed directly into the main King Street pump station or via Edgar Street into King Street. Sewage is pumped from King Street pump station to the 325kL/day STP and on to a private dam for re-use or discharged to the Elizabeth River. Average dry weather flow into the STP is estimated at 220kL/day, suggesting that wet weather events would overload the plant. Any significant development would trigger the need for further investigation and potential upgrades.

Study area 1 is well located to take advantage of existing sewerage infrastructure being surrounded on three sides by gravity sewer pipes draining to the main King Street pump station. The size of the area suggests that the small number of additional connections is unlikely to require downstream infrastructure augmentation (other than some additional emergency storage).

Study area 2 is relatively large. The northern part should be able to feed to Franklin Street pump station, whilst the southern half should feed to existing gravity pipes draining to Edgar Street pump station. Franklin Street pump station is small and currently services only two properties. It is expected that it will require augmentation for any significant development greater than about 10 lots. Edgar Street pump station would have capacity for some additional connections but will require upgrading if the whole of site 2 became developed.

Study area 3 is well serviced by existing gravity reticulation pipes that drain to King Street pump station. Although the scale of development is only small, some additional emergency storage capacity will be required at King Street SPS as it is currently undersized.

Stormwater

Campbell Town is centred around the Elizabeth River, which has extensive flood plains to the west of High Street. A significant watercourse enters the Elizabeth River from the south east of town near Red Bridge. The town has some piped stormwater infrastructure; however, entry pits are sparse, potentially creating more surface water than necessary. There are very few streets with kerb, channel and reticulated stormwater south of the Elizabeth River.

Study area 1 drains to the south east. Stormwater from upstream runs via a piped network along the northern boundary, which will need to be allowed for. Runoff from the site will drain along the western side of the rail corridor to the Elizabeth River. Study area 3 will also drain into this existing open drain. With the expected increase in flow from the developments, this drain may require further investigation to ensure it is adequate.

Study area 2 drains both north to Franklin Street and west to Montagu Street. Both streets have table drains, which carry stormwater west. The slope of these sites lends it to water sensitive design incorporating road side swales. This would provide water treatment, attenuation and be in keeping with surrounding streets. A portion of land fronting Montagu Street will be subject to inundation from the adjacent creek. Development should be limited to above the flood level.

Roads

Campbell Town sits on the Midlands Highway and is a popular rest spot for travellers. The highway (known as High Street within town) is wide, has good on street parking and pedestrian facilities. Other streets are in a grid pattern to either side of Main Street and generally have kerb and channel in the built up areas but limited footpaths.

Study area 1 would be accessed off William Street, which is narrow and has old kerb and channel down the southern side only. Whilst it would be expected that the developer would provide new kerb, channel and footpaths adjacent their site, the Council would be required to upgrade William Street back to High Street (approximately 115m) to a similar standard.

Study area 2 would be accessed off Franklin Street and Montagu Street, neither of which has kerb and channel or footpaths. Once again it would be expected that these access roads would have to be upgraded as development took place.

Study area 3 would be accessed off King Street, which would require Council to construct a footpath back to High Street (115m).

Ross

Water

Ross is also supplied from the new WTP in Campbell Town. Water is pumped to Ross through 11km of DN150 pipe and feeds directly into the reticulation system as well as to the 0.5ML Ross High Street Reservoir with a TWL of 211.6m. There is a booster pumping station fed from the reservoir to supply the higher levels of Ross.

The DN150 rising main and 0.5ML reservoir are sufficiently sized to cater for a population growth of 50%, or approximately 70 ET's. Any infill development is likely to be well serviced by the predominantly 100mm pipelines following the grid pattern of roads.

Sewer

The Ross sewage system consists of four pumping stations feeding into the main High Street pump station where flows are pumped to the treatment lagoons with a capacity of 70kL/day. Two other small pump stations pump directly to the STP. There are estimated 207 ET's in the entire catchment with an associated average dry weather flow of approximately 112kL/day. It is therefore expected that the STP is overloaded and any development would require further investigation and may trigger upgrades.

Study area 1 falls to the west and should drain into the existing Church Street pump station. This is a small station with currently only 5 ET's connected and has spare capacity for an additional 14 ET's.

Study area 2, 3 and 4 should drain directly to existing gravity mains that drain to High Street pumping station. Additional emergency storage and pump upgrades will be required to cater for full development of the sites.

Stormwater

Ross slopes to the west and all runoff flows via table drains or underground pipes to the Macquarie River. Study sites 1, 2 and 4 are on the down slope side of the road and it may be necessary to provide additional pipes to service the back of these properties. Some of these pipes may have to run through private property, requiring easement acquisition. Council have not advised of any existing stormwater issues and the small scale developments proposed are unlikely to cause significant issues.

Roads

Ross has a grid pattern road layout which is divided by the rail line. Kerb, channel and footpaths are generally limited to Church Street, which is wide and also provides for on street parking.

The development sites all front Bond Street and would require construction of kerb, channel and footpath adjacent to the site. Council should consider linking the sites to each other and to the main commercial area of Church Street by upgrading access roads of Bridge, High, Badajos and Bond Streets to the same standard as that required of the developments.

Other Utilities - Power, telecommunications and gas

TasNetworks is the provider for power to properties. Developers are responsible for installation of infrastructure to enable properties to connect to the network. In general, this consists of either above ground poles and wires, or more commonly below ground power cables including substations as required. The cost per lot is relatively standard and does not vary considerably between developments. TasNetworks funds projects to ensure there is capacity for current and future expected demands. Therefore, there would not be any constraints to development for any of the study areas regarding power supply.

The National Broadband Network (NBN) has been steadily rolled out to most residential areas in Australia. In the northern midlands area Campbell Town, Evandale, Western Junction, Perth and Longford are within a fixed line district. Developments in this area would extend the network to provide a fixed line service to new properties. Cressy and Ross are within a wireless NBN zone and therefore properties would connect to this existing service via a roof top mounted antenna. There are no capacity issues for either type of connection for the scale of developments proposed.

Natural gas is available in Longford via an offtake from the main north-south pipeline to the south of town. It runs from Weston Street up Marlborough Street, through the new residential development of Paxton and Lach Dar Courts, up Pakenham, George and Union Streets to the industrial area off Tannery Road South. All study areas in Longford could be serviced by this pipeline, with sites 1 and 3 being closer (and therefore less costly) than site 2. Gas is not available in any of the other towns.

Roads

In general, the study areas are well serviced by existing roads of varying standards. As the areas develop, some of these access roads will require upgrading to IPWEA standards. Pedestrian facilities are often limited to main roads or new developments. Footpaths should be extended to link town services to main residential areas.

Rail

There are two main rail corridors through the Northern Midlands. The Western Line runs from Launceston through Western Junction, Perth and Longford to western Tasmania. The South Line connects to the Western Line at Western Junction and heads south to Hobart. It is a freight only service linking terminals at Brighton, Burnie, Devonport, George Town, Conara and Launceston. There is not currently a terminal at Western Junction; however, this has been proposed to add potential to the industrial area.

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APPENDIX B

Existing Township Facilities Overview

Key Township Facilities (Public and Private)			
MAP KEY	FACILITY	ADDRESS	CURRENT ZONING
Campbell Town			
1	LINC Library	75-77 High Street, Campbell Town	Community Purpose
2	Campbell Town Health & Community Services (incl. Hospital & Dental Clinic)	70 High Street, Campbell Town	Community Purposes & General Residential
3	Campbell Town District High School (incl. Campbell Town Online Access Centre & Midlands Rural & Remote Child Care Services)	118 Bridge Street, Campbell Town	Community Purpose
4	Campbell Town Oval & Pool	57 High Street, Campbell Town	Recreation
5	Campbell Town Showground	11 Church Street, Campbell Town	Recreation
6	King Street Oval	24 King Street, Campbell Town	Recreation
7	Valentine Park	89 High Street, Campbell Town	Open Space
8	Campbell Town Fire Station	79 High Street, Campbell Town	Community Purpose
9	Campbell Town Post Office	101 High Street, Campbell Town	Community Purpose
10	Campbell Town Guide Hall	20-30 King Street, Campbell Town	Recreation
11	Campbell Town Police Station	105 High Street, Campbell Town	Community Purpose
12	Heritage Hwy Museum & Visitor Centre	103 High Street, Campbell Town	Community Purpose
13	Waste Transfer Station	100 Sprent Street, Campbell Town	Utilities
14	Campbell Town Golf Course	2 Torlesse Street, Campbell Town	Recreation (Priority Habitat)
15	St Michaels Catholic Cemetery	169 High Street, Campbell Town	Community Purpose
16	State Emergency Service Unit	14-16 Bedford Street, Campbell Town	General Residential
17	Blackburn Park	2-6 Franklin Street, Campbell Town	Open Space
18	Lions Park / Picnic Facilities	Off Southern end of Bridge Street, Campbell Town	Open Space
19	Midlands Bowls Club	156 Bridge Street, Campbell Town	Recreation
20	Midlands Pony Club	24 King Street, Campbell Town	Recreation
21	St Michaels Catholic Church	4 King Street, Campbell Town	General Residential
22	Commonwealth Bank	112 High Street, Campbell Town	General Business

Key Township Facilities (Public and Private)			
23	Service/Petrol Station	110 High Street, Campbell Town	General Business
24	Service/Petrol Station	85 High Street, Campbell Town	General Business
25	Campbell Town Ambulance Station	111 Bridge Street, Campbell Town	Community Purpose
26	St Lukes Anglican Church	71-73 High Street, Campbell Town	Community Purpose
27	Campbell Town Football Club (Incl. War Memorial)	57 High Street, Campbell Town	Recreation
28	Campbell Town Anglican Cemetery	21 Church Street, Campbell Town	General Residential
29	St Andrews Uniting Church	55 High Street, Campbell Town	Community Purpose
30	Harold Getty Memorial Park	20 Glenelg Street, Campbell Town	Open Space
31	Bicentennial Park	17 Glenelg Street, Campbell Town	Open Space
32	Uniting Church Burial Ground	11405 Midlands Highway , Campbell Town	Community Purpose
Longford			
1	LINC Library	55 Wellington Street, Longford	General Business
2	Longford Community Health Centre (incl. Child Health & Parenting Services & Dental Clinic)	8 Archer Street, Longford	Community Purpose
3	Longford Primary School	23 William Street, Longford	Community Purpose and General Residential
4	Longford Primary Kindergarten	24 High Street, Longford	Community Purpose
5	Longford Community Sports Centre	Smith Street, Longford	Recreation
6	Longford Showground (Incl. Longford Scout Hall)	23-47 Hobhouse Street, Longford	Recreation
7	Park	Cairns Park/St George Sports Ground - 2A Archer Street, Longford	Open Space
8	Longford Fire Station	29-31 Marlborough Street, Longford	General Business
9	Longford Post Office	7 Marlborough Street, Longford	General Business
10	Longford Police Station	31 George Street, Longford	Community Purpose
11	Northern Midlands Council Office	13 Smith Street, Longford	Community Purpose
12	Longford RSL Memorial Club	78 Wellington Street, Longford	General Business

Key Township Facilities (Public and Private)			
13	Service Tasmania	10 Marlborough Street, Longford	General Business
14	Longford Municipal Hall	67 Wellington Street, Longford	General Business
15	Longford War Memorial Hall	55 Wellington Street, Longford	General Business
16	Longford Senior Citizens Club	53 Wellington Street, Longford	Open Space
17	Longford Bowls Club	3 Archer Street, Longford	Open Space
18	Longford Siding	24 Tannery Road, Longford	General Industrial
19	Service Station	5 Wellington Street, Longford	General Business
20	Service Station	23 Wellington Street, Longford	General Business
21	Longford Riverside Caravan Park	2A Archer Street, Longford	Open Space
22	Longford Tennis Club	15A Mason Street, Longford	Open Space
23	Longford Catholic Cemetery	17 Hay Street, Longford	Community Purpose
24	St Augustus Church Hall	24 Goderich Street, Longford	General Residential
25	St Augustine's Catholic Church	24 Goderich Street, Longford	Community Purpose
26	Tosey Aged & Community Care	10 Archer Street, Longford	Community Purpose
27	Christ Church Anglican Church	2A William Street, Longford	Community Purpose
28	Christ Church Anglican Cemetery	2A William Street, Longford	Community Purpose
29	Christ Church, Church Hall	2B William Street, Longford	Community Purpose
30	Longford Masonic Hall	11 William Street, Longford	Community Purpose
31	Commonwealth Bank	13 Marlborough Street, Longford	General Business
32	Service Station	25-29 Marlborough Street, Longford	General Business
33	Longford Uniting Church	3 High Street, Longford	Community Purpose
34	Longford Uniting Church Hall	3 High Street, Longford	Community Purpose
35	Longford PCYC	74 Marlborough Street, Longford	Community Purpose
36	Park	2A Gemihu Court, Longford	Open Space
37	Park	Bruce Place, Longford	Open Space
38	Longford Riverlands Baptist Church	159 Wellington Street, Longford	General Residential

Key Township Facilities (Public and Private)			
39	Summerfield Reserve	Lewis Street (West of Cressy Rd), Longford	General Residential
40	Longford Cemetery	Marlborough Street, Longford	Community Purpose
41	Longford Race Track	Anstey Street, Longford	Recreation
42	Coronation Park	Cressy Road, Longford	Open Space
43	Longford Waste Transfer Station	291 Marlborough Street, Longford	Utilities
44	Longford Golf Course & Club	16 Chatsworth Lane , Longford	Recreation
Evandale			
1	Evandale Community & Information Centre	18 High Street, Evandale	Community Purpose
2	Evandale Memorial Hall	8 High Street, Evandale	Community Purpose
3	Morven Park, Evandale (Incl. Evandale Sports Club; Evandale Light Railway & Steam Society; Evandale Tennis Club)	1-3 Barclay Street, Evandale	Recreation
4	Evandale Primary School	5-11 Barclay Street, Evandale	Community Purpose
5	Pioneer Park	1 Russell Street, Evandale	Open Space
6	Buffalo Park	4 Scone Street, Evandale	Open Space
7	Evandale Police Station	3 Scone Street, Evandale	Open Space
8	Park	23 Russell Street, Evandale	Open Space
9	Falls Park (incl. Evandale Market)	2-14 Logan Road, Evandale	Open Space
10	William John Hawley Reserve	15 Nile Road, Evandale	Rural Resource
11	Saddlers Reserve	12 A Saddlers Court, Evandale	Open Space
12	Berresford Reserve	18 Hartnoll Place, Evandale	Open Space
13	Evandale Post Office	2 High Street, Evandale	General Residential
14	St Andrews Uniting Church Hall	9 High Street, Evandale	General Residential
15	St Andrews Uniting Church (incl. Cemetery)	9 High Street, Evandale	Utilities
16	St Andrews Anglican Church	6 High Street, Evandale	General Residential
17	Evandale Scout Hall	8 High Street, Evandale	Community Purpose
18	Family & Child Health Centre	8A High Street, Evandale	Community Purpose

Key Township Facilities (Public and Private)			
19	Evandale Fire Station	15A Arthur Street, Evandale	General Residential
20	Picnic Facilities, Honeysuckle Banks	356 Leighlands Road, Evandale	Open Space
21	Tasmanian Gun Club	200 Nile Road, Evandale	Recreation
22	Evandale Waste Transfer Station	58 Gunn Street, Evandale	Utilities
Cressy			
1	Service Station	33 Main Street, Cressy	General Residential
2	Cressy Recreation Ground (Incl. Rural Youth - Westmorland Club)	2A Macquarie Street, Cressy	Recreation
3	Cressy Bowls Club	21 Macquarie Street, Cressy	Recreation
4	Cressy Swimming Pool	39A Main Street, Cressy	Recreation
5	Cressy Hall	67 Main Street, Cressy	Local Business
6	Cressy Fire Station	73 Main Street, Cressy	Local Business
7	Cressy Police Station	84 Main Street, Cressy	Local Business
8	Cressy Post Office	89 Main Street, Cressy	Local Business
9	Midlands Rural & Remote Child Care Services	92A Main Street, Cressy	General Residential & Open Space
10	Cressy Scout Hall	7 Church Street, Cressy	General Residential
11	Cressy Methodist Cemetery	6B Saundridge Road, Cressy	General Residential (Private Ownership)
12	Holy Trinity Anglican Church	110 Main Street, Cressy	Community Services
13	Cressy Uniting Church Hall	4 Saundridge Road, Cressy	General Residential (Private Ownership)
14	Cressy Uniting Church	105-107 Main Street, Cressy	General Residential (Private Ownership)
15	Cressy District High school	112-118 Main Street, Cressy	Community Services
16	Service Station	117A Main Street, Cressy	General Residential
17	Public Toilet (Adjoining wetlands south of Cressy)	1696 Cressy Road, Cressy	Rural Resource
18	Cressy Gun Club	1383 Powranna Road, Cressy	Rural Resource
Perth			

Key Township Facilities (Public and Private)			
1	Perth Primary School	181 Fairtlough Street, Perth	Community Purpose
2	Perth Community Centre	173 Fairtlough Street, Perth	Community Purpose
3	Perth Tennis Club	173 Fairtlough Street, Perth	Community Purpose
4	Perth Child Care Centre	173 Fairtlough Street, Perth	Community Purpose
5	Perth (St Andrews) Cemetery Perth	Elizabeth Street, Perth	Community Purpose
6	Perth Recreation Ground (Incl. Perth Football Club, Perth Scout Hall)	163 Fairtlough Street, Perth	Recreation
7	Lions Park (Incl. Picnic Area)	29A Main Road, Perth	Open Space
8	Perth Memorial Reserve	55A Main Road, Perth	Open Space
9	Perth Post Office	61 Main Road, Perth	General Business
10	Perth Baptist Church	71 Clarence Street, Perth	Community Purpose
11	Perth Fire Station	81A Main Road, Perth	General Business
12	Perth Police Station	96A Main Road, Perth	Community Purpose
13	Service Station	100 Main Road, Perth	General Business
14	Service Station	104 Main Road, Perth	General Business
15	Perth Child Care Centre	7 Old Punt Road, Perth	General Residential
16	Perth Riverbank Reserve	William Street, Perth	Open Space
17	Picnic Area	78 Drummond Street, Perth	Open Space (but Private ownership?)
18	Perth Cemetery	5 Cemetery Road, Perth	Community Purpose
19	Charles Berryman Picnic Reserve (Incl. Public Toilet)	Lot 1 Old Bridge Road, Perth	Open Space
Ross			
1	Ross Town Hall and Reading Rooms	12 Bridge Street, Ross	Community Purpose
2	Ross Recreation Grounds	38 Badajos Street, Ross	Recreation
3	Ross Fire Station	9 Bond Street, Ross	Community Purpose
4	Ross Post Office	26 Church Street, Ross	Community Purpose
5	Ross Catholic Cemetery	32 Park Street, Ross	Community Purpose
6	Ross Anglican Cemetery	34 Park Street, Ross	Community Purpose

Key Township Facilities (Public and Private)			
7	Original Ross Burial Ground	Portugal Street, Ross	Community Purpose
8	Uniting Church	54 Church Street, Ross	Community Purpose
9	Picnic Area	Esplanade, Ross	Open Space
10	Sports Complex - Swimming Pool	6-8 Bridge Street, Ross	Community Purpose
11	Community Centre	46 Church Street, Ross	Community Purpose
12	Catholic Church	42 Church Street, Ross	Community Purpose
13	St John's Burial Ground	31 Waterloo Street, Ross	General Residential (Urban Growth Boundary)
14	Petrol Station	38 Church Street, Ross	Local Business
15	Caravan Park	Esplanade, Ross	Local Business
16	Anglican Church	11 Church Street, Ross	Community Purpose
Avoca			
1	Avoca War Memorial Hall	3 Falmouth Street, Avoca	Community Purpose
2	Avoca Community Centre	24 Arthur Street, Avoca	Community Purpose
3	Avoca Catholic Cemetery	3 Stieglitz Street, Avoca	Community Purpose
4	Avoca Anglican Cemetery	4 Stieglitz Street, Avoca	Community Purpose
5	Picnic Facilities	Storys Creek Road, Avoca	Open Space
6	Anglican Church	9 Falmouth Street, Avoca	Community Purpose
7	Avoca Information Centre (Incl. Museum & Picnic Area)	16 Blenheim Street, Avoca	Open Space
8	Avoca Post Office	14 Falmouth Street, Avoca	Local Business
9	Service Station	23 Falmouth Street, Avoca	Local Business
10	Ash Community Centre (Incl. Midland Rural & Remote Child Care Service)	24 Arthur Street, Avoca	Community Purpose
11	Avoca Primary School	26-30 St Pauls Street, Avoca	Community Purpose
12	Avoca Fire Station	29 St Pauls Street, Avoca	Low Density Residential
13	Avoca Waste Transfer Station	2352 Esk Main Road, Avoca	Utilities
Other			
1	Liffey Hall	Liffey Road	

Key Township Facilities (Public and Private)			
2	Epping Forest Hall	Midland Highway, Epping Forest	Rural Resource
3	Bishopsbourne Community Centre (Incl. Bishopsbourne Recreation Ground & Fire Station)	1111 Bishopsbourne Road, Bishopsbourne	Recreation
4	Church of the Holy Nativity Anglican Church	1048 Bishopsbourne Road, Bishopsbourne	Community Purpose
5	Conara Park	Midland Highway, Conara	Open Space
6	Conara Junction Railway Station	125 Conara Road, Conara	Utilities
7	Epping Fire Station	4 Barton Road, Epping Forest	Rural Resource
8	Epping Hall	13790 Midland Highway, Epping Forrest	Rural Resource
9	Caltex Epping Forest	13490 Midland Highway, Epping Forrest	Rural Resource
10	Symmons Plains Raceway	14872 Midland Hwy, Perth	Recreation
11	Nile Fire Station	1074 Nile Road, Nile	Rural Resource
12	St Peters Anglican Church	15 Church Lane, Nile	Community Purpose
13	Nile Chapel	958 Deddington Road, Deddington	Community Purpose
14	Dragway	311 Powranna Road, Powranna	Recreation
15	Launceston Airport	311 Evandale Road, Western Junction	Utilities
16	Quarantine Services Launceston	311 Evandale Road, Western Junction	Utilities
17	Bureau of Meteorology	311 Evandale Road, Western Junction	Utilities
18	Royal Flying Doctor Service	311 Evandale Road, Western Junction	Utilities
19	Tasmanian Aero Club	311 Evandale Road, Western Junction	Utilities
20	Aviation Rescue Fire Fighting	311 Evandale Road, Western Junction	Utilities
21	Poatina Golf Course & Club	31 Wilmot Street, Poatina	Recreation
22	Trinity College	17 Denison Avenue, Poatina	Village
23	Poatina Swimming Pool	26 Wilmot Street, Poatina	Recreation
24	Picnic Area	13 King Street, Poatina	Village
25	Poatina Community Centre	12 Gordon Street, Poatina	Village
26	Poatina Online Access Centre	14 Gordon Street, Poatina	Village
27	Service Station	6 Franklin Avenue, Poatina	Village

Key Township Facilities (Public and Private)			
28	Public Toilets	16 Gordon Street, Poatina	Village
29	Poatina Fire Station	16 Gordon Street, Poatina	Village
30	Poatina Sports Oval	4031 Poatina Road, Poatina	Village
31	Public Toilets/Picnic Area	Lot 1 Lake Leake Road, Lake Leake	Rural Resource
32	Service Station/Kalangadoo Store	3370 Lake Leake Road, Lake Leake	Village
33	Park (Surrounding the lake)	64 Kalangadoo Road, Lake Leake	Open Space
34	Park (Surrounding the lake)	Lake Leake Road, Lake Leake	Open Space
35	Island Skydivers Parachute Club	518 Tunbridge Road, Tunbridge	Rural Resource
36	Launceston Gun Club	813 Bracknell Road, Liffey	Rural Resource
37	Campground/Picnic Area/Public Toilets	Liffey Falls State Reserve, Gulf Road, Liffey	Environmental Management

Source LIST map - Data Layers including:

- Ambulance Stations (revision date 11-08-2015; more details at <https://www.thelist.tas.gov.au/app/content/data/geo-meta-data-record?detailRecordUID=2812faee-c3b4-45f2-a444-a013946720b0>)
- Community, Sports and Recreation Facilities; NB1:
- Facilities; NB1

NB1 -Revision date 02-06-2015 (retrieved from <https://www.thelist.tas.gov.au/app/content/data/geo-meta-data-record?detailRecordUID=79368b65-0975-4efb-8560-ddbc58dcbec8>)

Appendix C

Objectives of the RMPS

As set out in Schedule 1 of the *Land Use Planning and Approvals Act 1993*.

Land Use Planning and Approvals Act 1993

Version current from 5 September 2017 to date (accessed 14 June 2018 at 14:32)

SCHEDULE 1 - Objectives

Sections 5 , 8 , 20 , 32 , 44 , 51 , and 72

PART 1 - Objectives of the Resource Management and Planning System of Tasmania

1. The objectives of the resource management and planning system of Tasmania are –
 - (a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and
 - (b) to provide for the fair, orderly and sustainable use and development of air, land and water; and
 - (c) to encourage public involvement in resource management and planning; and
 - (d) to facilitate economic development in accordance with the objectives set out in paragraphs (a) , (b) and (c) ; and
 - (e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.
2. In clause 1 (a) , *sustainable development* means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –
 - (a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
 - (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
 - (c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

PART 2 - Objectives of the Planning Process Established by this Act

The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –

- (a) to require sound strategic planning and co-ordinated action by State and local government; and
- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and
- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and
- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and
- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and
- (f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and
- (g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and
- (h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and
- (i) to provide a planning framework which fully considers land capability.

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APPENDIX B

COMMUNITY CONSULTATION REPORT – SEPTEMBER 2018

COMMUNITY CONSULTATION
REPORT

Northern Midlands Council

Land Use Development
Strategy



September 2018


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Appendix A - Complete List of On-Line Survey Responses to Question 1

Appendix B - Complete List of On-Line Survey Responses to Question 2

Appendix C - Complete List of On-Line Survey Comments to Question 3

Appendix D - The combined (Campbell Town and Perth) Workshop 1 results.

Appendix E - Draft township Character Statements refined after Community Workshops.

Appendix F - The combined (Campbell Town and Perth) Workshop 2 results.

1. Executive Summary

To ensure that the Northern Midlands Council (NMC) Land Use Strategy is reflective of current issues within the municipal area, JMG undertook a series of community engagement activities including on-line surveys, workshops and meetings with key stakeholders. Consultation occurred from January to July 2018.

The consultation process and attendant results are presented in this document grouped according to the community engagement approach and engagement sequence, commencing with the District Committee Group meetings.

The results indicate that community priorities and concerns are consistent with past studies. The results indicate that the NMC area elements that are consistently valued across all townships include:

- Community spirit/feeling;
- Heritage fabric; and
- Rural landscape and natural assets.

Priority focus areas vary from township to township, reflecting the different township characters and the different participants' perspectives of the perceived benefits of growth versus maintaining the status quo.

The community engagement provided an overarching sense that:

- The community has an expectation that Council will manage a growth scenario that maintains and enhances the existing values of the community whilst providing frameworks that will encourage compatible growth to secure the economic prosperity of the region; and
- That the time for consultation is over and the community is looking for some concrete action and tangible outcomes.

A number of the matters raised by participants are beyond the Council's scope and highlight the complex relationships that need to be managed at various spatial and governance scales.

Considering and responding to the nuanced feedback sourced via the community engagement process will provide valuable input to the NMC Land Use Strategy.

2 Results

2.1 District Committee Groups

Eight local district committee groups were engaged as part of the project to stimulate a discussion around the key issues on a town by town basis. An overview of the district committee meetings is provided in this section.

Campbell Town District Committee

Campbell Town was seen by the members of the local district committee as a vibrant township which they coined as the "favourite stopping place on the way to somewhere else". Small businesses selling specialty goods such as books, leather goods and patisseries were considered main drivers to attracting visitors and capturing passing trade along the Midland Highway. Information services and good public amenities also contributed to this.

The vibrant local economy, and welcoming attitude to visitors was considered as the main contributors to Campbell Town's identity and sense of place.

The Committee identified that the public assets, including local parks and amenities, could be improved to encourage visitors to extend their stopover in Campbell Town which would contribute to the local economy and accommodation providers in town.

The Campbell Town District Committee provided the following 'key characteristics' of Campbell Town:

- *Service town with good public spaces and amenities for stopover visitors;*
- *Local businesses contribute to the local character, develop interest in the town and encourage people to stopover; and*
- *Campbell Town is a vibrant rural township with strong community focus and welcoming attitude towards visitors.*

Key future priorities that were identified by the committee included:

- *The need to upgrade existing public amenities and facilities, including public parks and sports facilities (i.e. swimming pool);*
- *Future policy should facilitate a strong environment for small businesses to ensure continued economic vibrancy;*
- *Consideration for a new facility to encourage conference and large-scale events which will boost the Campbell Town local economy;*
- *Residential areas should remain within the existing town boundaries so as not to encroach on agricultural land;*
- *Greater recognition and promotion of local heritage;*
- *Resolve parking issues, in particular truck parking facilities;*
- *Improve public transport opportunities; and*
- *Maintain housing affordability to ensure future growth allows for a mixed community of young, old and families.*

Avoca District Committee

The local district committee referred to Avoca as a town with a strong sense of community and where "people look after one another". The town is located in a rural setting with a strong history in the mining and timber industries. The landscape setting is important, in particular the open space corridor along the St Pauls River which is crossed upon entry into the township. The committee highlighted the importance of maintaining the appearance of this riverfront area as it is an important visual gateway into the town.

The Avoca District Committee provided the following 'key characteristics' of Avoca:

- *Small town with a proud past of mining and forestry located at the junction of the South Esk and St Pauls Rivers;*
- *Avoca is the westernmost chain of towns in the Fingal Valley;*
- *Dramatic backdrop of both Ben Lomond foothills and the Fingal Tiers both of which give the town significant tourism potential;*
- *Avoca primary school is the heart of the town, but population growth (young families) is needed to ensure its survival;*
- *Avoca prides itself on a strong sense of community where people look after one another;*
- *Avoca Pub is the epicentre of social activity in the valley and is an important service for both locals and tourists;*
- *The landscape setting is important, nice green grass and it looks beautiful under snow;*
- *The town is an eclectic mix of development styles with some key heritage buildings in the centre of town and near the river; and*
- *Population growth and protection of the primary school is a major priority to ensure Avoca's long term viability.*

Key future priorities that were identified by the committee included:

- *Improve the northern portion of the western entry to Avoca, in particular the park and along the riverside;*
- *The town needs to encourage more young families to boost the student numbers at the local primary school which is a key input into the town's vibrancy and long-term viability;*
- *Encouraging affordable housing projects into the town is important however sewerage needs to be addressed;*
- *There needs to be better services for campers, particularly the area by the river;*
- *Avoca is the first stop along the valley's corridor to the coast and thus presents a good opportunity for tourism;*
- *Speed of trucks and cars through the town is a problem;*
- *Pedestrian access across the bridge is a problem - the town does not stop at the river.*

Perth District Committee

The local district committee referred to Perth as a commuter suburb to Launceston with a strong landscape setting along the South Esk River and the strong vista towards the Western Tiers. The committee noted the potential to revert Perth back to its 'village character' following the construction of the Perth bypass. The committee highlighted the importance of developing a stronger pedestrian connection to the areas of public open space along the river, promoting heritage assets and encourage a village atmosphere. Perth is also experiencing a large concentration of residential growth due to its proximity to Launceston and the highway however servicing and existing infrastructure needs to be investigated to ensure the town has sufficient capacity to accommodate further growth.

The Perth District Committee provided the following 'key characteristics' of Perth:

- *Village character;*
- *Commuter town; and*
- *Landscape setting (Western Tiers and South Esk River).*

Key future priorities that were identified by the committee included:

- *Entry is a disappointment to the north of the western entry, the park and riverside needs improvement;*
- *Pedestrian connectivity to public open space, the town village and river must be strengthened;*
- *Narrow streets in the new subdivision areas should be encouraged to continue the 'village' atmosphere*
- *More street tree planting and better recognition of the riverbank;*
- *Existing infrastructure is not adequate and requires further investigation if growth is expected to continue.*

Evandale District Committee

The Evandale district committee referred to Evandale as a farming community in a heritage township. The village atmosphere and unique, intact history contributes greatly to Evandale's sense of place and character. Tourism is an important aspect of the local economy and is primarily derived from the heritage setting and community events including the weekly market. It was expressed that future residential growth will be constrained by the capacity of existing services. Should growth occur, it must be balanced against existing streetscape settings, building forms and village atmosphere. The strong public place setting and picturesque streetscapes provide the context and texture of the town.

The Evandale District Committee provided the following 'key characteristics' of Evandale:

- *Farming community in a heritage township;*
- *Tourism;*
- *Gardens, oak trees and history;*

- *Commuter town to Launceston;*
- *Strong public place setting;*
- *The weekly market is an important aspect of the community and contributes to tourist interest in the town;*

Key future priorities that were identified by the committee included:

- *Cambock Lane development site - drainage stormwater is an issue*
- *Potential heavy vehicle bypass should be directed away from heritage precinct area*
- *The plan referred to in the Development Plan relies on unlocking of private land to allow for road infrastructure;*
- *Parking must be maintained and not compromised by further development*
- *Tourism accommodation should be supported and maintained;*
- *Traffic down Coachmans Road will need to be carefully managed particularly if further land is developed.*
- *Infrastructure can be improved such as pharmacies, butcher etc. This may be facilitated by further residential development however it should all be in balance.*

Ross District Committee

The Ross district committee expressed that the heritage in town was undervalued and required better legislative protection and recognition in particular the Ross Bridge and the convict cemetery. Formalising heritage areas and promoting the history in Ross was expressed by committee members as an important mechanism for supporting local tourism and business. It was the view of several committee members that local business and small industry should be encouraged in Ross to generate jobs and encourage investment in the town. It was also expressed that this must be done without impacting on the amenity of local residents or the established heritage fabric of the town.

The Ross District Committee provided the following 'key characteristics' of Ross:

- *Heritage township;*
- *Tourism;*
- *The Ross Bridge;*
- *A picturesque main street;*
- *Beautiful seasonal setting created by the row of established trees along the Church Street;*
- *The Wool history;*
- *Convict history, including the convict cemetery and female factory.*

Key future priorities that were identified by the committee included:

- *Future policy needs to encourage long term residents to Ross and foster a sense of community;*
- *Preserve heritage and support the 'living village' atmosphere;*
- *Investigate options for a scenic protection overlay to protect key vistas from the town;*
- *Extend heritage precinct east of Bond to Park St and north to incorporate the convict cemetery;*
- *Enhance heritage to encourage more tourism;*
- *More public parking areas;*
- *Investigate light industrial precinct on edge of town to encourage jobs and investment in Ross but any development would need to balance residential amenity and ensure it did not detract from the heritage character or lifestyle of Ross.*

Devon Hills District Committee

The committee group referred to Devon Hills as a place to enjoy rural lifestyle living within close proximity to employment opportunities in Launceston. The historic pattern of

development in Devon Hills, in particular the large 'lifestyle' lots and quiet, friendly community was what gives Devon Hills its unique character and setting. The suburb has a growing population of young families, therefore future planning needs to be focused on providing good public facilities including parks and a regular bus service. The committee expressed the importance of preserving the current density, as further subdivision would damage the character of Devon Hills and the key components that give the community their sense of place.

The Devon Hills District Committee provided the following 'key characteristics' of Devon Hills:

- *Rural setting and 'lifestyle' living;*
- *Each property in Devon Hills has 'elbow room' between each dwelling and adjoining properties, which is what gives the area its character;*
- *Safe suburb, with strong community network and unique character;*
- *Road network keeps Devon Hills secure and 'closed' - one-way in one-way out;*
- *Peaceful neighbourhood.*

Key future priorities that were identified by the committee included:

- *Plane and flight paths are an issue due to proximity to Launceston Airport;*
- *Growing young family demographic, increasing demand for school bus services and better playground facilities;*
- *Need for public open space, park and playground for the growing young families;*
- *'No Subdivision' overlay is very important to the community and should stay the same under future Planning Scheme as the overlay preserves the integrity of the area, the historic pattern of development, the character and feel of the area and the rural setting;*
- *Road network would be a significant constraint to future development/growth;*
- *Public transport could be strengthened, in particular connections between Devon Hills and nearby local schools in Perth;*
- *Provide a 'town profile' on Council's website to provide more recognition to the community and character of Devon Hills.*

Longford District Committee

Longford district committee characterised Longford as having a long history as a regional service centre with a lifestyle village character and local heritage. It was emphasised by the committee that growth and density in Longford should be kept strictly within the existing town boundaries, ensuring there remains a clear delineation between rural and urban development. Concern was raised by the committee regarding the current type of growth experienced in town, and the desire to maintain consistency with the existing scale and subdivision pattern. Heritage should continue to be protected, including public open space areas as the heritage value in Longford has historically been overlooked. The committee also highlighted that better community facilities are needed in Longford, particularly for small-scale events such as weekly markets, meet-up groups, art events and movie nights.

The Longford District Committee provided the following 'key characteristics' of Longford:

- *Strong working and service centre history;*
- *A healthy, lively and supportive community;*
- *Safe and sociable centre for the aging community;*
- *Lifestyle village character and the towns history is important to what makes Longford unique;*
- *Longford is a mixed use town (agriculture, regional service centre, heritage character, tourism, diverse community).*

Key future priorities that were identified by the committee included:

- *Lot size consistency - the community wants to maintain the historic lot sizes. Concern around further reducing lot sizes within the township, encouraging small, poorly designed dwellings and inconsistent character;*

- *Maintaining clear boundaries between residential and rural land and associated development is important;*
- *Fragmented industrial land (to the north and south of the township) is an issue, particularly as it results in large trucks and vehicles travelling through town;*
- *Vacant land parcels in town need to be developed thoughtfully and efficiently so to encourage scale consistency;*
- *Protect and maintain the strong heritage setting;*
- *Keep generous lot sizes to encourage good development and maintain the historic character and pattern of development which is integral to the character of Longford*
- *Support the agricultural industry;*
- *Community and public services need to be improved;*
- *More community facilities are needed to support the aging population and encourage people to stay in Longford, including nursing homes, 'age in place' development and facilities to support young families.*

Cressy District Committee

The District Committee described Cressy as a rural town with a focus on agriculture and a community with a "strong work ethic". Trout fishing and the natural qualities of Cressy, including the Western Tiers, contribute to the town's uniqueness. Due to the surrounding agricultural land and seasonal influx of visitors and workers, Cressy has developed into a centre for agritourism. In particular, the influx of visitors during picking season is important to the ongoing viability of the local economy and generates outsider interest in the town. However, temporary visitor accommodation facilities need to be carefully managed so as not to negatively impact on the town, the scenic qualities of the region or the local water supply.

The Cressy District Committee provided the following 'key characteristics' of Cressy:

- *Strong landscape setting - Western Tiers backdrop;*
- *Fishing and natural qualities of the surrounding landscape makes Cressy unique;*
- *Centre for agritourism;*
- *Local businesses contribute to the character of Cressy and develop interest in the town;*
- *Strong working culture.*

Key future priorities that were identified by the committee included:

- *Concern with fragmenting agricultural/rural land with residential;*
- *Maintain agricultural land titles - limit fragmentation;*
- *Heritage is an important component of the character of Cressy and needs to be recognised in the future planning of the area;*
- *Enhance tourism and public facilities to encourage people to stop and stay longer in the town;*
- *The generous width of the main street presents an opportunity for better public connectivity, including bike and pedestrian paths;*
- *Keep Cressy localised;*
- *Protect the river areas to support the growth of tourism, particularly around seasonal tourism;*
- *Improved public open space facilities are needed.*

2.2 Primary School Student Workshops

Workshops were held with local school students with the aim of gaining insight into what is important to the younger population of the community and what, from their perspective, could be improved. The following schools were consulted:

- Cressy District High School;

- Evandale Primary School;
- Longford Primary School; and
- Perth Primary School.

A one-hour workshop was held with grade 4-6 students to gauge what was valued by the younger population and what ideas they might have for the future of their town.

The workshop comprised of three components, a pre-workshop task, a show and tell session on the pre-workshop task, and a creative session generating ideas for the students 'dream town'.

Each student was given a pre-workshop activity of taking a photo of their favourite place in their town, or around home. The intention of this activity was to understand how young people perceive their region, what aspects of it are important to them and what contributes to their 'sense of place'.

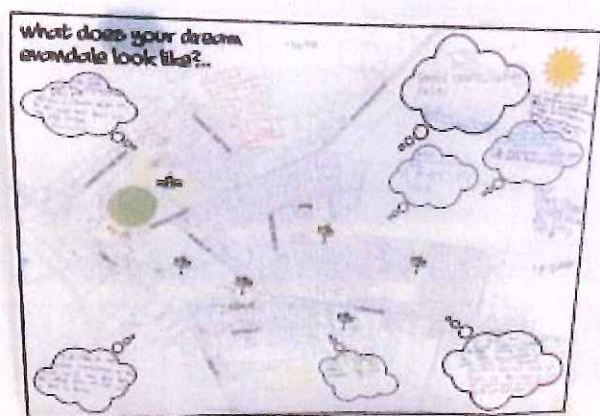


townships.

Participants identified a broad range of aspects about their region that they liked, with common themes including existing recreational facilities, proximity to nature/wildlife, the South Esk and Macquarie River and Brumby Creek and notably, the fabric of heritage buildings in and around the

The sentiments behind each place were predominantly based on places that could be enjoyed with friends and family, in particular outdoor activities including picnics, swimming, fishing and skateboarding. Several students chose buildings and elements of the town that represented key 'landmarks', such as a key historic building on the main street or an historic church out of town. One student took a photo of a sandstone wall covered in moss which was important to her as it reflected both the age and history of the place and the quality of the air and natural environment. The weekly Evandale market was selected by a number of students as it represented community and a social activity shared with family and friends.

The final activity required each student to be 'mayor for the day' and nominate what would be included in their 'dream town'. Some key themes that came out of this activity was that many students wanted improved sports facilities, diversified entertainment opportunities and better supermarket and shops. Students also expressed a need for more community events and to create better access to the river.



2.3 Surveys

NMC residents were provided opportunities to complete surveys in hard copy at various locations around the Northern Midlands region and electronically through Council's website. Survey responses provided a mix of quantitative and qualitative data. The questions were designed to gauge the community's values and priorities for the future. Participants were invited to provide personal information such as name and e-mail on a voluntary opt-in basis. A

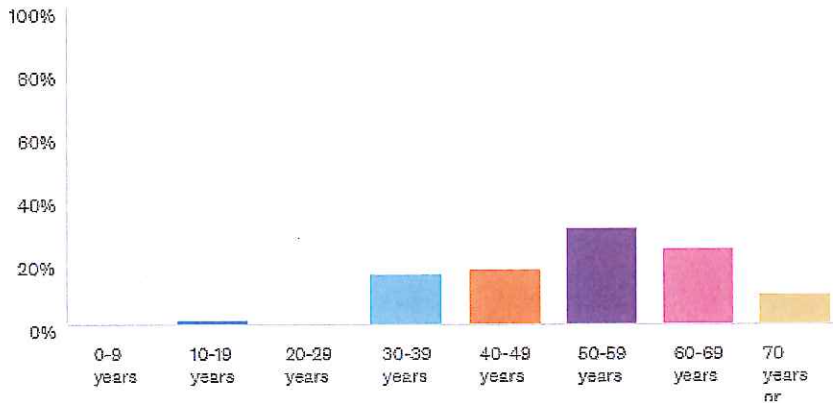
total of seventy six surveys were returned which have been independently analysed as outlined in the following section.

2.3.1 Online Survey Results

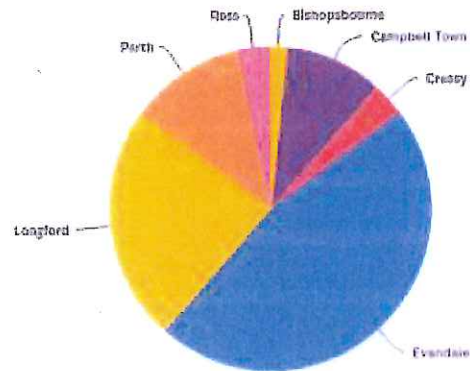
The online survey was available for completion from 21 May 2018 until 23 July 2018. A total of sixty-two on-line responses were received in that time.

The respondents' age profile is generally representative of the overall population profile for the Northern Midlands Council (NMC) area with the notable exception of the 20 to 29 year cohort. It is not clear why this demographic did not participate - but this gap in responses could be significant.

Age Profile of On-line Survey Respondents

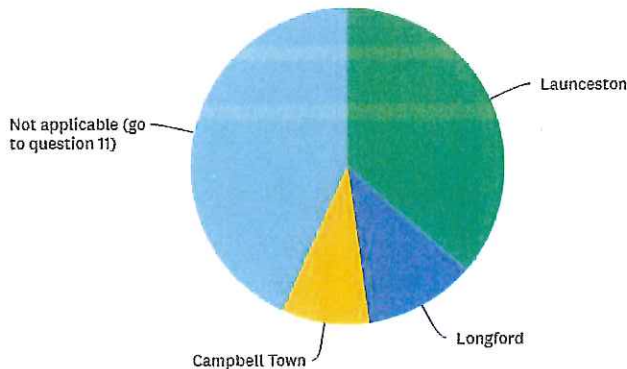


PLACE OF RESIDENCE



Spatially a majority of the respondents were from the north of the NMC Area with over 80% of the respondents from Evandale, Longford, Perth and Cressy. Evandale alone accounted for nearly 50% of the respondents. Interpretations of survey comments and trends need to be cognisant of such underlying biases in the data.

PLACE OF WORK



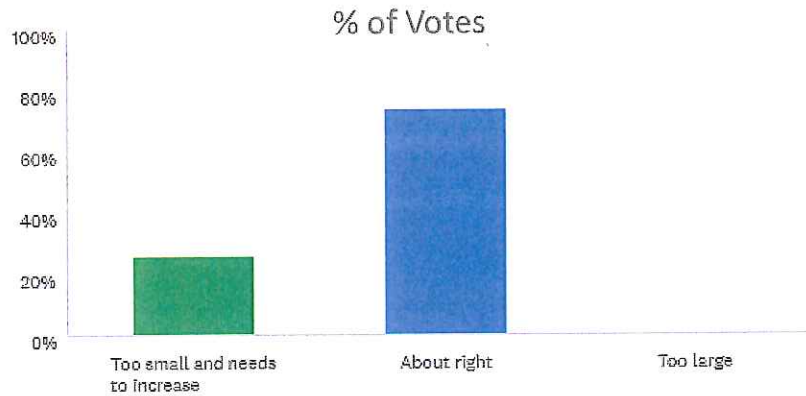
Two thirds of the survey participants answered the question as to where they currently work. A majority of this respondent group work in Launceston, with the next largest group responding that the question is not applicable to them. Local towns accounting for approximately 20% of the responses are Campbell Town and Longford.



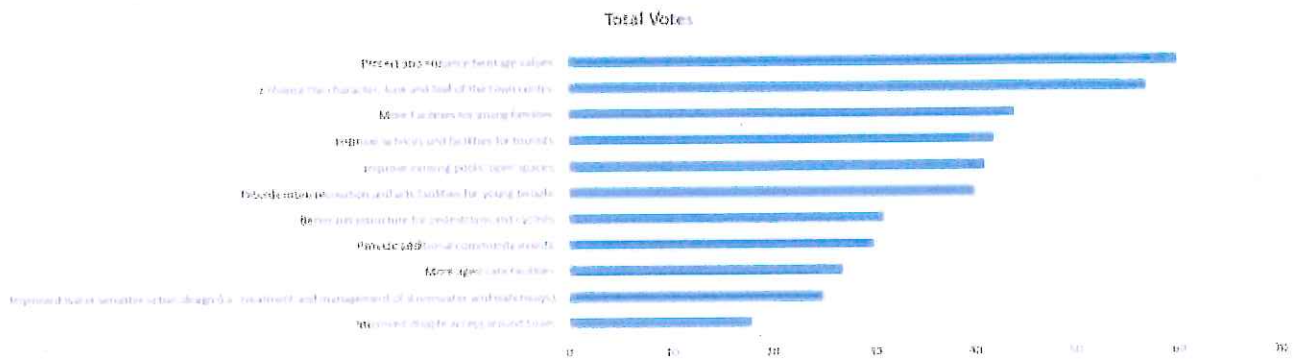
Amenity concerns in relation to traffic, parking and public facilities are of particular concern in Longford, Campbell Town and Evandale. Concerns regarding noxious smells around Longford and a lack of focus on encouraging businesses in the more far flung communities such as Avoca were also raised. A full extract of the on-line survey responses are included in Appendix B.

Population size

None of the on-line survey respondents felt that the population size of their town was too large. The majority (74%) felt it was just right, while 26% felt it was too small. (See graph below).

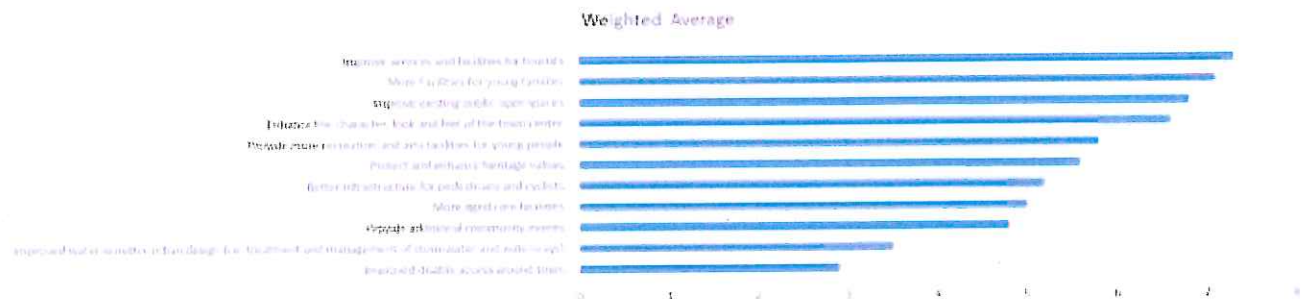


Information on reasoning for the response was provided by thirty seven (over half) of the respondents and included opinions varying on inevitability of growth, desirability of slow measured growth with managed infill and larger subdivision lots, maximum population size of Evandale to be capped at 2000 and greater opportunities for businesses and mechanisms to encourage local businesses and job creation. The frequency text analysis resulted in the following image.



Secondly the responses were considered from a weighted average perspective, which provides a more comprehensive perspective across the rankings; this resulted in a slightly different ordering of the top six priorities as listed below and shown in the associated graph:

1. Improve services and facilities for tourists;
2. More facilities for young families;
3. Improve existing public open spaces;
4. Enhance the character, look and feel of the town centre;
5. Provide more recreation and arts facilities for young people; and
6. Protect and enhance heritage values.



The above analyses indicate that both perspectives of the data result in the same priorities being included in the top six selections. The results provide confirmation for Council that these six issues are top of mind for the community.

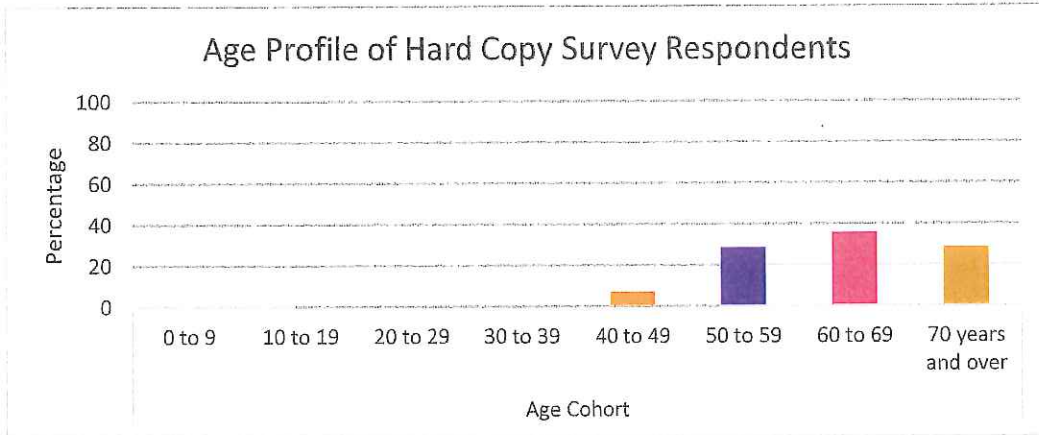
It is interesting to note that the ranking of the issues has changed. Particularly noteworthy is the change for “Protect and enhance heritage values” which has dropped from first position to sixth. Such a result is probably best explained by the variation in the “local” views. Delving further into the data it became evident that this is a more important priority in Evandale and Ross than in some of the other townships.

It is interesting to note that the priority areas in the lower half of both response groupings appear to reflect matters that are not immediately relevant to the everyday lives of the survey participants. Anecdotal conversations and observations at the community workshops appear to indicate that improved disability access and more aged care facilities are not the lived reality for the majority of participants. Similarly whilst participants are very aware of local flooding issues, there is limited understanding as to what exactly Water Sensitive Urban Design is all about.

Council should consider the potential disconnect between “here and now” priorities and known future priorities based on other information sources including previous studies, when considering resource allocation to the various issues facing the Northern Midlands Council area.

2.3.2 Hardcopy Survey

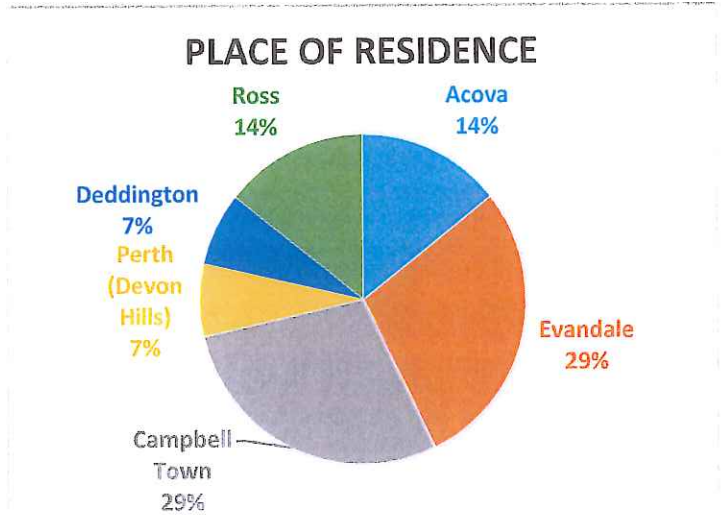
The hardcopy survey responses have been analysed independently with results summarised in this section of the report.



The age profile of the hardcopy respondents is older than the online respondents' profile, which is potentially explained by the fact that older residents are less likely to have an on-line presence. One of the respondents specifically mentioned this as an issue.

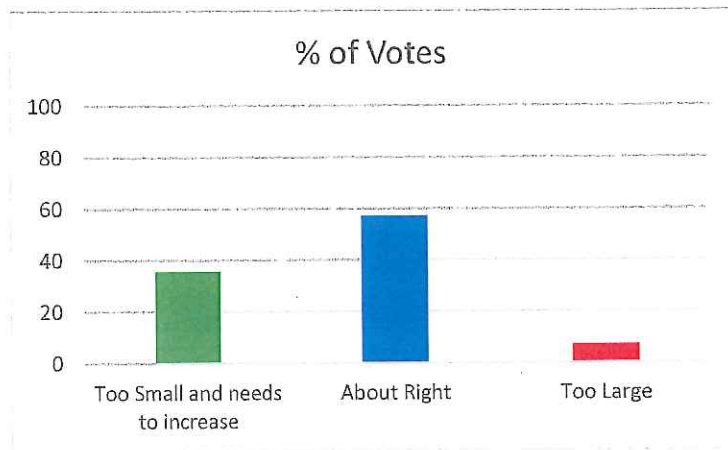
The hardcopy surveys are also dominated by respondents from Campbell Town and Evandale, but are somewhat more inclusive of smaller townships.

Nine of the participants were no longer working - which is to be expected given the age profile of this group of respondents. The remaining respondents identified themselves as working in Campbell Town (three of the five), Deddington (one of the five) and the fifth did not answer this question.



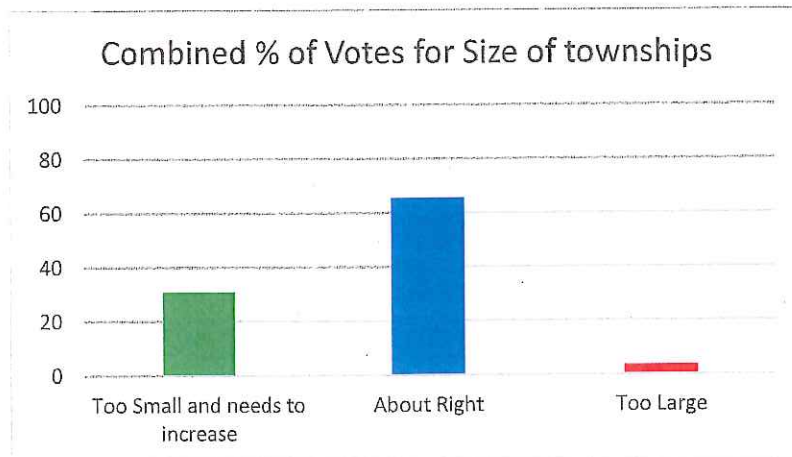
What's great about the Northern Midlands?

The textual analysis of responses shows the most frequently used words in all hardcopy survey responses.



Of the 14 hard copy responses, 12 included comments elaborating on this question. Responses were very varied and it was not possible to use the textual analysis to identify common or dominant themes. Opinions varied from maintaining the status quo - as exemplified by comments such as: “no growth”, “no new development”, “population is big enough”, “keep to 2012 population growth plan” to observations that there is “sufficient land available for building”, “Support to develop Campbell Town as a service centre” and “it’s not the population number per se but rather the new residents maintaining the existing amenity in the townships” to “need to grow to create more critical mass to attract services and job opportunities”.

Combining the size results for both on-line and hardcopy surveys results confirm that the dominant view is that the townships are “about right”.



Top Priorities

Refer to the analyses within the On-Line Survey section on page 11.

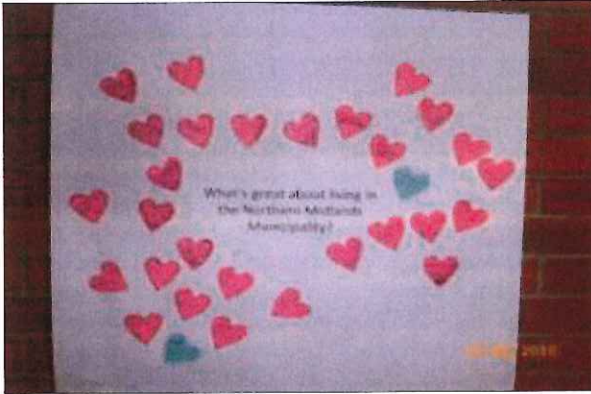
2.4 Public Workshops

Two rounds of evening workshops were held in Campbell Town and Perth during June and July 2018 for community member to attend and provide feedback. Attendee numbers (excluding Council staff) varied between Campbell Town (3 to 5) and Perth (16 to 17). The larger numbers at Perth are in part attributed to the May 2018 announcement from a private developer

(Traders in Purple) to create a 'new town' of Ridgeside east of Evandale.¹ A number of locals are concerned about this proposal and attended the community workshops within that context.

In the first round of workshops participants were provided with an overview of the project and its key objectives of:

- Transition the Northern Midlands Interim Planning Scheme 2013 to the Tasmanian Planning Scheme; and
- Preparing Specific Area Plans for future urban development land to ensure that there are suitable provisions for Public Open Space in keeping with township Development Plans.

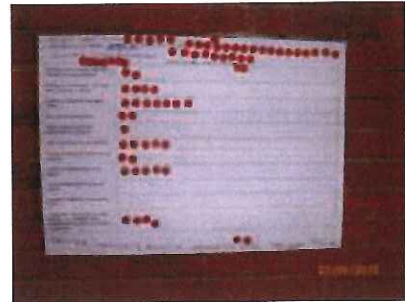


Workshop participants were also asked to provide feedback similar to the on-line survey. Participants were asked to place heart and cloud shaped sticky notes onto large sheets of butcher's paper in response to the following questions:

- What's great about the Northern Midlands?
- What could be improved?
- Priorities to a series of Council initiatives; and
- Provide input to the township Character Statements.

Among the key issues identified for improvement during the first round of workshops (combined for Campbell Town and Perth), in order of priority, were:

- Protect & enhance benefits of open countryside²;
- Protect and enhance heritage values;
- Enhance the character, look and feel of the town centre;
- Improve existing public open space and
- Pedestrian safety in Bishopsbourne³.



The combined (Campbell Town and Perth) Workshop 1 results are included in Appendix D.

The second round workshops provided an opportunity to confirm with participants that the information collected in the first round had been accurately captured. In particular the township Character Statements were refined at these workshop which provided meaningful input to a discussion of the principles used to develop the Specific Area Plan subdivision designs and the kind of built form controls that may be appropriate and required in the new planning scheme.

¹ <https://www.examiner.com.au/story/5398816/new-town-development-proposed-adjacent-to-evandale/>

² A priority added by participants at the Perth workshop.

³ A priority added by participants at the Perth workshop.

The participants were asked to choose from a selection of streetscape images to identify ones they liked. Participants were also engaged in a dialogue about the type and kind of controls that could be applied to developments. The focus of the latter was the heritage elements of the townships as well as the Specific Area Plans.



Key issues/matters relevant to Specific Area Plan development identified during the second round of workshops included:

- No need to extend the Heritage Overlay beyond the current extent within townships;
- Minimise constraints for buildings on internal lots (or not visible from the street) within the heritage overlay areas;
- Provide a mix of lot sizes in the Specific Area Plan subdivision designs, (450 m² considered small given the rural location of townships);
- Streetscapes with trees and off street parking were generally preferred;
- Streetscapes in keeping with a 'community feel' were generally preferred; and
- Large crammed together double storey dwelling images were generally identified as not appropriate for the Northern Midlands townships - "don't want to be an outer suburb of Launceston".

Participants provided valuable fine-tuning of the township Character Statements which are reflected in Appendix E of this report.

Results from Round 2 workshops are included in Appendix F.

2.5 Suggestion Box

Five suggestion forms were completed; the suggestions are reproduced in full below:

- *Go and take a look at Tail Race children's picnic park Riverside Tasmania and put the same in park next to Girl Guide's building and river alongside Elizabeth River behind Bowling Club in King Street, Campbell Town.*
- *Make Town Forum more open and not on a week day morning - most people cannot attend or contribute.*
- *Subdivisions of Rural Land should be allowed of areas under 100ha, to facilitate the development of vineyards.*
- *It should all be used for growing premium wine.*

- *The Council should encourage signage applications. And also allow a greater range of signage.*

3. Discussion

At the last census (2016) the population of Northern Midlands' municipality was 12,822⁴ residents; of these 2932 were aged 19 years and under. Approximately one percent of all survey respondents identified themselves within this group. The pool of the adult population is thereby adjusted to 9,890. On the assumption that there is no duplication between the various "adult" feedback mechanisms, the total participation rate is approximately 1%. There is no data indicating whether this is a typical response rate for the NMC area, given the dispersed settlement nature of the municipality.

Potential explanations for the relatively low participation rate include:

- Participation fatigue;
 - A number of participants commented that the information provided has not changed since the previous strategic studies, including the Perth Structure Plan (2016-2017) and even as far back as the Development Plans authored by Pitt & Sherry in 2012;
- Season;
 - The workshops were held afterhours during winter and the wet and cold weather may have had a negative impact on potential participants' desire to attend; and
- Dispersed settlement pattern;
 - The key township centres of Campbell Town, Perth, Longford, Cressy, Evandale, Ross and Avoca account for approximately 80% of the NMC population, yet based on the address/location details volunteered by workshop participants and survey respondents, the majority of responses came from Campbell Town, Perth, Longford and Evandale - with the latter having a disproportionate representation as previously discussed.

Due to financial constraints the community engagement activity was not promoted via radio or television. However the opportunity to provide input was promoted via a variety of media including:

- Direct contact with primary schools (aiming to involve parents via children participating);
- Posters at township locations;
- An article in the local community newspaper;
- Notices in the local Newspaper (The Examiner) advertising workshop dates;
- Posts to Council's Facebook page including a link to the survey; and
- a front page link to the survey from Council's website.

Despite the lack of historic participation rates for comparison there are nevertheless a number of consistent themes between the community feedback over time; and via the various participation mechanisms that provide a degree of validity and relevance to the data.

The elements of the NMC area that are consistently identified as of high value to the majority of residents (including the school children) include:

- Sense of Community;
- Heritage buildings and landscape; and
- Rural context (space, nature, vistas, large lots).

⁴ ABS QuickStats

http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA64610?opendocument

Common priority elements (not in order of priority) include:

- Improving existing town scapes including green open spaces (especially activation of river frontage land and providing connectivity);
- Maintaining the heritage character of the townships;
- Resolving traffic issues;
- Improving events and activities across the NMC area and
- Improving tourist experiences.

In relation to population growth there is distinct variation between the townships. A common message from Evandale participants emphasised that participating residents do not wish the population to grow beyond 2000 residents as per previous strategic studies. Conversely Longford, Campbell Town, Ross and Avoca participants felt that growth if managed well would be a good thing to ensure ongoing vibrancy and viability of the townships.

Such variability is also captured by the draft township Character Statements and it is important that such local variations are incorporated in subdivision designs for development areas and the associated Specific Area Plans to assure the community that they have been heard and to reinforce the value of participating in future Council community engagement activities.

A number of the issues and concerns raised by participants are not directly related to land use planning matters. For example, concerns in relation to tidiness and cleanliness of public areas and frequency of curbside waste collections are more operational matters for Council to consider. Similarly some issues and concerns raised by participants are not within Council's control, such as improved tourist signage along major routes (Department of State Growth, Department of Tourism) and policing of traffic speeds and unsocial behaviour (Police Department).

It is anticipated that Council already has existing mechanisms for engaging with external stakeholders in relation to such issues. It is recommended that the community feedback be incorporated into any relevant existing or future Council action plans.

It is interesting to note that despite the demographic profile of NMC area being older than the Tasmanian average by 1% (ABS QuickStats); the provision of additional aged care facilities is ranked as the bottom four of the eleven priorities. This may be a reflection of the community feeling/spirit within townships and a desire for residents to stay in their homes for as long as possible. Hence utilisation of various Care at Home offerings within the Federal Aged Care System, ranging from the entry-level Commonwealth Home Support Programme (CHSP) to Level 4 Home Care Package (CHP) may be a particularly relevant strategy for the NMC area. Residential Care is likely to be part of the mix, but the relative balance will impact on the projected land use requirements of an ageing population.

4. Conclusion

The community consultation phase has confirmed that land use related studies undertaken for the NMC within the last ten years are still relevant and will provide sound background data for inclusion in the current Land Use Strategy 2018 to 2038 project.

There is also consistent feedback that what is valued by residents is the rural lifestyle imbued with heritage character while still being close to larger centres such as Launceston. The desire for growth and change is mixed, from slow and steady growth to maintain the municipality's amenity values to targeted growth in the larger townships to foster employment opportunities and greater economic opportunities.

Participants expressed an awareness of the need for some growth but are clearly looking to Council to create an environment supportive of growth that retains and enhances all the 'loved' elements of the municipality. Some of the expressed priority areas are beyond Council's control, highlighting the need for Council to act as a facilitator/leader of collaboration with other government agencies or business enterprises.

The community consultation phase has provided invaluable detailed information for incorporation into the Land Use Strategy and migration of the Northern Midlands Interim Planning Scheme 2013 to the Tasmanian Planning Scheme.

5. References

Abernethy, I. 2012 "Evandale Development Plan" prepared for Northern Midlands Council, Pitt & Sherry, Hobart Tasmania

http://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA64610?opendocument (accessed 21 August 2018)

APPENDIX A

**Complete List of On-Line Survey Responses to
Question 1**

Responses to Question 1: What's great about your local area and the Northern Midlands (On-Line Survey)

Quiet, safe, friendly community, clean air, well maintained community areas.

The open countryside with a connection of open plains from Evandale to the foothills and then the mountains.

The land - prime agricultural land, great for farming. The Cressy-Longford Irrigation Scheme. The native wildlife - bandicoots, wombats, echidnas, frogs, eagles, etc. My local community. The support NMC gives our local community, through the Recreation Ground and Progress Association.

Country town, safe awesome views.

Open spaces, community, local business and schools.

The beautiful setting and the historic nature of the village. The sense of community and the village feel. The open farming and countryside surrounding the village. Being a part of the group of lovely towns within the northern midlands.

Living in a friendly, historical, rural area.

Rural feel and the feeling of family within the community.

Family friendly.

Longford sporting complex. Great area for development.

Sense of community; walkable, liveable towns and villages; character of historic buildings and streetscapes and beauty of rural countryside and natural landscapes.

Small population, therefore uncrowded. Excellent Heritage streetscape unencumbered by modern technology, e.g., solar panels. Pleasant rural atmosphere. Low crime rate and minimal traffic hassles.

I say everything is Great about our little village of Avoca its people are resilient, self-reliant even though age is getting to be a problem for them its historic buildings , its pure air ,its complete surrounds and its beautiful countryside that changes so much within its 4 seasons The same things as our "Tourists Talk About " when they visit our unique little shop "The Cow Shed " that has grown from an empty building but which is a proven fact that Local Government ,Council and Councillors do not care less about Business in Avoca as the same as our other 2 Businesses'..... The Post Office and the Takeaway Shop all of who work tirelessly to keep the community alive.

Low crime rate.

Proximity to South Esk River & connectivity between towns. Proximity to South Esk River & connectivity between towns.

Rural landscape surrounding smaller historic towns.

Community.

Small acreage properties close to Launceston yet rural feel.

Living in urban areas with country values and surroundings.

Perth is a small village on the banks of the South Esk River, but still close to Launceston.

The lovely heritage villages and buildings, also the lack of traffic, noise and people.

Beautiful townships/villages in natural setting with high environmental and heritage value.

Fresh air, relaxed lifestyle.

The small historic villages and their history as well as all the open farmland between the towns. Small towns create special communities where people get to know one another.

Central location. It has a great school, day care centre, & community care (health) centre, swimming pool, outdoor gym & soon the redevelopment of War Memorial oval.

MMM.

Quiet, un-crowded town.

Laid back lifestyle; quiet and relaxed living; heritage; village life yet close to Launceston's amenities.

Historic rural setting.

Quiet peaceful stress free.

The agricultural feel of the Midlands. Preserving the historical presence and buildings. Lack of high-rise buildings.

Great place to live, with a busy town and plenty of history.

Provides a place for quality country living with none of the hassles and fuss and schmickness of big towns and cities. Has fantastic school in Campbell Town that is low key but offers a solid education. We are central to everything in Tasmania.

I love the small town feel, but closeness to the airport and Launceston. That is a thriving country village with most amenities available that I need. That the council continue to work to make it inclusive.

Lovely street scape. Lots of cafes and place to eat. Great local parks suitable for everyone. River. Old homesteads.

Everything but the smell. The city is kept so clean it's great. I love the village green and the Thursday night food vans. I love the active developments e.g. tree development in Smith Street.

The great community, the historical buildings and the rural outlook.

Good location, close to Launceston, its people.

Small towns less traffic, peace and quiet. Small schools. Location. Tranquillity. Preserved historic uniqueness of towns like Evandale where I have lived for over 30 years.

The people and community, it's a strength that should be made even stronger.

Mixture of rural, heritage and sensitive development of housing. Easy access to facilities in Launceston. Beautiful countryside for all to enjoy.

Longford is one of the oldest villages in the district and needs to have pride of place in the development of the tourism strategy, including a better information centre, and careful treatment of all the heritage buildings in the area. All planning decisions must take heed of the importance of heritage to the town as with other northern midlands historic towns. This would be helped by developing a 'desired future characteristics' plan for each centre and it be part of the principles for the overall planning scheme. It would help more sensitive development without stifling new ideas.

Trees, History, People, Schools.

Rural feel but close to Launceston. Love the Evandale village community feel.

I love the rural and small community feel that Evandale has.

Beautiful historic village, with friendly residents, and safe environment.

Quite and small.

The current village atmosphere in Evandale is something that must be retained.

Semi-rural feel along with heritage buildings and history.

It's out of Launceston but still within driving distance.

The Evandale township is unique and provides a peaceful lifestyle within a small, historic village. The balance of preserved history with restricted urban sprawl has allowed Evandale to retain its original, small village atmosphere. This should not be compromised.

Our small heritage village, the wonderful small community feel.

Agriculture, rural aspect and views, remnant bush and replanting for native species, low population, stable population, community events, safety/low crime rate.

Tidy and clean.

The views, the open fields, the rural aspect whilst being close to the airport and only 20 mins from the city of Launceston.

It's relaxed, not too busy, and scenery is beautiful.

Wide roads lined with trees. Village Green and well-kept parkland at Anglican Church. Access to Mill Dam and the river for walking, boating and other recreational activities.

Heritage and rural look and feel.

Landscape, sense of community, access to Launceston.

Great community with great people.

The heritage houses and history.

Peaceful, not a lot of through traffic, limited growth to keep our character.

APPENDIX B

**Complete List of On-Line Survey Responses to
Question 2**

Responses to Question 2: Is there anything you would like to see improved in your local area (On-Line Survey)

Better parking, better pedestrian areas, less congestion in main road.

Understanding of planning land use planning and confidence in the consistency of the planning scheme.

Yes please - the roads. Lighting at the junction of Illawarra and Bishopsbourne Roads. White lines on sealed roads to improve road visibility during fog events. And please fix the corner in Bishopsbourne so that school bus and associated traffic aren't having to stop in puddles.

Local Kids Park in Cressy needs to be updated.

Less small subdivisions.

More beautiful trees planted to enhance to parks, reserves and streets, to provide shade and colour. To continue the historic lighting in Russell Street.

Longford toilets have been in atrocious condition every time I've been in there.

More activities for the youth.

Longford sporting complex, fill up all that space and turn it into the hub of the midlands.

Further, sensitive enhancement of existing street and landscapes e.g. underground power in Russell St Evandale, development of Honeysuckle Banks etc.

Improvements to storm water drainage are needed, are a few unsealed roads within the residential zone need sealing. The Heritage precinct needs to be expanded to include all cemeteries. Establishment of a light industrial zone - but not in the existing residential zone among established houses.

I personally would like to see the Council/councillor's take more of an interest in Avoca as they do in their other communities e.g. Longford, Campbell Town Evandale, and Perth. The small population of Avoca know that the fact is there is only 1 person within the Council that is actually trying to do anything constructive and positive do with this Little Village in the 4 years I have been operating from a Building that we chose to purchase and turn into a Business I have never had any Councillors other than Mary Knowles visit our premises to ask oh!!! How is your Business going? Is there anything we can do that you think may help or Would you like some guidance on anything , nothing , Zip , nobody ALL I HAD WAS 1 PERSON "LAST WEEK" SENDING ME AN OFFICIAL LETTER ABOUT SIGNAGE WHICH I ALREADY PAID FOR AND HAD APPROVED IN MY 2014 D/A AND WHO WOULD HAVE NOT A BIT OF EXPERIENCE IN THIS SORT OF WORK OR WHAT SIGNAGE DOES FOR BUSINESS ESPECIALLY IN SMALL TOWNS or knows that these signs have been put up and taken down after trading since my D/A was approved in 2014 How can any organization want to know how to improve an area if they will not bother to find out about their area and problems facing them beforehand. But what Council "will find" if they had any interest that is fact that in the Tourist Season our 3 little shops within the Area are starting to get Tourists walking around the whole of the Town taking photos, asking questions, and taking a big interest in our little villageWhich hasn't happened for a long time and that statement has comes from local people and I mean Local People 40 or 50 years that do Show Interest in This Beautiful Little Village "OUT OF LITTLE THINGS BIG THINGS GROW!!!

Sporting facilities.

Access to river & more active recreation areas.

More local businesses.

Parkland facilities.

Cleaner roadsides.

Improved riverbank public spaces within towns. All Nth Mids towns have public spaces at rivers but are being neglected and are deteriorating every year.

It is largely a commuter suburb for workers in Launceston and surrounds. At present Perth does not do anything to attract tourists, it is essentially a residential suburb. Tourists do stop for convenience with parking on the highway, to take advantage of the shops. This will dry up with the new bypass. I want to see more done to attract tourists to this village and maintain the local businesses.

Yes, would like to see better bus services and also the police station at Evandale retained/manned.

Better recreational and tourism facilities to provide improved amenities and create more employment opportunities for locals from tourism.

Roads mainly, also some of the infrastructure could be updated.

Another seat on the eastern side of the Evandale Memorial Rose Garden in Pioneer Park.

Pride. More trees & landscaping throughout the town, not only Main Street. More footpaths sealed, more specific walking tracks & a better entrance to the Southern end of the town. More industry created within the area. More work to establish a better information centre.

The council.

No huge expansion in Evandale.

more trees in the main street of Evandale; strategic plan for greening the parks and streets of the town; power in main street put underground to improve the heritage feel for the village; assurances that development is contained within the restraints of current growth plans.

Welcoming entrance to Longford.

More activities for the youth.

Resurfacing of the roads and edges. Improving the look from the airport.

Longford to become an R V friendly town.

More businesses in the Main Street with a greater diversity.

The local library needs to be open for more hours - at the moment the only time it is open for kids outside school hours is a few hours on Friday afternoon/ early evening. It provides not just books but really good computer services, fun activities and DVDs so it would be good to have it a bit more accessible. Stop the louts on souped up motorised bikes and motor bikes who aggressively and noisily hoon around Campbell Town, on footpaths, through public areas etc. for hours on end. There never seems to be police at the police station to report this to, and it's hardly an emergency needing 000 but that seems to mean nothing is being done about it. A public toilet put in Blackburn Park. More big trees planted and less of the concreting. Fund coaches or tutors for specific sports to come to Campbell Town on a regular basis and teach, at an affordable cost, instead of parents having to hike kids to Launceston or Hobart, often taking them out of school early to get there on time e.g. gymnastics, tennis, netball, dance, athletics. Julie Davis does a fabulous job with a couple of weeks of swimming classes in the summer holidays but we need more of it. Campbell Town is missing some key reliable and affordable domestic services and it would be great if people offering such services could be encouraged to move with their families to Campbell Town e.g. electrician, plumber, hairdresser or barber. It is expensive to have to either go to Launceston or Hobart for these things or pay for the travel or call out of same. The town now also has hardly any overnight accommodation to offer tourists and people coming to Campbell Town to attend meetings at The Grange and countless other meeting venues. When is the convict brick trail through Campbell Town going to be completed? That seems to have been forgotten in recent years. It would be good to see some kind of service organisation such as CWA or Rotary have a group in Campbell Town with a view to breaking down some of the distance between workers living in the town and the farmers. The interior of the Campbell Town hall should be put back the way it was, and opened back out into the decent space it used to

be. Whoever was responsible for such an appalling, ugly, unsympathetic partitioning of the space should be made to pay for its restitution to something that is once again useful and amenable.

There is some element of petty crime in Longford but I am proud of living in the town.

Collaboration of local produce. Paddock to plate type event.

The smell in Longford is so bad it is preventing the town from growing. It stops tourism and stops young families from staying here or even moving here. It needs to be fixed once and for all. The smell is stopping the town from growing further. It would be great to update the local community with events as I often find the locals miss when things are on. Whether it's a letter box drop or a notice board at browns as Facebook doesn't always deliver the message to everyone. The village green could be utilised for a Sunday market on Sundays similar to Evandale markets.

I proved opportunities and support for new businesses and a new Information Centre. The current IC in JJ's Bakery is dark and dingy and makes users feel obligated to spend money in the Bakery. It should be a standalone facility or be within some sort of community facility.

Improve the CBD of Longford, more shops, more variety, try and attract businesses to our CBD.

More trees, better roads. More facilities at the river which is becoming a popular spot for locals and tourists.

Investment should be better encouraged.

Better facilities for walkers and cyclists - not necessarily long walks or long bike tracks.

Stop the carving up of curtilages within the town for unit development, and ensure that any new developments on empty land have dwelling envelopes similar to adjacent properties. No "macmansions" on tiny blocks or multiple dwellings on one block without a decent open space around. Each town is unique - we want to enhance what is existing - not make it look every other small town with parklets and paving!

Cafes, Restaurants, Shops, Community events run by the community for the community all ages.

More street lights along the end of Barclay Street, return of the butchers shop and a coffee shop.

Small businesses supported better by locals.

Councils being more responsible with town planning.

No it's perfect.

Leaving rural land use the way it is.

Road from Breadalbane roundabout to Evandale. This road is now quite busy and is used by large trucks.

Roads.

Council should be consistent in maintaining areas already developed. Cambock Lane is an example - inconsistent planting of trees along Cambock Lane East at the discretion of householders, some of whom have already sold and moved. I'm not sure why council didn't go with a consistent strategy of uniform planting of trees in this street. Also in this street property owners have been allowed to develop their nature strips as they wish with gravel and plantings that are not in keeping with the town. There are multiple footpath surfaces, a variety of street lights and varying driveway surfaces. This seems indicative of council's inability to follow-through with a concept for the town and is not reassuring for future development.

Parking on a Sunday - making streets near the market one side parking to make them safer & better access.

Not much. When replanting of trees is required in public spaces, it would be preferable, due to climate change, to transition to native species rather than European.

Parking on a Sunday at Evandale market, it is dangerous when trying to get off a drive out-out of roads, visibility is poor with people parking in no parking spots. More police presence.

Proper Designated Camping areas.

Empty shops in the main street of Longford occupied with flourishing businesses. Lack of publically accessible bushland in Longford area.

Bike and walking trails.

More focus on improving township amenities.

An indoor pool.

More things for kids to do. I.e a PCYC or more after school activities.

Less unit approvals in our town, too squashy.

APPENDIX C

**Complete List of On-Line Survey Comments to
Question 3**

Responses to Question 3 – When thinking about the population size of your town, do think it is: too small and needs to increase; about right; too large?

As population is increasing something needs to be done with highway traffic passing through town. Maybe a bypass making it safer for tourists. More areas for visitors to relax and enjoy all the town has to offer. More areas with seating, tables for families. Parking needs to be improved.

It doesn't matter what we think. The planning scheme has made significant allowance for increase in population and demographic and commercial forces will determine if it grows or not. The plan has been made, land serviced and available. What happens will happen but it must stay within the urban growth boundary we have been promised.

The Northern Midlands Interim Planning Scheme 2013 states that growth of villages, including Bishopsbourne, will be by infill, not expansion. This is good. However, any growth by infill at Bishopsbourne must: 1) be sympathetic to the nature of the village, such as its open space feel, 2) be compatible with the surrounding agricultural area. For example, dwellings and/or buildings must be located a reasonable distance from the village boundary, say a minimum of 20m, so that they are well away from and not impinging on, legitimate farming activities; and 3) must not impinge on the areas currently zoned as Recreational and/or Community Purpose at Bishopsbourne. In fact, areas with these zonings should be retained into the future and not be made available for dwellings.

If small home sub divisions are approved, then the council must provide better infrastructure in terms of sanitation and roads. E.g. a) our current rubbish collection is inadequate and more housing estates would increase pressure on this service. b) roads into subdivisions need to be capable of servicing extra traffic. c) sewerage and drainage must be addressed before further housing development is considered.

Want Evandale's population to remain capped at 2000 as per the current land use strategy. Definitely oppose the current proposal to develop 600 ac into a housing estate. Cannot see it other than a long drawn out disaster for the village.

Attracting more younger families would be good.

I would say leaning towards too large. I need to leave 5-10 minutes earlier for work because there is so much traffic at 7.45am, it takes forever to turn right onto the main street.

Do not increase.

Steady, carefully staged development in Evandale (as proposed in the 2010 Evandale Development Plan) leading to a maximum total population of 2000 is appropriate and would provide the additional population required to secure the future of the school and other desirable services.

People move from the mainland to Tasmania for various reasons, among them being the low population which means villages are uncrowded. Whilst it is recognised that people need to live somewhere it is desirable that the "pack them in sardine" effect is not repeated as has happened on the mainland, and indeed in certain areas of the Northern Midlands Council's area.

Avoca will thrive with a bigger population if some of these things as stated above are implemented. If we get more people coming in with Business sense and their imagination together with Council and Councillors Guidance and working in with other Business there is enormous potential for all sorts of Rural Tourism. But need to all work together and listening to each other's ideas instead of the Business owners having their say and when they do get victimised I know this first hand because I am going through hell to try and get my little Business in Avoca to the way I need it to make a living for "ourselves firstly" then hopefully make jobs available for other young people within the area. Look at Derby a typical example of "OUT OF LITTLE THINGS BIG THINGS GROW".

Population will increase as a consequence of additional development land made available from bypass works.

Small increases would benefit business but too big an increase will reduce community feel. Larger lot sizes on any new developments.

"About right" for the current situation with tourists contributing to the economy. "Too small" for the future when the bypass is finished. We will need a greater population to make it viable for the businesses we now have here.

I agree with the findings of the previous Evandale planning studies that 2000 is about the maximum size to retain the unique heritage values of the village.

However, the population can be increased in a sustainable fashion to support better services and amenities and take advantage of tourism opportunities to support local jobs.

Too many businesses closing down locally and not enough employment. Would love to see more people live and work close to home in our area.

Evandale certainly does not need another town only 1km away which will be about 3 times the population size of Evandale and all the additional traffic that will drive through this historic village. The colonial buildings don't have the appropriate foundations to withstand all the additional traffic, especially the heavier traffic.

Population growth should be slow and steady - not doubled in one go!

Slow growth is important in population increases. Roads and public transport.

Campbell Town does not need to be a lot bigger, but if it was not for the traffic passing through it would be unsustainable, so it needs a more solid population base. And also the population in the district needs to get better at sourcing their supplies locally in Campbell Town and helping ensure a strong local economy rather than shopping in the cities or online.

If the population is to increase the. There needs to be increased public transport.

We need more houses being built, population to increase, this is a fact of life. We need to make Longford the biggest town in the Northern Midlands. At the moment the CBD of Longford is poor.

It is just perfect the way it is. We don't need increasing what so ever.

Tasmania as whole needs to grow, the Northern Midlands must be a part of that growth or we will be left behind.

Evandale is growing at the right pace to allow for infrastructure demands and keeping the heritage values.

Let population grow naturally without huge speculative builders changing the towns' pattern. Population has to grow to make the Northern Midlands more viable, but may need to look at the industries around to see what is needed in the way of housing. So things like permanent or temporary housing, owned or rented, public or private, aged or young families and economic profile of any of these.

It could increase with careful planning.....stop modern builds with no gardens.

Appropriate infrastructure would need to be considered with any major increase in population and consideration of impact increased traffic through the village.

People say that the town needs to grow for the survival of the school. But then I hear that the school is at its max anyway? Increasing population in Evandale would put more pressure on the school. I believe development needs to happen but not a whole new township! On a smaller scale!

Want the new development to ahead in Evandale.

There is currently a balance between the historic village and urban development. Further development will impact negatively on the heart of Evandale and the features for which it is currently recognised.

We need to keep our village - a village!

I think it could do to increase a bit but not massively. The roads need upgrading but the main street needs to have traffic monitored not increased. The heritage buildings cannot take an increase in the volumes of traffic, this will result in a deterioration of the buildings and this cost will have to be borne by the owners sadly.

Having recently purchased in Evandale, the current discussion about Traders in Purple development is of deep concern.

Increased population is inevitable this close to a regional city. However, we need to be sure to preserve the character of townships and the area - the reasons we chose to live here - and not become just another 'Legoland' development.

Please keep expansion slow and keep it within our character.

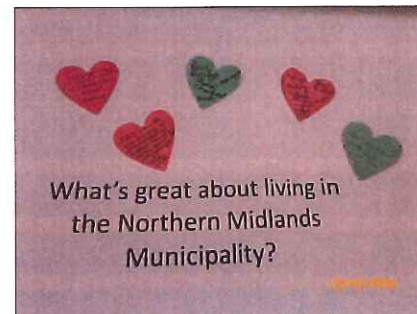
APPENDIX D

The combined (Campbell Town and Perth)
Workshop 1 results.

What's great about living in the Northern Midlands Municipality?

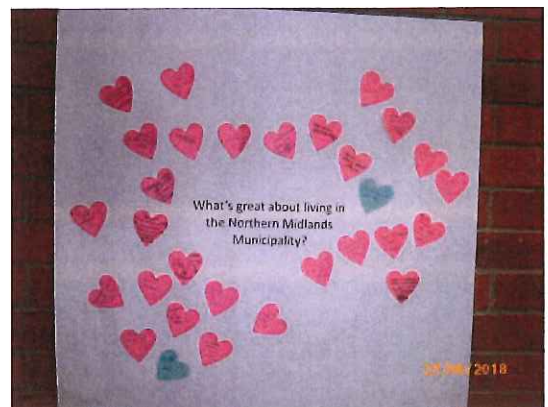
Workshop 1 – Campbell Town – Participant Responses (in no particular order)

- Unique Communities
- Heritage needs protection
- Communities are invited to participate and give opinion
- Heritage
- History
- Ross Bridge
- Midlands' environment – orchids, wedge tails
- I love CT and the area as Rural – not to be developed but preserved.
- Need more sporting teams -> youth encouragement
- School is great.
- Campbell Town – cross roads town, busy and thriving
- Ross Bridge
- Rural Character
- Heritage
- Birds



Workshop 1 – Perth – Participant Responses (in no particular order)

- Close access to open countryside
- Current size and ambience of Evandale
- Evandale Rural Village
- Evandale heritage buildings; need consistent street planting & paving treatment
- Evandale small village surrounded by magnificent rural views- i.e. by open space, paddock, farmlands.
- Evandale markets
- Evandale historic context of the town in terms of its setting in the open country.
- Evandale historic buildings
- Evandale – swimming in the river in the summer
- Evandale – street trees
- Evandale – long walks in the country side
- Evandale – the old graveyards
- Evandale – halls
- Evandale – parrots, echidnas, lambs
- Evandale – good café
- A quiet country life close to Longford and Launceston
- Some heritage interest at Perth
- Perth Riverbank (parts currently developed)
- Perth's proximity to Launceston, other towns and highway
- People and visitors having confidence in the long term planning and the urban growth boundary
- Evandale - Low traffic levels and noise
- Evandale – heritage
- Easy access to services

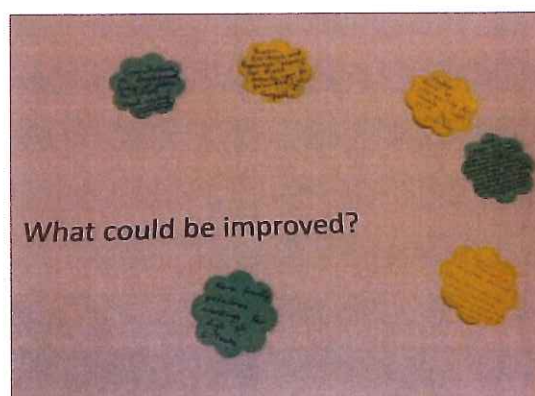


- Parks and green open spaces
- Evandale – unique heritage building and streetscapes
- No industrial areas in Evandale
- Heritage architecture
- Close to services, reasonable roads, heritage
- Village atmosphere of towns
- Tourism

What could be improved?

Workshop 1 – Campbell Town – Participant Responses (in no particular order)

- Ageing communities – aged care facilities
- Create vibrancy – trees, street furniture
- Welcoming environment
- Encourage better waste management
- Basic heritage and business planning for Ross (details can be provided ☺)
- Footpaths
- Vets
- Maybe focus on livability for locals not just for visitors
- More friendly pedestrian coursings for High Street, Campbell Town
- Need a proper PUB at Campbell Town – evening meals (more than Zeps) town shuts down 6pm.
- Need better street design. Need a project – the only big town without a special event (except C T Show)
- No town business interest in improving town – keep it neat.
- Consultation re development, lease of public facilities
- Weed control crown land and management.



Workshop 1 – Perth – Participant Responses (in no particular order)

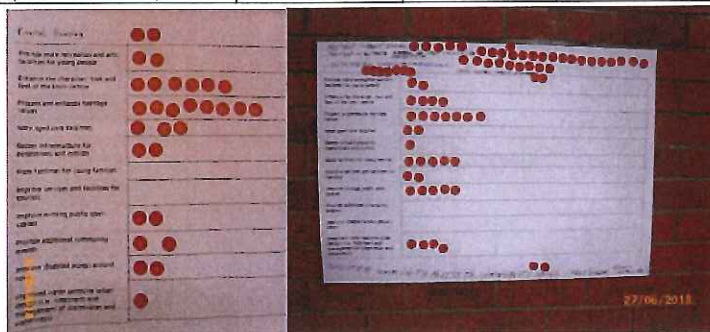
- Empty the rubbish bins, tidy up and promote the Esk River overnight camping area in Evandale
- Constant issues with rezoning around Evandale
- Cycle way from either Evandale or the Airport to Launceston
- Streetscape of High Street Evandale improved with autumn colour spring blossom trees
- More focus on tourism
- Zoning mish-mash
- Everywhere improved inclusion/recognition of indigenous history
- Long term planning
- Underground power in main streets of Evandale – improved heritage ambience for tourism
- Great parks for young and young at heart



- Lack of trust in Council and Planning leadership
- Evandale – gradually replace deciduous street/park trees with natives – to better adapt to climate change over time
- Open space and playground facilities in the towns
- More heritage street lighting in High and Russell Streets Evandale
- Control urban sprawl
- Development of remaining Perth river bank
- Active commercial precinct Perth
- Heritage trails and recreation areas/links
- Bishopsbourne – develop Tourism into the town
 - Australia’s first University
 - First Rugby match in Australia

Priority Areas for Council to focus on. (Listed in order of priority)

Criterion	Votes per Workshop				Total
	Campbell Town 1	Perth 1	Campbell Town 2	Perth 2	
Protect and enhance heritage values	8	7			15
Enhance the character, look and feel of the town centre	6	4			10
Improve existing public open spaces	2	5			7
More aged care facilities	3	2			5
More facilities for young families		5			5
Improved water sensitive urban design (i.e. treatment and management of stormwater and waterways)	1	4			5
Provide more recreation and arts facilities for young people	2	2			4
Better infrastructure for pedestrians and cyclists	2	1			3
Improve services and facilities for tourists		2			2
Provide additional community events	2				2
Improve disabled access around town	2				2
Additional (nominated by participants)					
Protect & Enhance Benefits of Open Countryside		27			27
Pedestrian Safety Bishopsbourne		7			7
Protect Current Zoning		5			5
Rental Housing	2				2
Speed Control High Street Evandale		2			2
Greater Community Access to Community Halls (Frre/cheap/drop in centres etc.)		2			2



APPENDIX E

**Draft township Character Statements refined
after Community Workshops.**

Draft Character Statements

Updated 30 July 2018 following community workshop sessions.

Longford

Current

Longford has the largest resident population. There are identifiable growth constraints in terms of land supply for housing, and approximate dwelling numbers and consequent population growth limits can be inferred from these. In time Longford can be expected to be overtaken by Perth, and planning should proceed accordingly. The available area for commercial, industrial and residential development in Longford should be carefully considered within a structure plan for the town, to assist in the planning, timing and financing of services.

Proposed

Longford is a diverse town with a lively community and strong history as a regional service centre. The 'lifestyle' character and local heritage is integral to the towns uniqueness and these elements should be preserved and protected into the future. The existing residential area caters for all ages and this should be continued as the town grows. However, residential growth is constrained and must be carefully considered against the historical character of the town and preserving agricultural industries. Providing good quality public facilities, including community halls, pedestrian and cycling links and connected public open space areas will ensure Longford is an attractive place for both residents and visitors alike.

Perth

Current

Perth urban expansion is least constrained, even with the South Esk and the Perth bypass. As the middle town of the three commuter communities, the potential sub-regional centre, with highway improvements planned, measures are needed to protect and consolidate areas for commercial, industrial and residential development in the context of its potential future role, through a structure plan for the town and surrounds. Council will plan for the eventual doubling of Perth's urban population to 5000. This needs a longer term perspective (20-30 years) than for a Planning Scheme (5-10 years). The Scheme should then function as the land release mechanism for the structure plan.

Proposed

Perth has experienced strong residential growth and is a popular town for commuters to Launceston due to proximity to the highway and housing affordability. The Perth bypass provides a good opportunity to restore Perth's local centre through strengthening the character of the main road, its heritage characteristics and providing good pedestrian

connectivity between the town, the river and areas of public open space. Future residential growth must be considered in line with infrastructure upgrades and ensuring street network has good pedestrian permeability. The strong landscape setting along the river bank and backdrop of the Western Tiers contributes to Perth's sense of place and character.

Evandale

Current

Evandale village will provide a consistent housing growth for the next decade, but also has the strongest constraints, which eventually means growth in Evandale will taper off as it nears reasonable limits consistent with retaining its heritage character, amenity and ambience of a rural village. Past community consultations have indicated that the limit will be reached at a population of about 2000.

Proposed

Evandale is the "village on the hill" and has a unique and intact history, character and rural farming community setting. Future residential growth must be sympathetic to the existing streetscape setting, building forms and village atmosphere. The public open space setting and picturesque streetscapes provide the context and texture of the village. Tourism is an important aspect of the local economy and is primarily derived from the heritage setting and community events including the weekly market. The tourism industry in Evandale should be supported so that it continues to grow into the future.

Campbell Town

Current

Campbell Town will be supported as the District Centre for the Midlands to arrest population loss and strengthen services to the district.

Proposed

Campbell Town is a vibrant rural township that provides a district centre for the Midlands and services the regular flow of travellers using the Midlands Highway. Specialised local businesses along the broad main street contribute to the character of the town and support the continued interest in Campbell Town as a meeting place and stopover destination. The annual Campbell Town show is celebrated each year and brings visitors from near and far however better accommodation facilities are needed to encourage visitors to stay longer. Providing good quality public open space, amenities and promoting the 'river precinct' will support Campbell Towns' continued vibrancy and attraction for visitors and residents alike. To ensure the town continues to cater for road transport, opportunity for truck parking facilities should be considered.

Cressy

Current

Cressy will continue to grow slowly as an adjunct to Longford but provides for a more restricted market sector highly cost dependent. The main housing growth opportunities will play out in Perth, Longford and Evandale for the useful future so far as strategic planning is concerned. Other centres and rural area housing will play a minor role in the housing growth prospects of NMC.

Proposed

Cressy is a working town with a focus on tourism and Agri-business. The broad main street and natural qualities of Cressy, including the dramatic backdrop of the Western Tiers contributes to its uniqueness. The town experiences a seasonal influx of visitors and workers during the summer months which contributes greatly to the local economy. Temporary visitor accommodation facilities need to be carefully managed so as not to negatively impact on the town infrastructure or the scenic qualities of Cressy. Trout fishing and tourism are also important to the local economy and should be promoted to continue the popularity of Cressy as a holiday destination.

Ross

Current

Ross will continue to be supported as a heritage based tourist centre, retirement community and local service centre to stabilise its population and protect its heritage significance by ensuring its viability as a community.

Proposed

Ross has a strong heritage setting with a regular tourist trade and working rural community. Further improvements in public infrastructure including areas of public open space and car parking facilities are required to support local tourism. Formalising heritage areas and promoting the history in Ross will ensure interest in the town continues and important heritage aspects are maintained. Encouraging local business to Ross will generate jobs and encourage investment. Future development must not detract from the historical character of Ross.

Avoca

Current

Avoca is supported as a small local service centre and residential community at normal residential density, but is constrained by the substandard level of services, especially its historical reliance on septic tanks operating on urban density blocks. Further subdivision of land within the Urban Growth Boundary is dependent on Ben Lomond Water constructing a normal standard of sewerage service to the town, consistent with Council's Strategic Plan as adopted in 2007 prior to the creation of BLW and loss of control by NMC.

Proposed

Avoca is a small town with a proud past of mining and forestry, nestled at the junction of the South Esk and St Pauls Rivers. It is the westernmost of a chain of towns in the Fingal Valley and has the dramatic backdrop of both Ben Lomonds foothills and the Fingal Tiers. Both aspects give the town significant tourism potential. The Avoca primary school is the heart of the town, but population growth with children is needed to ensure its survival. Avoca prides itself on a strong sense of community where people look after one another. The Avoca pub is the epicentre of social activity in the valley and is an important service to both local and tourists. The town is an eclectic mix of development styles and as such minimal controls are required to protect built character. Growth and the protection of the school is the priority.

APPENDIX F

**The combined (Campbell Town and Perth)
Workshop 2 results.**

Streetscape feedback

Campbell Town Image	Perth Image	Comments				Positive	Negative	Total
						0	0	0
		heritage & environment	streetscape ok 6 different pavements *	Longford Traffic Flow		3	1	4
		Water; wildlife	Almost rural outlook	Blank heart**	Drowning Hazard & Snake Pit	2	2	4
		Good nature strip	Wide Street, Trees, Appropriate off-street parking			2	0	2
		Like wide street, trees & underground power				1	0	1
						0	0	0
		Hate	Hate this for Evandale			0	2	2
		Community feel	Same problem as Evandale - need underground			1	1	2
		No privacy	Visibility of front yards; openness to the street	Space in front yard		2	1	3
		Classic Historic Streetscape	Heritage Character	Georgian Very Nice		3	0	3
		Wisteria looks great	Historic Streetscape	Blank Heart **		3	0	3
		Fine in new areas				1	0	1
		Maccas - Hate them	Hate this			0	2	2
		Well left alone	Authentic (Heritage)			2	0	2
		Trees	Trees	Green Leafy Streets	Blank Heart**	4	0	4
		Blank Heart**	Blank Heart**			2	0	2
		Space				1	0	1
		Trees				1	0	1
						28	9	37

NB
 * difficult to read the writing
 ** Where a heart was added to a photo - but without a comment it was included in the positive count.

Design Feedback

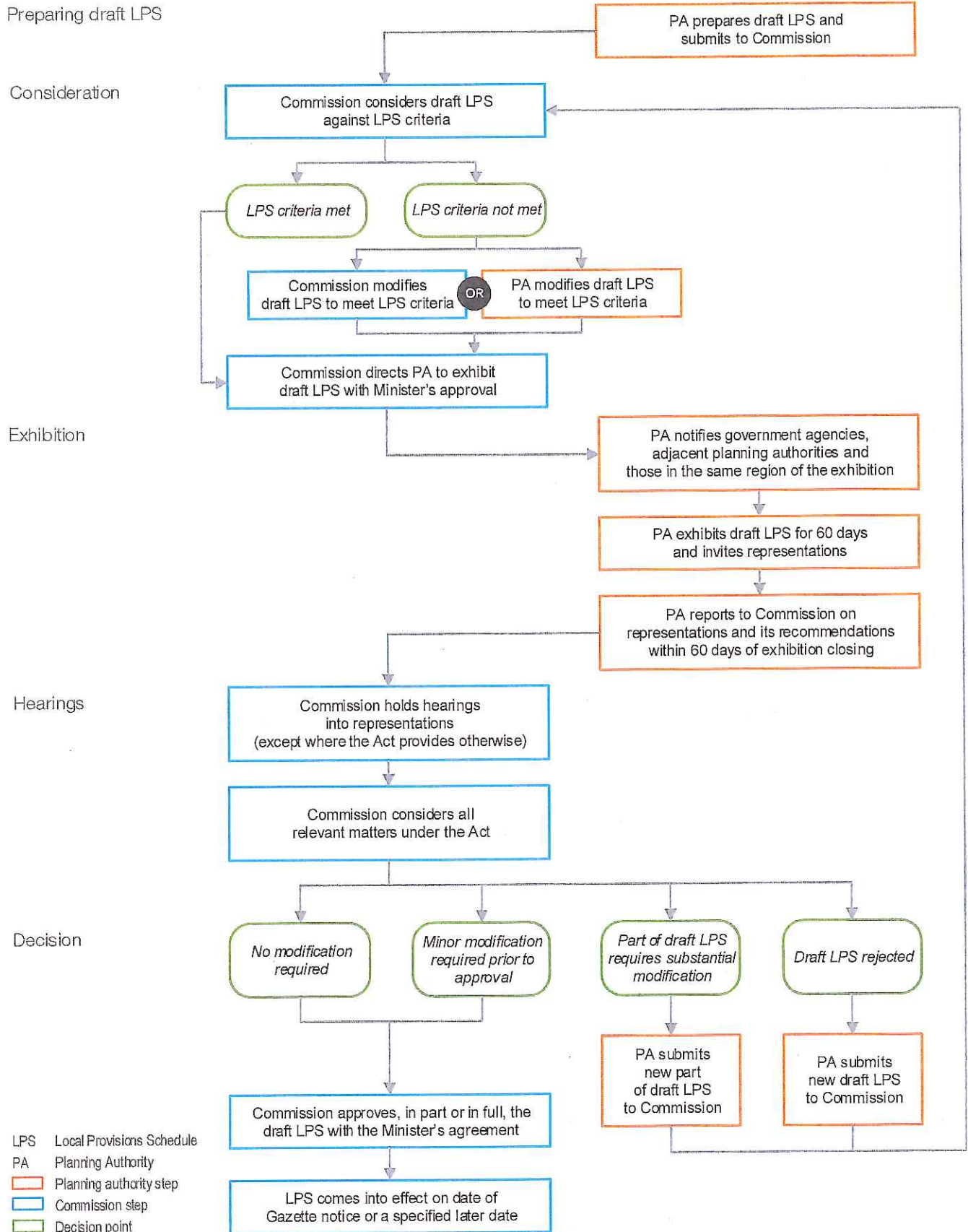
- Heritage in Evandale
 - Trees should be protected;
 - Arthur Street hedge (whilst currently presenting a traffic hazard) should be protected in the long-term as it is much loved by the community;

- New subdivision areas
 - Increase lot sizes in new subdivision areas in Evandale;
 - Increase front and side setback provisions in Evandale;
 - Maintain strong boundaries between the township and rural areas. This was very important to residents, who wanted to ensure the Evandale village didn't spread out behind the existing township.
 - The Pitt and Sherry 2012 Development Plan for Evandale provided a good representation of the desire of the Evandale community in terms of future growth;
 - Evandale has a 'vibrant mix of architectural styles' which should be recognised in any 'design' provisions;
 - Maintain mix of lot sizes in Perth;
 - General support for incorporating road layout and provision for public open space in the Planning Scheme;
 - Detailed development controls were considered to be over prescriptive with potential to create homogeneity although some control over scale and form should be provided in areas where there is a defined character, such as Evandale;
 - Eastern side of railway line is more relaxed in Ross and not so defined by heritage;
 - Fencing should be controlled to some degree along frontages.

APPENDIX C

DRAFT LOCAL PROVISIONS SCHEDULE APPROVAL PROCESS (APRIL 2017)

Draft Local Provisions Schedule Approval Process



APPENDIX D

REVIEWING AND AMENDING THE REGIONAL LAND USE STRATEGIES – INFORMATION SHEET
RLUS 1 – JANUARY 2019

REVIEWING AND AMENDING THE REGIONAL LAND USE STRATEGIES

Purpose

This information sheet is issued by the Department of Justice, Planning Policy Unit and provides information on when and under what circumstances the regional land use strategies are reviewed and amended. It also provides information on the requirements and processes for reviewing and considering amendments to the regional land use strategies.

Background

The *Land Use Planning and Approvals Act 1993* (LUPAA) provides for the preparation and declaration of regional land use strategies, which provide an important high-level component of the planning system. Essentially, the regional land use strategies provide the linkage between the Schedule 1 objectives of LUPAA, State Policies established under the *State Policies and Projects Act 1993*, and the future Tasmanian Planning Policies with the current interim and future Tasmanian planning schemes. They provide the mechanism by which the strategic directions of the State and each region are implemented through the land use planning system.

The regional land use strategies set out the key agreed strategic directions for a region over the medium to longer-term. They aim to provide certainty and predictability for Government, local councils, developers and the community on where, when and what type of development will proceed.

Three regional land use strategies are currently in place in Tasmania. The Minister for Planning¹ originally declared the Cradle Coast, Northern and Southern regional land use strategies on 27 October 2011².

The three regional land use strategies provide the strategic direction for future land use and development in each region over a 25-year time horizon. The strategic directions, policies and actions contained within the regional land use strategies aim to deliver sustainable settlements that are integrated across each region, integrated with services and infrastructure, and complemented

¹ Minister for Planning, the Hon Bryan Green MP.

² The three regional land use strategies are: Living on the Coast – The Cradle Coast Regional Land Use Planning Framework; Northern Tasmania Regional Land Use Strategy; and Southern Tasmania Regional Land Use Strategy 2010-2035.

by built and open space environments. They also provide directions, policies and actions to protect Tasmania's agricultural estate and other resource-based industries and protect the State's cultural and natural environments.

Regional land use strategies may also incorporate or reference specific local strategic documents for the purposes of reflecting the application of each strategy within a particular municipal area or sub-regional area.³

Since their declaration, a number of subsequent amendments have been made to both the northern and southern regional land use strategies. The amendments range from minor revisions and refinements to improve consistency and revisions to align with the latest planning reforms, through to broader reviews to implement more strategic changes, such as the review of the Northern Tasmania Regional Land Use Strategy to allow for components of the Greater Launceston Plan.

The regional land use strategies are currently implemented in the land use planning system through statutory zoning and planning provisions in interim planning schemes. They are a key consideration when amendments to the interim planning schemes and other existing planning schemes are being assessed. The regional land use strategies will similarly be implemented through the Local Provisions Schedules (LPSs) that form part of the Tasmanian Planning Scheme.

Legislative context

The regional land use strategies are given legal effect through section 5A of LUPAA.

The Minister for Planning may declare a regional land use strategy for a regional area. Amendments to a regional land use strategy may also be made by the Minister declaring an amended strategy and the Minister is also responsible for keeping the strategies under regular and periodic review.

In addition, comprehensive reviews of all three regional land use strategies will be undertaken following the implementation of the future Tasmanian Planning Policies.

When declaring a regional land use strategy under section 5A of LUPAA, the Minister must first consult with the:

- Tasmanian Planning Commission;
- planning authorities; and
- relevant State Service Agencies and State authorities.

LUPAA specifically requires all planning schemes and any amendments to a planning scheme to be, as far as practicable, consistent with the relevant regional land use strategy.

Before certifying and publicly exhibiting a draft planning scheme amendment, a local council, acting as a planning authority, needs to be satisfied that the draft amendment is consistent with the relevant regional land use strategy.

³ Before being incorporated into (or referenced in) a regional land use strategy, local strategic documents would need to be based on verifiable evidence, supported by Government and demonstrate how they reflect the strategic application of a relevant strategy.

Equally, the Tasmanian Planning Commission must be satisfied that a draft planning scheme amendment is consistent with the relevant regional land use strategy before approving the amendment. Similar legislative requirements apply to all future LPSs, and amendments to LPSs that will be in place under the Tasmanian Planning Scheme.

Reviewing and amending the regional land use strategies

Regional land use strategies have a significant role to play in setting the medium to longer-term strategic directions for each region. Therefore, it is important that the strategic directions, policies and actions contained within each strategy appropriately address both current and emerging land use planning issues. To achieve this, the Minister for Planning is committed to regularly and periodically reviewing the strategies.

Amendments to regional land use strategies will need to be considered over time for a number of reasons. Importantly, amendments to the strategies will generally occur as part of the reviews that are conducted by the Minister for Planning. The Minister for Planning may consider an amendment to a strategy outside the normal review periods under exceptional circumstances.

Any amendment to a regional land use strategy that is requested by an individual or a planning authority would need to be supported by documentation that identified and justified the need for the amendment. Moreover, as the regional land use strategies are a regional plan, it would require the general support from all councils within the region.

The request would also be subject to a rigorous assessment process to ensure that the agreed medium and longer-term strategic directions contained in the relevant strategy are not undermined. This is necessary to ensure that any site-specific amendments to a regional land use strategy do not lead to unintended regional planning outcomes.

An amendment to a regional land use strategy may need to be considered for purposes such as:

- implementing broader legislative reform or overarching State policies or strategies (e.g. the future Tasmanian Planning Policies);
- implementing any revised background analysis of issues in response to changes such as demographics, emerging planning issues, housing supply and demand, or population growth projections;
- incorporating or referring to local or sub-regional strategy planning work that is based on verifiable and agreed evidence and reflects the application of a regional land use strategy in a municipal area or sub-regional area;
- incorporating contemporary community expectations; or
- making minor refinements to correct errors or clarify the operation of a strategy.

It is also important to consider that amending a regional land use strategy is not always the most appropriate course of action to facilitate use and development within a region. This is because the strategies represent the agreed and approved strategic directions for each 'entire' region and provide certainty to the broad community, infrastructure providers and governments as to medium and long-term investment decisions. Consequently, use and development should be directed in the first instance to those agreed areas identified in the relevant strategy.⁴

Information requirements to support an amendment request

The information requirements for considering a request to amend a regional land use strategy will be dependent on the nature of the proposed amendment.

Before an individual or a planning authority considers whether or not to make a request to amend a regional land use strategy, it is recommended that early discussions take place with the Planning Policy Unit within the Department of Justice to determine if specific information requirements will be required to enable the consideration of the proposed amendment.

All requests to amend a regional land use strategy should include, as a minimum, the following information.

Minimum information requirements to support an amendment request

1. All requests for an amendment to a regional land use strategy should first be directed to the **relevant local planning authority** or **regional body representing the local planning authorities in the region**.
2. All draft amendments to a regional land use strategy should be submitted in writing to the Minister for Planning by the **relevant local planning authority** or **regional body representing the local planning authorities in the region**.
3. The supporting documentation should include details on why the amendment is being sought to the regional land use strategy.
4. The supporting documentation should include appropriate justification for any strategic or policy changes being sought and demonstrate how the proposed amendment:
 - (a) furthers the Schedule 1 objectives of LUPAA;
 - (b) is in accordance with State Policies made under section 11 of the *State Policies and Project Act 1993*;
 - (c) is consistent with the Tasmanian Planning Policies, once they are made; and
 - (d) meets the overarching strategic directions and related policies in the regional land use strategy.

⁴ For example, the Northern Tasmania Regional Land Use Strategy and Southern Tasmania Regional Land Use Strategy 2010-2035 direct residential development in areas within a relevant Urban Growth Boundary or growth corridors.

As the regional land use strategies represent the agreed and approved strategic directions for the planning authorities that are located in a particular region and the State, any proposed amendments need to consider the impacts on these entities and should be based on an agreed position.

To assist with the consideration of an amendment to a regional land use strategy, it is strongly recommended that written endorsement for the proposed change is sought from all the planning authorities in the relevant region.

It is also strongly recommended that consultation with relevant State Service agencies, State authorities and other infrastructure providers be undertaken before making a request for an amendment to ensure that any significant issues are avoided when the Minister for Planning consults as part of considering the merits of the amendment request.

In addition, amendments that seek to modify an urban growth boundary (or equivalent), settlement growth management strategies, or seek other modifications to a regional settlement strategy, will usually require additional supporting information such as an analysis of current residential land supply and demand, using accepted contemporary and verifiable data sources, that considers the region in its entirety.

The following additional supporting information should also be included.

1. Justification for any additional land being required beyond that already provided for under the existing regional land use strategy. This analysis should include the current population growth projections prepared by the Department of Treasury and Finance.
2. Analysis and justification of the potential dwelling yield for the proposed additional area of land.
3. Analysis of land consumption (i.e. land taken up for development) since the regional land use strategy was declared.
4. Justification for any additional land being located in the proposed area, considering the suitability of the area in terms of access to existing physical infrastructure, public transport, and activity centres that provide social services, retail and employment opportunities.
5. Consideration of appropriate sequencing of land release within the local area and region.
6. Consideration of any targets for infill development required by the regional land use strategy.
7. Potential for land use conflicts with use and development on adjacent land that might arise from the proposed amendment.

The following matters must be considered if an amendment is proposed to a regional land use strategy to develop 'greenfield' land⁵. These matters may also need to be considered for amendments relating to some infill development (such as 'brownfield' and 'greyfield' development⁶).

The following matters should be considered.

1. How the amendment accords with the other strategic directions and policies in the relevant regional land use strategy.
2. Impacts on natural values, such as threatened native vegetation communities, threatened flora and fauna species, wetland and waterway values, and coastal values.
3. Impacts on cultural values, such as historic heritage values, Aboriginal heritage values and scenic values.
4. The potential loss of agricultural land from Tasmania's agricultural estate (including but not limited to prime agricultural land and land within irrigation districts) or land for other resource-based industries (e.g. extractive industries).
5. The potential for land use conflicts with adjoining land, such as agricultural land and nearby agricultural activities, other resource-based industries (e.g. forestry and extractive industries) and industrial land taking into account future demand for this land.
6. Risks from natural hazards, such as bushfire, flooding, coastal erosion and coastal inundation, and landslip hazards.
7. Risks associated with potential land contamination.
8. The potential for impacts on the efficiency of the State and local road networks (including potential impacts/compatibility with public transport and linkages with pedestrian and cycle ways), and the rail network (where applicable).

Process for considering an amendment request

The process for considering an amendment request to a regional land use strategy will depend on the nature and scope of the request and the adequacy of the supporting documentation.

As a minimum, the Minister for Planning is required to consult with the Tasmanian Planning Commission, planning authorities, and relevant State Service agencies (e.g. Department of State

⁵ Greenfield land is generally former agricultural or undeveloped natural land on the periphery of towns and cities that has been identified for urban development

⁶ Brownfield sites are underutilised or former industrial or commercial sites in an urban environment characterised by the presence of potential site contamination. Greyfield sites are underutilised, derelict or vacant residential or commercial sites in an urban environment that are not contaminated.

Growth) and State authorities (e.g. TasNetworks) on all amendments to regional land use strategies).

The Minister will consult with these relevant entities for a period of at least 5 weeks. The Minister may also need to consult with other infrastructure providers, where relevant, such as TasWater and TasGas.

For amendments seeking to incorporate broader strategic changes to a regional land use strategy, the Minister for Planning is also likely to seek public input through a formal public exhibition process during this 5 week consultation period. Broader strategic changes have the potential to affect property rights and the community should be afforded natural justice before the Minister declares an amended strategy.

The Minister for Planning will also require all planning authorities in the relevant region to agree to the proposed amendment.

Following the consultation period, the Minister for Planning will consider any submissions received and seek advice from the Department of Justice, Planning Policy Unit before determining whether or not to declare an amended regional land use strategy and whether any modifications are required to the amendment prior to declaration. Procedural fairness will be afforded to all parties prior to making a decision on the amendment request.

Where can I get more information?

General enquiries about the requirements and process for considering amendments to the regional land use strategies should be directed to:

Planning Policy Unit
Department of Justice
GPO Box 825
HOBART TAS 7001

Telephone (03) 6166 1429
Email: planning.unit@justice.tas.gov.au

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