

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

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

Burra Charter 1999

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

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

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

7.2 Commonwealth Legislation

Environment Protection and Biodiversity Conservation Act 1999

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

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

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

Australian Heritage Council Act 2003

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

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

Protection of Movable Cultural Heritage Act 1986

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

7.3 State Legislation

Land Use Planning and Approvals Act 1993

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

Resource Planning and Development Commission Act 1997

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

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

Resource Management and Planning Appeal Tribunal Act 1993

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

Historic Cultural Heritage Act 1995

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

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

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

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

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

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

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

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

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

HT has three core roles:

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

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

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

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

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

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

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

Works Guidelines for Historic Heritage Places

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

7.4 Local Planning Schemes

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

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

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

8.0 Statement of Heritage Impacts and Heritage Management Plan

8.1 Statement of Heritage Effects

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

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

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

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

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

8.2 Management Recommendations

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

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

Recommendation 1

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

Recommendation 2

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

Recommendation 3

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

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

9.0 Unanticipated Discovery Plan

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

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

Discovery of Heritage Objects or Features

Step 1

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

Step 2

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

Step 3

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

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

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

Discovery of Skeletal Material

Step 1

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

Step 2

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

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

Step 3

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

Step 4

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

Step 5

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

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

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Ridgeside Lane, Evandale Road Capacity Assessment

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



Prepared for:

Traders in Purple

Client representative:

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Date:

11 December 2018

Rev 01

Table of Contents

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

List of figures

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

List of tables

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

Appendix A: Site Masterplan



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

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1. Introduction and Site Location

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

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

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

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

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

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

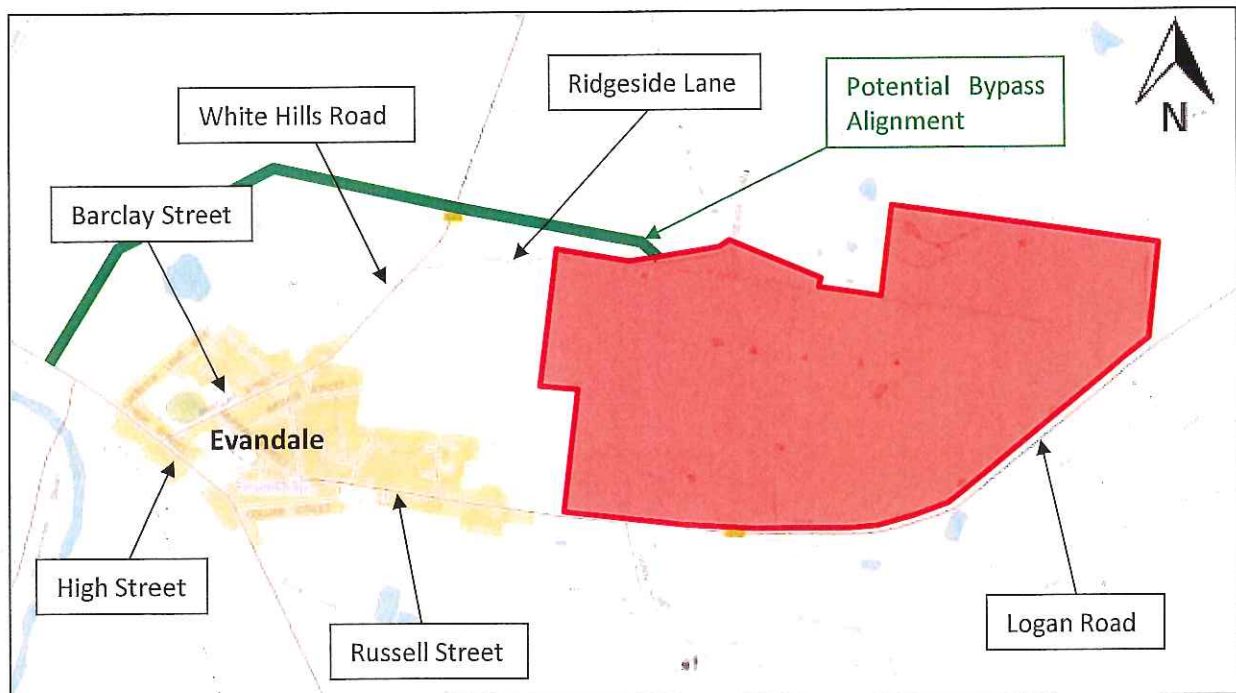


Figure 1: Site Location (Basemap source: <https://maps.thelist.tas.gov.au>)

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

2. Existing Conditions

2.1 Existing Traffic Volumes

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

Table 1: Existing Traffic Volumes

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

2.2 Existing Road Widths and Carriageway Form

2.2.1 Urban Roads

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

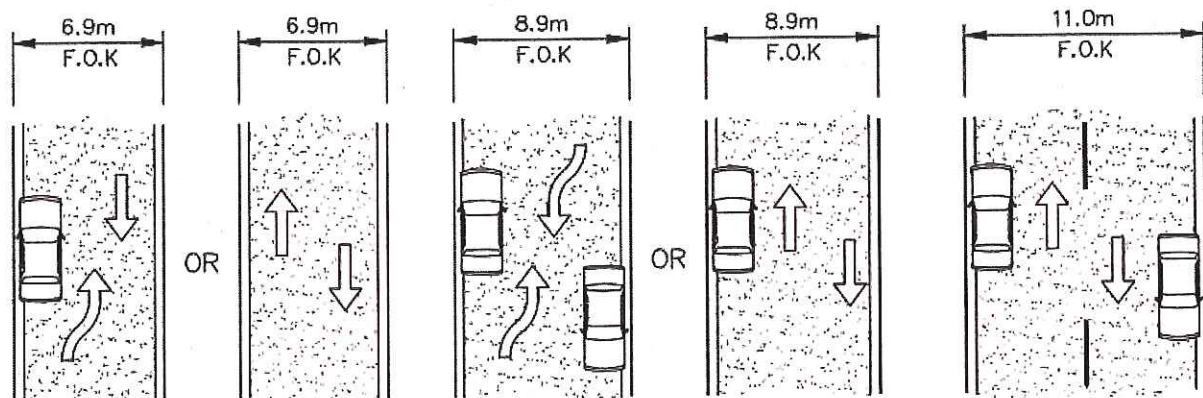


Figure 2: Typical Carriageway Forms

2.2.2 Measured Road Widths

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

Table 2: Road Widths and Classification

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

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

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

2.2.3 Parking Demand

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

Barclay Street

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



Figure 3: Barclay Street - Parking Survey Locations

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

Table 3: Barclay Street - Parking Survey Results

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

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

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

Russell Street

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



Figure 4: Russell Street - Parking Survey Locations

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

Table 4: Russell Street - Parking Survey Results

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

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

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

3. Road Capacity with Existing Layout

3.1.1 Urban Roads

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

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

Tasmanian local government road hierarchy.

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

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

Figure 5: Tasmanian Local Government Road Hierarchy

3.1.2 Rural Roads

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

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

Figure 6: Rural Road Traffic Capacity

3.1.3 Road Traffic Capacity

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

Table 5: Existing Road Capacity

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

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

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

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

4. Potential Road Modifications

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

5. Number of Residential Dwellings Accommodated

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

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

Table 6: Number of Dwellings of Traffic Movements Accommodated

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

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

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

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

Appendix A

Site Masterplan



PLAN LEGEND

- Contours
Every 0.2m contours.
- Set Back
A designated 70m setback, including 15m of vegetative planting to provide an ecological buffer from adjoining areas.
- Residential Allotments
Proposed residential allotments varying from traditional housing to 2 hectare rural residential B lots.
- Existing Residential Areas
The LST topographic map.

- Internal Roadways
Street tree lined primary collector 'Loop' road, secondary roads, residential streets (20m reserve width), and access lanes (10m reserve width).
- Shared Pedestrian and Cycle Paths
Shared pedestrian and cycle pathways 2.4m - 3m (w) providing an active recreational network unifying around and through the neighbourhood.
- Open Space Boundary Corridor
15m (w) native vegetation buffer, pathways, and open green areas provide passive & active recreation opportunities.
- Water Sensitive Urban Design
A series of raingut and new water bodies aligned to filter and store stormwater from within the neighbourhood.

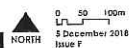
NUMBER LEGEND

- 1 Connector road to link the proposed neighbourhood with White Hills Road and upgrade to provide sufficient capacity to service traffic ingress/egress including additional load from tourist vans.
- 2 Neighbourhood entry consisting of the start of the alignment tree walls that lines the entry with the lookout hill at the eastern end of the neighbourhood.
- 3 Mass plantings of Chamomile and Lavender with a backdrop of Olive plantations flank the roadway setting in the experience entering the neighbourhood.
- 4 Child care centre positioned across from the parkland and boosts the neighbourhood entry for easy access.
- 5 Proposed 4 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A local management education facility will also provide training for up to 35 students.
- 6 Proposed retirement village with an activity hub, 60 independent living units, and specialist facility aged care (25 beds), and dementia patients (20 beds).
- 7 Botanical garden featuring a blend of native and exotic plant species and demonstration gardens, with access for all pathways, picnic shelter and seating areas.
- 8 Health and wellbeing retreat with a central activities hub, accommodation for up to 40 guests, and tranquil gardens with areas for quiet contemplation and meditation.
- 9 Eco Resort Accommodation consisting of 20 villas with a central communal hub set within a landscape of native trees, gardens and open lawn areas.
- 10 Sustainability Centre, Education Hub and Artists Village with a variety of Green Star buildings accommodating workshops, studios and classroom facilities for sustainable living, backyard growing and small-holder farm zones, railway arts, as well as art and craft zones. The village will also include a cafe, restaurant and other gear specialising in local produce.
- 11 Utilities precinct to accommodate the neighbourhoods state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste composting facility.
- 12 Neighbourhood Demonstration Farm and Agri-science Facility including organic vegetable gardens, livestock paddocks, and poly-tunnels and around the main farm which includes an organic co-op store, plant nursery and farm workshops.
- 13 Seven residential super lots provide authenticity design and constructed multiple dwellings offering a variety of affordable housing opportunities.
- 14 407 x General residential lots ranging in size from 450m² to 699m².
- 15 General residential lots with parking frontage.
- 16 45 x Low density residential lots ranging from 1,000m² to 5,300m².
- 17 31 x Rural 'Zone A' lots ranging in size from 1 hectare to 1.85 hectares.
- 18 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include private access driveways off Logan Road.
- 19 Emergency access points off Logan Road through the open space corridors.
- 20 Neighbourhood pathway network connection through to the Evandale village.
- 21 Neighbourhood central parkland provides recreational open space for residents and visitors and includes an amphitheatre for community events, original style gardens with 10000 plants, indigenous gardens, community gardens and a centrally placed full size AFL and cricket oval for informal sporting events.

RIDGESIDE LANE

Ridgeside Lane, Evandale, Tasmania

Concept Master Plan



Contact

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pitt&sherry



Our Ref: 8201824101 – Letter 001
Contact: Nuno Moreira

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

15 September 2018

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Attention: Brett Robinson

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Dear Brett,

PRELIMINARY UTILITIES ASSESSMENT FOR RIDGESIDE LANE, EVANDALE

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

Potable Water

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

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

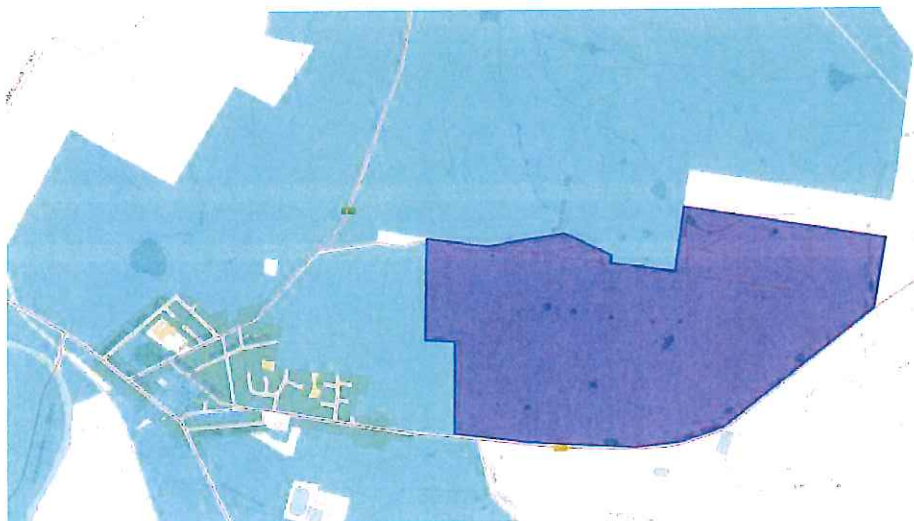


Figure 1 Potable Water Serviceable Land

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

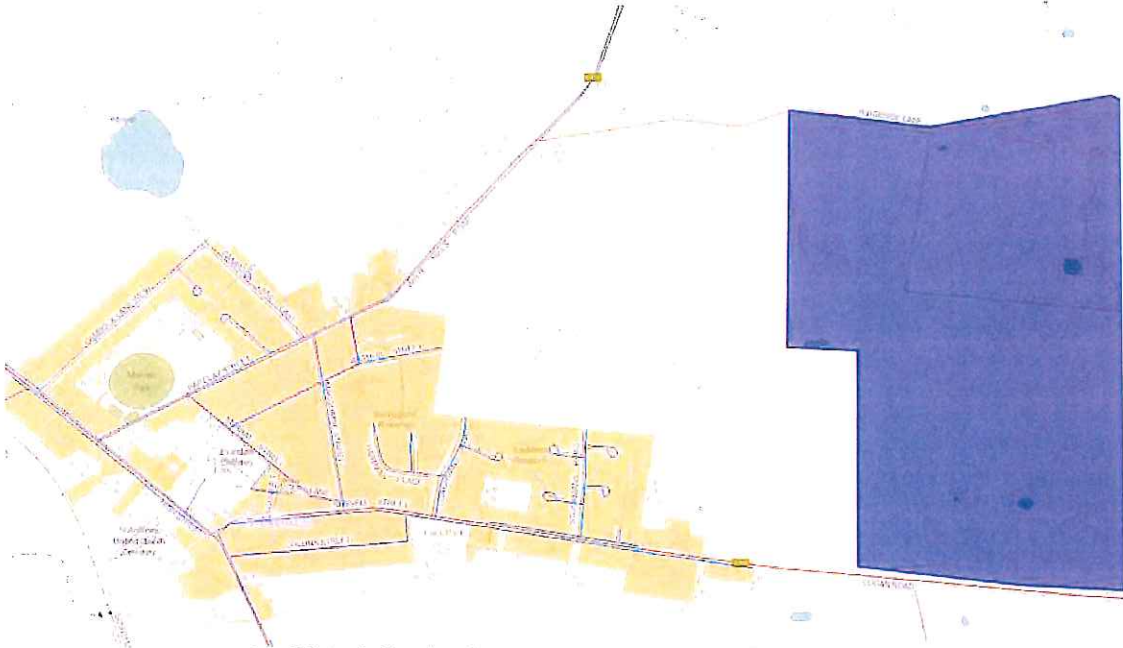


Figure 2 Existing Potable Water Infrastructure

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

Waste Water

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

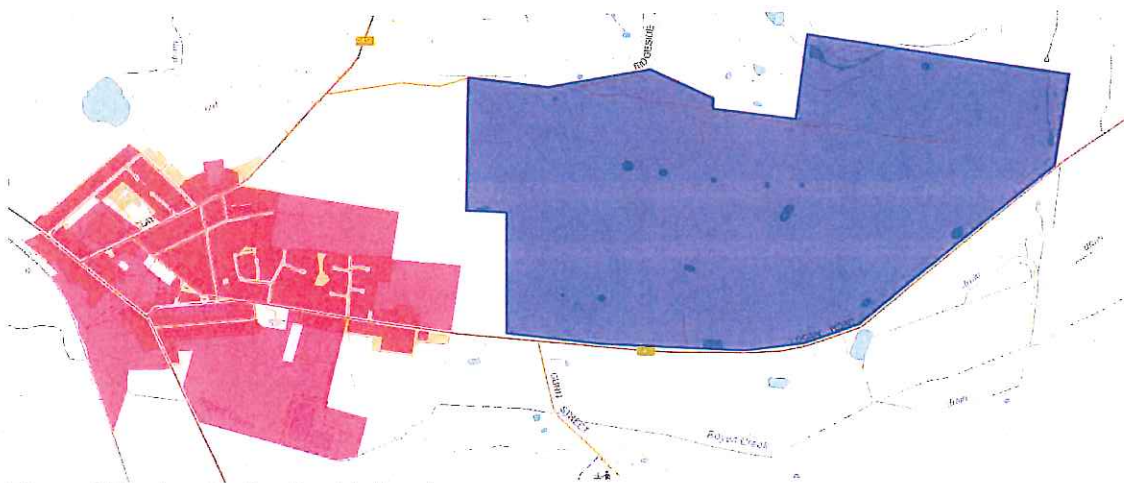


Figure 3 Wastewater Serviceable Land

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

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

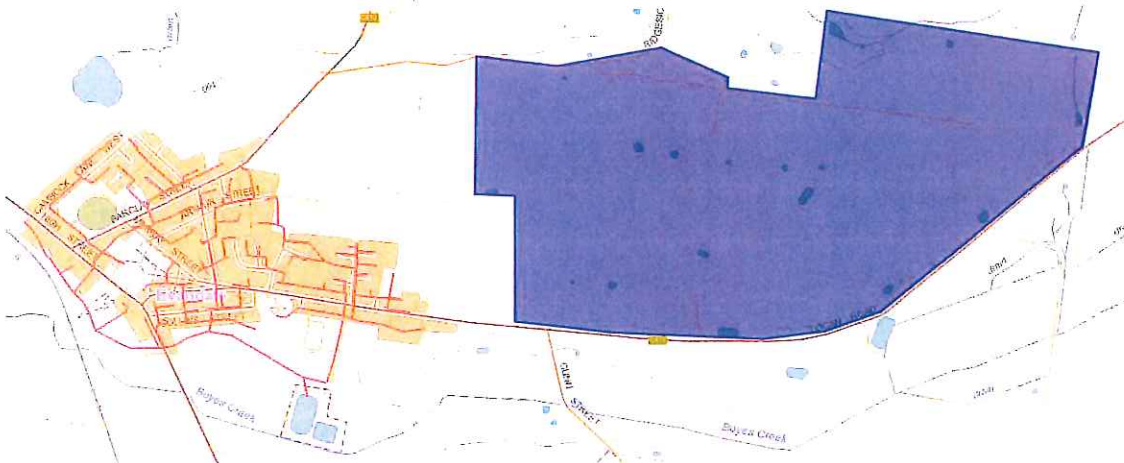


Figure 4 Existing Wastewater Infrastructure

NBN

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

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

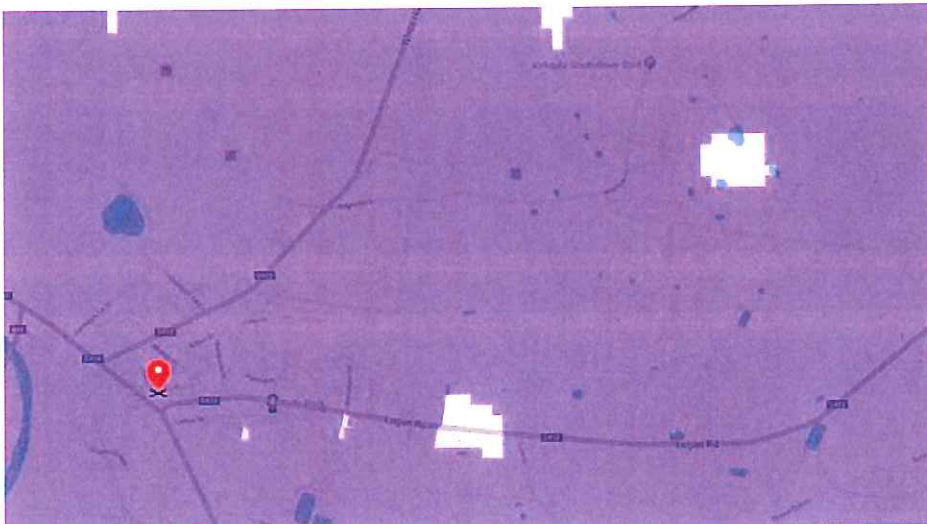


Figure 5 NBN Ready Area



Electrical

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

Gas

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

Yours sincerely,



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

3-229



MRC

CONSULTING ENGINEERS



Stormwater Strategy Report

Prepared for Traders in Purple

Ridgeside Lane , Evandale, Tasmania

18 January 2019



Project: Ridgeside Lane, Evandale, Tasmania

Document Title: Stormwater Strategy Report

Project No: J19120

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



TABLE OF CONTENTS

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

Figure 1 – Site Location

Figure 2 – Street View Photo

Appendix A –Proposed Development Layout



1.0 INTRODUCTION

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

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

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

- A central village comprising restaurant, café, sustainability centre, education hub and artisan village,
- A health and wellbeing retreat, and Eco Tourism Resort;
- Retirement Village,
- Residential Allotments varying size from 450m² to 2.64 hectares,
- Botanical gardens and neighbourhood parklands,
- Demonstration farm and agribusiness facility, and a
- Utilities precinct complete with "state of the art" sewerage and wastewater treatment facility, renewable energy storage facility, a recycling and green waste composting facility.

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

2.0 SITE DESCRIPTION

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

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

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

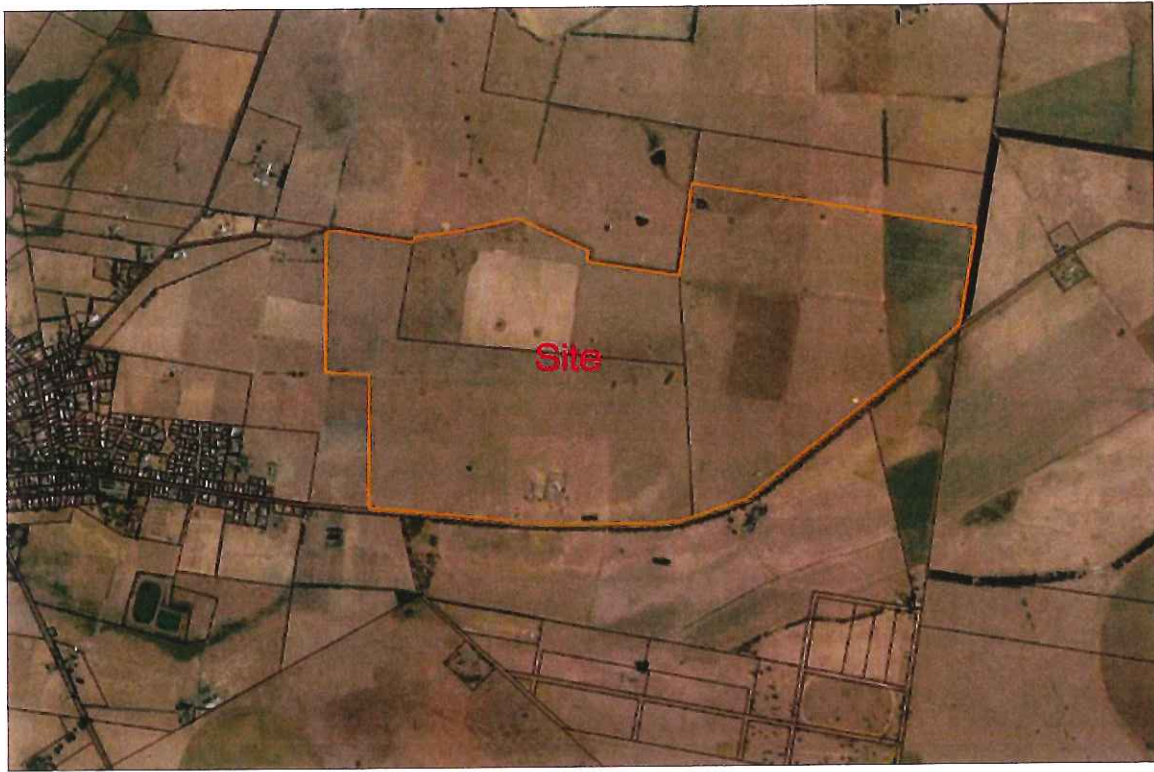


Figure 1 - Site Location



Figure 1 – Street View Photo

(Source: www.google.com)



3.0 STORMWATER QUANTITY MANAGEMENT

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

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

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

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

4.0 STORMWATER QUALITY MANAGEMENT

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

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

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

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

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



5.0 CONCLUSION

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

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

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

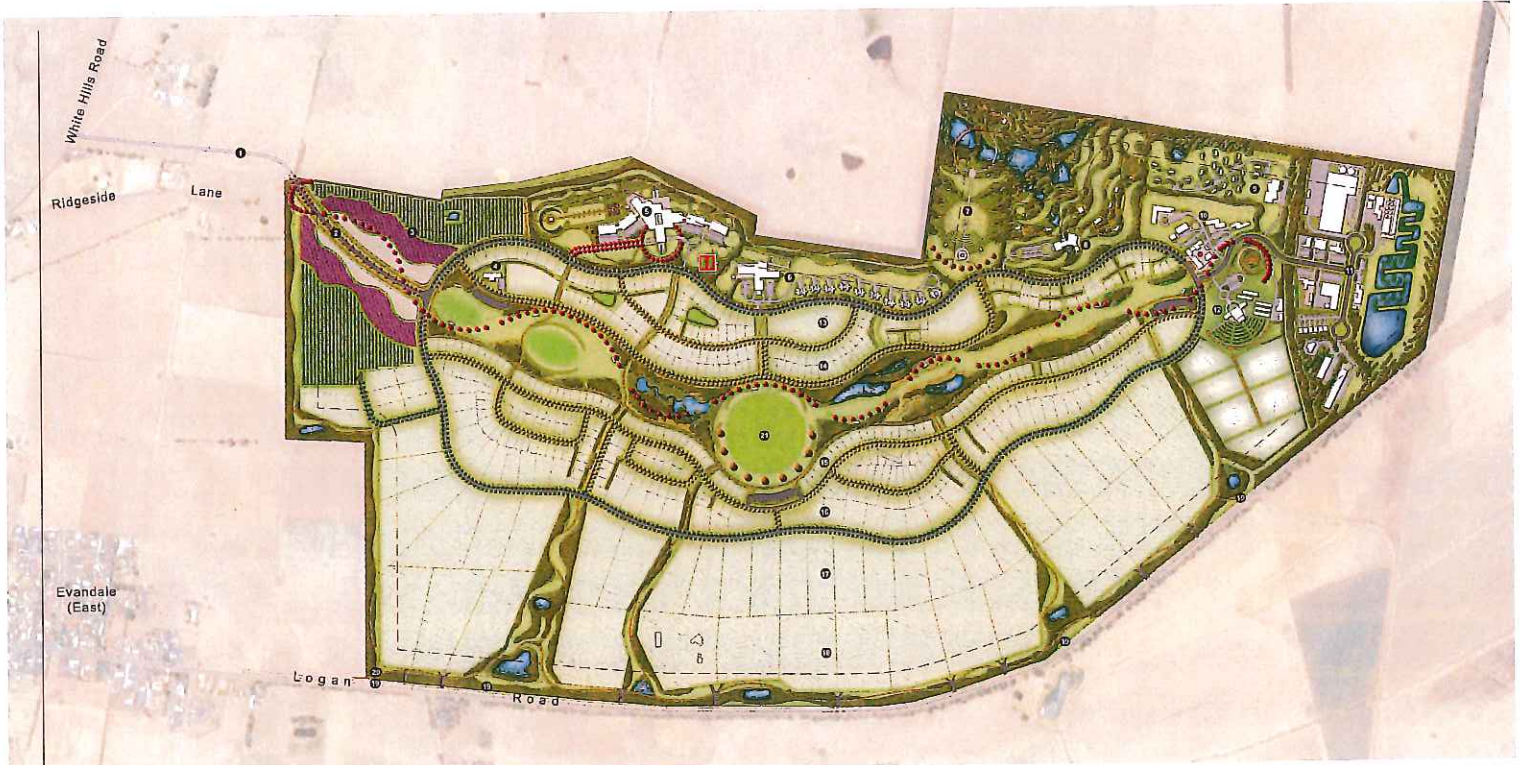
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MRC
CONSULTING ENGINEERS

Appendix A

Proposed Development Layout



PLAN LEGEND

- Contours Existing 0.2m contours.
- Set Back A designated 70m setback including 10m of vegetative planting to provide an agricultural buffer from adjoining uses.
- Residential Allotments Proposed residential allotments varying from residential housing to 2 hectare rural residential B lots.
- Existing Residential Areas 'The LIST' topographic map.

- Internal Roadways Street tree lined primary collector 'Loop' road, secondary roads, residential streets (20m reserve width), and access lanes (10m reserve width).
- Shared Pedestrian and Cycle Paths Shared pedestrian and cycle pathways 2.4m - 3m (6) providing an active-recreational network benefiting amenity and through the neighbourhood.
- Open Space Boundary Corridor 15m (6m) native vegetation buffer, pathways, and open green areas provide passive & active recreation opportunities.
- Water Sensitive Urban Design A series of wetting and slow water bodies utilised to filter and store stormwater from within the neighbourhood.

NUMBER LEGEND

- 1 Collector road to link the proposed neighbourhood with White Hills Road and beyond to provide sufficient capacity to service traffic, topography ensuring additional load from tourist vans.
- 2 Neighbourhood entry consisting of the start of the signature loop swing that links the entry with the look-out hill at the eastern end of the neighbourhood.
- 3 Mass planting of Chamaelirium and Lavender with a backdrop of Olive plantations for the roadway adding to the experience entering the neighbourhood.
- 4 Child care centre positioned across from the parkland and towards the neighbourhood entry for easy access.
- 5 Proposed 4.6 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A local management education facility will also provide training for up to 75 students.
- 6 Proposed retirement village with an activity hub, 80 independent living units, and specialist facility aged care (25 beds), and dementia pavilion (20 beds).
- 7 Botanical garden featuring a blend of native and exotic plant species and demonstration gardens, with access for all pathways, picnic shelter and seating areas.
- 8 Health and wellbeing retreat with a central activities hub, accommodation for up to 40 guests, and formal gardens with areas for quiet contemplation and meditation.
- 9 Eco Resort Accommodation consisting of 20 villas with a central communal hub set within a landscape of native trees, gardens and open lawn areas.
- 10 Sustainability Centre, Education Hub and Artisan Village with a variety of Green Star buildings accommodating workshops, studio and classroom facilities for sustainable living, food and growing and small-holder farm cooperatives, eatery cafe, as well as art and craft studios. The village will also feature a cafe, restaurant and cellar door specializing in local produce.
- 11 USHWA project to accommodate the neighbourhoods state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste composting facility.
- 12 Neighbourhood Demonstration Farm and Apiculture Facility including organic vegetable gardening, herbicide paddocks, and poly-tunnels set around the main 'Barr' which includes an organic co-op store, plant nursery and farm workshops.
- 13 Seven residential apartments provide sustainability design and showcased multiple dwellings offering a variety of affordable housing opportunities.
- 14 407 x General residential lots ranging in size from 450m² to 695m².
- 15 General residential lots with parkland heritage.
- 16 45 x Low density residential lots ranging from 1,000m² to 5,500m².
- 17 31 x Rural 'Zone A' lots ranging in size from 1 hectare to 1.85 hectares.
- 18 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include 3 public access driveways off Logan Road.
- 19 Emergency access points off Logan Road through the open space corridors.
- 20 Neighbourhood pathway network connection through to the Evandale village.
- 21 Neighbourhood central parkland provides recreational open space for residents and visitors and includes an amphitheatre for community events, central style gardens with WILD ponds, indigenous gardens, community garden and a courtyard placed full size AFL and cricket oval for internal sporting events.

RIDGESIDE LANE
Ridgeside Lane Evandale Tasmania

Concept Master Plan

0 50 100m
5 December 2016
Issue F

TRADERS IN PURPLE
 LANGE design

Reviews requested by Northern Midlands Council

- Review of Agricultural Assessment
- Review of Economic Impact Analysis
- Review of Road Capacity Assessment
- TasWater advice on Utilities Assessment
- Review of Stormwater Strategy



14/2/19

Paul Godier
Northern Midlands Council
PO Box 156
Longford 7301

RE: Ridgeside Lane Evandale – Proposed Planning Scheme Amendment – Initial Review of Agricultural Assessment

Paul, this letter is to provide an initial review of the agricultural assessment lodged in conjunction with an application to allow a planning scheme amendment to rezone land at Ridgeside Lane Evandale from Rural Resource to a mix of Residential and Rural Residential.

An agricultural assessment was prepared by Macquarie Franklin dated December 2018, and a copy provided for review. The report identifies that the subject properties are rated as class 4 agricultural land, which is consistent with the DPIF 2006 report for the South Esk mapping area. The land is generally gently sloping, with no identified significant soil impediments to broad acre cropping, more intensive vegetable crops, or horticultural activities. The report also identifies that a number of nearby properties are currently used for a range of agricultural enterprises, from grazing to broad acre cropping and horticulture. The report correctly states that the land is not prime agricultural land (i.e. class 1, 2 or 3) as defined by the State Policy on the Protection of Agricultural Land (PAL) 2009, however does not provide any comment on areas of prime land in the South Esk mapping area (less than 4%), or the local or regional significance of class 4 land. In discussing the relevance of the state agricultural land policy the report correctly concludes that where there is an inconsistency between any planning scheme and the policy then the state policy takes precedence (although it does incorrectly refer to the central coast planning scheme). Therefore, it is also my conclusion that the State Policy on the Protection of Agricultural Land is the key document the proposal must be assessed against.

The land subject of the rezoning application is within a declared irrigation district (the North Esk Irrigation Scheme) as defined under the water management Act 1999. According to information from Tasmanian irrigation the recently completed North Esk Irrigation scheme commenced water delivery on the 18th of January 2019 and has a total allocation of 4650ML to 54 landholders in the White Hills, Evandale, Relbia and the Nile Road area. The agricultural report states that the subject properties have a combined irrigation right in the scheme of 40ML at this point in time. The report does not quantify water rights on adjacent or nearby properties or address the fact that irrigation rights within the scheme are fully tradable. This is an important feature of the modern irrigation schemes in Tasmania, and has seen many water rights traded amongst landowners over the short and long term to enable agricultural development within the irrigation districts. The report also does not consider the opportunities for share farming, or consolidation amongst other land owners in the local area to take advantage of irrigation rights other landowners may possess. The volume of water rights currently owned by the properties is merely used as an economic justification to convert the properties to a non-agricultural use. This is clearly against the principles of agricultural land capability assessment which is based upon the intrinsic capability of the land to support agricultural production and must not take into account current market economics. Long term land use planning in relation to agricultural land should never be based upon short term market economics, as commodity prices, exchange rates, and international trade agreements can change dramatically over short time frames.

The state policy on the Protection of Agricultural Land (2009) has a primary purpose *“To conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land”*.

With the objective

“to enable the sustainable development of agriculture by minimising:

- (a) conflict with or interference from other land uses; and*
- (b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.”*

The policy has 11 key principles to be implemented through planning schemes or other relevant planning instruments. Of importance to the subject site are principles 1, 7, and 8.

1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.

Comment – The report does not adequately address this principle, the proposal will result in the permanent loss of a significant area of agricultural land to a non agricultural land use (i.e. residential), and has the potential to fetter surrounding agricultural land use. The report does not address the direct loss of agricultural land, and the only justification provided for the conversion to non-agricultural use is the current volume of water rights in the North Esk irrigation Scheme. The report also states that the layout of the development and mitigation measures will be implemented to minimise impacts on neighbouring rural land, although no references are provided to support the buffer distances, and mitigation methods are not described in detail. There are a number of publications (e.g. CSIRO) that indicate buffer distances of up to 300m are appropriate between residential land and agricultural land to minimise impacts from noise, spray drift and odours etc. It is my conclusion that report does not adequately address this principle and the proposal does not comply with this principle.

7. The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.

Comment - The report does not address the fact that class 4 agricultural land in the local area and the region is the most significant land class for agriculture (due to a lack of class 1, 2 or 3 prime land). Class 4 land in other areas of the state has been recognised in previous assessments by the Tasmanian Planning Commission as land of local and regional significance for agriculture (e.g. Coal River Valley, King Island). The recent development of the North Esk Irrigation scheme makes the class 4 land even more significant to the local area of Evandale and the broader northern midlands region. The report does not adequately address this principle and it is my opinion that the proposal does not comply.

8. Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.

It is clear the subject properties are within the recently completed North Esk Irrigation Scheme, which is a proclaimed irrigation district as defined under part 9 of the Water Management Act 1999. Permanent loss of the agricultural land to residential use does not comply with this principle. The report makes no direct attempt to comply with this principle, and does not even attempt to present a valid argument for non-compliance. It is my conclusion the report does not demonstrate compliance with this principle and the proposal cannot comply.

3-241

My initial review has identified a number of issues with the agricultural report and the proposal for rezoning of the land at Ridgeside Lane Evandale from Rural Resource to a mix of Residential and Rural Residential. It is my opinion that the report does not adequately address the State Policy on the Protection of Agricultural Land, and in particular principles 1, 7, & 8. The proposal would result in the permanent loss of a large area of agricultural land of local and regional agricultural significance within a declared irrigation district. It is therefore my conclusion that the proposal does not comply with the State Policy on the Protection of Agricultural Land and that it is very unlikely it would be supported by the Tasmanian Planning Commission.

If you require a more detailed assessment or would like me to brief council further, please contact me in the future.

Regards

A handwritten signature in blue ink, appearing to read 'John Paul Cumming', with a long horizontal flourish extending to the right.

Dr John Paul Cumming B.Agr.Sc (hons) PhD CPSS GAICD
Director

Paul Godier

From: Robert Buckmaster <choicelocation@icloud.com>
Sent: Tuesday, 12 March 2019 10:54 AM
To: Paul Godier
Subject: Preliminary assessment of Evandale Economic Impact Assessment

Hi Paul

Further to our phone conversation of this morning I confirm that i have undertaken a preliminary review of the Summary Economic Impact Assessment prepared by Michael Connell and Associates last November of the scheme outlined in Lange Design's Master Plan for Evandale.

The Concept Master Plan includes a number of elements:

- Possible 4.5 star 100 room hotel with conference, wedding facilities and hotel management training facility.
- Health and well-being retreat for up to 40 guests
- 20 villa eco resort
- Sustainability Centre, education hub and artisan village
- Child care centre
- 80 unit retirement village
- Aged care facility with 25 specialist beds and 20 dementia patient beds
- On-site sewerage and waste water treatment
- Neighbourhood demonstration farm.

Michael Connell & Associate's estimates of jobs stimulated by the project during the build phase namely 63 full time equivalent on site construction jobs, 15 jobs in the region associated with material supply and further 15 indirect jobs induced seem reasonable based on relativities to other projects of comparable scale.

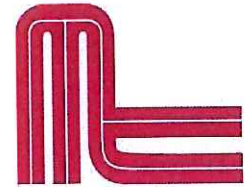
Direct on-site jobs during the operation phase are forecast to increase overtime from an initial 3 in 2020 to 276 on build out in 2037. The number of forecast operational jobs is considered consistent with the proposed elements outlined in the Master Plan.

Presumably these are full time equivalent, as is the convention for economic impact assessments. For the sake of clarity it would be helpful if this were stated explicitly.

The estimate of jobs induced by these direct jobs also seems reasonable. Again, it would be helpful to confirm whether these are full time equivalent.

Regards

Robert Buckmaster
Principal
Choice Location Strategists



MIDSON
traffic
pty ltd

Keith Midson
Midson Traffic Pty Ltd
18 Earl Street
Sandy Bay TAS 7005
0437 366 040

6 February 2019

Paul Godier
Senior Planner
Northern Midlands Council
13 Smith Street
Longford TAS 7301

Dear Paul,

RIDGESIDE LANE PROPOSAL – TECHNICAL REVIEW

Further to our recent discussions, I confirm that I have reviewed the traffic information in relation to the Ridgeside Lane proposal near Evandale.

This letter outlines my assessment and findings of the 'Ridgeside Lane, Evandale Road Capacity Assessment' report prepared by Pitt and Sherry.

1. Development Proposal

The development is substantial in scale. It includes village centre, hotel, resort, retirement village, and residential components.

2. Road Network

The development includes an internal network that generally appears to adequately service the access requirements of the various components of the site.

In a regional context, the site relies exclusively upon access via Logan Road and White Hills Road. These roads provide a rural collector road function, but may not be suitable in their current form to cater for the significant additional traffic loading associated with the development.

Logan Road has a narrow road width near the site (approximately 5.0 to 5.5 metres). Given the substantial increase in traffic volume that Logan Road will be required to carry, it will require road widening.

White Hills Road is approximately 5.5 to 6.0 metres wide east of Ridgeside Lane. As with Logan Road, the substantial increase in traffic volume will result in the requirement for road widening.

3. Traffic Generation

The traffic generation from the development is significant in scale. The report prepared by Pitt and Sherry does not provide a calculation of the traffic generation potential of the development as a whole.

Rather it provides an overview of the spare capacity within the key road links that connect the site to Evandale and the Midland Highway.

Table 1 provides a high-level overview of the potential traffic generation of the masterplan.

Table 1 Nominal Traffic Generation Potential

Component	Unit	Daily Traffic Generation	Peak Traffic Generation
Village	Restaurant, café, shops, sustainability centre, etc	1,500 vpd (nominal)	150 vph (nominal)
Hotel	200 rooms	800 vpd	120 vph
Health and Wellbeing	40 guests	160 vpd	24 vph
Resort	20 rooms	80 vpd	12 vph
Residential lots (multiple dwellings)	7 lots	700 vpd	70 vph
General residential lots	407 lots	3,256 vpd	326 vph
Low density residential lots	46 lots	368 vpd	37 vph
Rural living lots (Zone A)	31 lots	248 vpd	25 vph
Rural living lots (Zone B)	14 lots	112 vpd	11 vph
Other components		200 vpd (nominal/external)	50 vph (nominal/external)
TOTAL		7,424 vpd	825 vph

It is likely that the majority of this traffic generation will travel on the surrounding road network (most likely 75% to 80%). The balance of trips will occur on the internal network of the development (such as a residential trip to the village for example).

4. Road Capacity Assessment

The Pitt and Sherry report provides a very high-level capacity assessment of key roads that connect to the subject site. In general terms, the use of the LGAT Standard Drawings to determine road link capacity is reasonable. The LGAT Standard Drawings have a basis in research that is linked to Austroads.

It is noted that the Average Weekday traffic volumes provided in the Pitt and Sherry report varies from Council's most recent traffic data. A comparison of traffic volumes is provided in Table 2. The traffic volumes in the Pitt and Sherry report provide a relatively small over-estimate of the traffic volumes on each of these road links.

Table 2 Network Traffic Volumes

Road Name	Location of counter	P&S Weekday Average Daily Traffic Volume	Council Weekday Average Daily Traffic Volume	Difference
Barclay St	East of High St	1,161	1,034	+127
	West of Cambock Lane	724	675	+49
White Hills Rd	West of Ridgeside Lane	517	511	+6
	East of Ridgeside Lane	487	480	+7
Russell St	High St to Logan Rd	1,699	1,382	+317
Logan Rd	West of No.58	176	TBC	-
	East of No.58	133	TBC	-

The report only uses high level daily volumes and does not consider peak hour flows. Peak flows typically define capacity, however the volumes reported in Table 2 are unlikely to have associated peak flows that would approach capacity.

5. Capacity Analysis

The capacity analysis in the Pitt and Sherry report only considers the spare capacity in selected roads that connect to the study area.

The report suggests that the spare capacity in Logan Street is approximately 1,824 vehicles per day, and in White Hills Road is 1,483 vehicles per day. Combined, the spare capacity connecting directly to the site is 3,307 vehicles per day. With a total traffic generation on the external road network likely to be in the order of 6,000 vehicles per day (approximately 80% of the total calculated in Table 1), there is a capacity shortfall of approximately 2,700 vehicles per day.

At this high-level capacity approach, it is clear that upgrades are required to the existing network to cater for the likely traffic generation of the proposal when fully developed.

Furthermore, the analysis does not consider the capacity impacts associated with key intersections at the eastern end of the network (such as within Evandale or the Midland Highway). The relatively large increase in traffic flow is likely to have network impacts at key intersections at high volume locations. Traffic modelling would assist in determining the potential impacts at key intersections, including:

- Barclay Street/ High Street
- Russell Street/ High Street
- Russell Street/ Macquarie Street/ Rodgers Lane/ Murray Street

In summary, the development is substantial in size and will generate a large volume of traffic on the existing road network near Evandale. It is clear that the existing road network is not capable of absorbing the traffic volumes without road widening and/or the construction of a new bypass road to the north of Evandale.

The Pitt and Sherry report provides a high-level assessment of the spare capacity in key roads that connect to the subject site. The approach to the capacity analysis is not detailed, but does provide an indication that the network cannot cater for the likely traffic generation of the development.

More detailed assessment would be required to determine the full impacts. This would include a detailed traffic generation assessment (the traffic generation estimates in this letter are high-level), more detailed road link and intersection modelling, and infrastructure recommendations to overcome the capacity shortfall in the network.

Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,



Keith Midson BE MTraffic MTransport FIEAust CPEng EngExec NER

DIRECTOR
Midson Traffic Pty Ltd

Paul Godier

From: NMC Planning
Sent: Thursday, 7 March 2019 9:13 AM
To: Register Email in ECM
Subject: Review of Evandale Servicing Assessment - Ridgeside Lane Proposal

#ECMBody
#QAPDefault
#Silent

From: Jason Taylor <Jason.Taylor@taswater.com.au>
Sent: Thursday, 21 February 2019 1:34 PM
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: Review of Evandale Servicing Assessment - Ridgeside Lane Proposal

Hi Paul,

Apologies for the delay in responding, due to leave arrangements and other staff movements, it took me awhile to gather the requisite information.

- The wording of the submission concerning existing servicing/utilities is acceptable, however TasWater need to be clear that the existing spare capacity available at the two reservoirs at Devon Hills is not solely for the take-up of this development. The capacity will gradually get consumed by other users/developments, on a first-come-first-serve basis, and so could ultimately be insufficient for this development.
- Further, the addition of 2000 ETs from this development would increase the minimum storage requirement for the Devon Hills Reservoirs, which supply Evandale, from approximately 4.0 ML to 7.9 ML – which exceeds the current reservoirs' capacity of 6.8 ML. This summer we were already seeing some difficulties in re-filling the Mackinnons Hill reservoir, which feeds the Devon Hills reservoirs, following hot days. The proposed development would likely exacerbate such problems if additional storage is not provided for. It's also worth noting that we have not yet looked into the capacity of the reticulation, WTP or yield, and so the future approvals process would be subject to these considerations.

Please let me know if I can be off further assistance.

Regards

Jason Taylor
Development Assessment Manager

Paul Godier

From: Cameron Oakley <outlook_D72C18B952F5BF07@outlook.com> on behalf of Cameron Oakley <Cameron.Oakley@h-dna.com.au>
Sent: Wednesday, 23 January 2019 12:50 PM
To: Paul Godier
Cc: Amanda Bond; Trent Atkinson; Erin Boer; Jonathan Galbraith; Leigh McCullagh
Subject: RE: Stormwater Report - Amendment to Regional Land Use Strategy - Ridgeside Lane
Categories: Sent to ECM

Hi Paul,

I have read through the strategy report. It is a statement of how they intend to manage stormwater quality and quantity, as such there is no meat on the bones of it yet.

The good news is that their proposed stormwater quantity management strategy is inline with what we would require if developers, and the quality strategy is inline with best practice:

Quantity: To ensure post-development discharge rates are mitigated to pre-development discharge rates or better

Quality: In the absence of a Council stormwater quality targets in the Interim Planning Scheme it will be line with those in the State Stormwater Strategy – 80% reduction in Total suspended solids (TSS), and 45% reduction in Total Nitrogen and Total Phosphorus loads based on typical urban stormwater concentrations.

If they deliver on these commitments it should be a good outcome for the proposed development and surrounding environment.

Regards,

Cameron Oakley
Consulting Engineer
Hydrodynamica

Response to reviews provided by Traders in Purple

- Response to review of Agricultural Assessment
- Response to review of Road Capacity Assessment



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The General Manager,
Northern Midlands Council
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council@nmc.tas.gov.au

Attention: Paul Godier

27 February 2019

Dear Des and Paul,

**Request for Amendment to Northern Tasmania Regional Land Use Strategy
RIDGESIDE LANE - HOUSING AND TOURISM SUSTAINABLE COMMUNITY AT EVANDALE**

Reference is made to your correspondence of 20 February 2019 which seeks the submission of additional information in support of a request to amend the Northern Tasmania Regional Land Use Strategy to permit the progression of the 'Ridgeside Lane' project at Evandale. Please find attached the following documents in support of our submission, which has been lodged on behalf of Traders in Purple:

- Supplementary correspondence prepared by Pitt and Sherry in relation to the review of the Road Capacity Assessment;
- A supplementary report prepared by Macquarie Franklin in response to the review of the Agricultural Assessment;

As per our recent discussions, we reconfirm that the reports which have been prepared are high level strategy documents which are intended to identify the capacity of the site to accommodate future development and to identify any major impediments to growth. The submitted documents, together with the accompanying supplementary documentation prepared by Pitt & Sherry and Macquarie Franklin, have been prepared on the understanding that the requested review of the Regional Strategy is merely the initial stage of planning and design. The reports will allow for progression of community consultation and will assist Councillors in making an informed decision regarding the future of the land.

As discussed, this process is typical of that followed for major projects, whereby more detailed reports will be prepared as the project moves through the planning stages. It is intended that additional subconsultant investigations, which specifically address the more detailed aspects of the site design, will be undertaken as the project progresses, including at the time of submission of a Planning Scheme Amendment request or a Development/Subdivision Application.

We therefore request that Council progress the application based on consideration of the key strategy issues which confirm that the site is free from natural hazards, does not feature significant biodiversity values, is not located in proximity to incompatible land uses and is of a sufficient size to support on site infrastructure and services. The studies confirm that the site has capacity to support development, which will provide significant economic benefits to the region.

We greatly appreciate Council's consideration of this request and remain available should further clarification of the above submission be required.

Yours Faithfully,



Elaine Treglown
Director, TCG Planning

Traders In Purple

**Response to the Geo-Environmental
Solutions Initial Review of the
Agricultural Assessment for the
Ridgeside Lane Development**

25th February 2019



Macquarie Franklin Administration Office
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Web: www.macquariefranklin.com.au

Report author:

Jason Lynch B.App.Sci. (hort) senior consultant

An appropriate citation for this report is:

Macquarie Franklin, Date, *Response to the Geo-Environmental Solutions initial review of the agricultural assessment for the Ridgeside Lane Development*

Document status:

Final

This report has been prepared in accordance with the scope of services described in the contract or agreement between Macquarie Franklin and the Client. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Macquarie Franklin accepts no responsibility for its use by other parties.

Contents

1 Response To The PAL Policy Principle 1..... 2

 1.1 Buffer distances 2

2 Response To The PAL Policy Principle 7..... 3

 2.1 Local considerations for conversion of the agricultural land to non-agricultural use on a district basis 3

 2.2 Regional consideration for conversion of agricultural land to non-agricultural use 4

 2.3 Local and regional prominence of the properties in question 5

3 Response To The PAL Policy Principle 8..... 6

 3.1 North Esk Irrigation Scheme Considerations 6

 3.2 Protection of irrigated land on adjacent properties 6

4 References 7

Table index

Table 1; land capability areas on a district basis..... 3

Table 2; land capability areas on a broad regional basis 4

Executive summary

This report has been undertaken on behalf of the proponent (Traders In Purple) in response to the Geo-Environmental Solutions (GES) initial review of the agricultural report for the Ridgeside Lane development on the Queenscliff and The Mews properties.

This document provides a number of responses to the issues and raised in the GES document and addresses the relevant clauses of the Protection of Agricultural Land (PAL) policy including principles 1, 7 and 8.

The Queenscliff and The Mews properties would not be considered as having any particular importance in terms of agricultural qualities and/or resources that would define it as being of local or broader regional importance due to the lack of prominence of its size, land capability, soils, aspect or potential to constrain access to a waterway or the North Esk Irrigation Scheme.

It is reasonable to consider that the proposed development would involve a number of mitigation measures, and a sensitive approach to the layout and design of the residential development such that the potential for negative impacts and/or constraint on the adjacent agricultural land is minimised.

In the near vicinity of Evandale, a large number of residential dwellings are in close proximity to rural resource zoned land which is actively used for agricultural land use activity, and this includes dwellings on the northern, eastern and southern boundary of the town.

For the majority of these residential dwellings, they are within 20m to 30m of the nearest boundary adjacent to the rural resource zoned land with the buffer distances typically including a fence and variable amounts of vegetation present. These residential dwellings currently co-exist next to the adjacent rural resource zoned land and the associated agricultural land use activity conducted therewith.

1 Response To The PAL Policy Principle 1

The PAL policy principle 1 states:

“Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development”.

1.1 Buffer distances

Section 4 of the “Agricultural Assessment of the Proposed Ridgeside Lane Development” makes a number of comments and considerations on the potential for negative impacts to and from neighbouring agricultural land and outlines the various mitigation measures that the proponent would undertake to alleviate these risks:

“In an effort to minimise the potential for negative impacts and/or constraints on the adjacent agricultural land use activity the proponents have made a significant effort to sensitively design the Ridgeside Lane development, and this includes;

- A 70m wide buffer zone which includes;
 - o an 18m wide vegetation corridor that forms the immediate boundary interface that encompasses the entire development. This vegetation corridor would consist of mixed native species and include bushes, shrubbery and trees.
 - o the balance of the buffer zone would consist of a grassland.
- Extensive olive tree plantings over the north western area of the development to provide an enhanced buffer to the nearby vineyard.
- Extensive botanical gardens covering approximately 7 hectares on the central north eastern boundary areas.
- Tree lined avenues and roads, sports fields, various gardens and a number of vegetation corridors that bisect and divide up the development which would mitigate the visual impact and noise emissions generated from the development.
- Graduated development intensity with larger rural “zone A and B” blocks (2.5-3.5 hectares) on the external areas, then low density residential blocks and finally general residential blocks in the centre of the development.”

The comment provided in the GES document that a 300m buffer zone is more appropriate in my opinion is excessive and in the vast majority of all buffer zone setbacks between rural resource and residential zone land in Tasmania (including numerous homes in Evandale) are well within this proposed distance provided mitigation measures are included.

It would be reasonable to consider that the proposed 70m wide buffer in conjunction with the extensive 18m wide vegetation corridor and graduated development intensity would be adequate and sufficient in order to limit and prevent the risk of fettering and constraining agricultural land use activity on the adjacent properties.

2 Response To The PAL Policy Principle 7

The PAL policy principle 7 states:

“The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use”.

2.1 Local considerations for conversion of the agricultural land to non-agricultural use on a district basis

In terms of appreciating and understanding the regional impact of the conversion of agricultural land to non-agricultural associated with the proposed Ridgeside Lane development it would be reasonable to consider how this may affect the amount of agricultural land within the northern midlands district area.

Detailed land capability information relevant to the northern midlands is covered by the South Esk land capability mapping report.

The northern midlands area is included in the South Esk land capability mapping report, and this covers a total area of approximately 216,821 hectares (not including 13,900 hectares of exempt land), table 2 outlines the areas associated with the land capability classes.

Table 1; land capability areas on a district basis

Land Capability*	Area (hectares)	Proportion (%)
3	8,622	3.9
4	122,510	56.6
5	45,524	20.9
6	35,756	16.5
7	4,409	2.1
Total	216,821	100

*the sub classes have been included into the dominant land capability, for example sub class 5+4, 5+6 have been included into the class 5 land

The combined area of the properties in question associated with the Ridgeside Lane development covers a total of 245 ha, and this represents less than 0.2% of the Class 4 land and approximately 0.1% of the total ground on a district basis.

2.2 Regional consideration for conversion of agricultural land to non-agricultural use

In terms of appreciating and understanding the broader regional impact of the conversion of agricultural land to non-agricultural associated with the proposed Ridgeside Lane development it would be reasonable to consider how this may affect the amount of agricultural land within the greater northern midlands, greater Tamar, and Meander Valley areas.

Detailed land capability information included within the greater northern midlands, greater Tamar, and Meander Valley areas is covered by a number of land capability mapping reports:

- Meander
- South Esk
- Tamar
- Pipers

The broader regional area includes the northern midlands, greater Tamar and Meander Valley areas with a total area of approximately 605,165 hectares, table 3 outlines the areas associated with the land capability classes.

Table 2; land capability areas on a broad regional basis

Land Capability*	Area (hectares)	Proportion (%)
1	42	<0.001
2	1,641	0.3
3	32,148	5.3
4	296,403	49.1
5	142,040	23.4
6	116,600	19.2
7	16,291	2.7
Total	605,165	100

*the sub classes have been included into the dominant land capability, for example sub class 5+4, 5+6 have been included into the class 5 land

The combined area of the properties in question associated with the Ridgeside Lane development covers a total of 245 ha, and this represents less than 0.1% of the Class 4 land and less than 0.05% of the total ground on a broader region basis.

2.3 Local and regional prominence of the properties in question

The Queenscliff and The Mews properties associated with the Ridgeside Lane development would not be considered as having any particular prominence and/or importance either on a local district and/or a regional basis.

The Queenscliff and The Mews properties do not have a unique position relative to their value and importance for agricultural land use activities and/or the potential for increased and heightened capacity to negatively impact and/or constrain agricultural land use activities, such as having waterway frontage, access to the NEIS, relative size, soil types, land capability or aspect.

As outlined in section 2.1 and 2.2 of this report the area of land associated with the Ridgeside Lane development overall represents negligible proportion of similar Class 4 land and that of the total land area on a local and broader regional context.

There is no prime agricultural land (land capability <Class 3) on the properties in question nor in the near vicinity, with the nearest prime agricultural land located 7.4 km to the north near White Hills with other prime agricultural land 14.2 km further to the west near Longford.

3 Response To The PAL Policy Principle 8

The PAL policy principle 8 states:

“Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development”.

3.1 North Esk Irrigation Scheme Considerations

The North East Irrigation Scheme (NEIS) covers land that includes White Hills, Relbia and Evandale, and has a total irrigation allocation capacity of 4,650 ML, covers a total area of 16,545 hectares of irrigable land, with 54 land holders having irrigation rights.

The amount of class 4 land within the NEIS scheme is approximately 11,000 hectares.

The combined irrigation rights associated the properties in question associated with the Ridgeside Lane development is 40 ML, and this represents 0.8% of the total amount of irrigation water available from the NEIS.

The irrigation water rights are fully tradeable within the NEIS scheme and can be permanently sold or leased on a long and/or short term basis, and the water right water currently held by the proponent could be traded accordingly.

Any water trades would need approval from Tasmanian Irrigation, however it is reasonable to consider that the proponents’ irrigation water rights could be effectively used by other land holders within the NEIS scheme for agricultural production and therefore this water resource would not be lost.

The NEIS irrigation pipeline, identified as Clarendon 3 pipeline, would not be impacted by the proposed Ridgeside Lane development, and therefore ensures the ongoing delivery of irrigation water to all NEIS irrigators (current and future) on the Clarendon 3 and 4 truck zone and Clarendon A and B spur zone.

3.2 Protection of irrigated land on adjacent properties

As outlined in section 1 as the response to the Protection of Agricultural Land Principles 1 a number of mitigation measures in conjunction with the design and layout of the proposed Ridgeside Lane development would be adequate and sufficient in order to limit and prevent the risk of fettering and constraining agricultural land use activity on the adjacent properties.

The proposed development would not prevent the opportunity for adjacent land holders to engage in broad scale irrigation.

4 References

Noble K.E. 1993, Land Capability Survey of Tasmania, Meander Report, Department of Primary Industry, Tasmania, Australia.

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1 March 2019

Brett Robinson
Chief Executive Officer
Traders In Purple
PO Box 1984
Macquarie Centre NSW 2113

Dear Brett

Re: Ridgeside Lane Evandale, Road Capacity Assessment

I refer to the Midson Traffic review of the pitt&sherry Road Capacity Assessment.

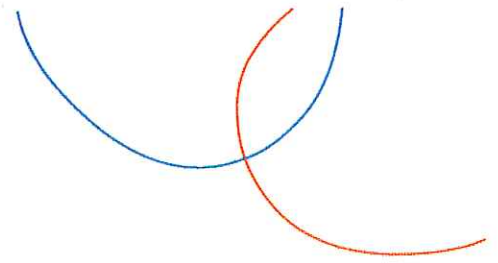
The Midson Traffic review states that the Road Capacity Assessment does not consider all land uses proposed at the site.

The purpose of the Road Capacity Assessment was to determine whether any residential lots could initially be developed on the property before construction of an Evandale Bypass road to access the site. This assessment was not intended as a Traffic Impact Assessment of the full development. Other higher density land uses including the village, hotel, resort, health and wellbeing centre etc. are proposed to be developed after the delivery of required new roads such as a potential Evandale Bypass road. There are 14 rural residential lots that could be accessed from Logan Road regardless of the construction status of an Evandale Bypass road.

High level daily volumes were considered appropriate as a small number of developed residential dwellings are not likely to have major impacts to the peak hour operation of the intersections in the vicinity. It was expected that that mid-block road sections with parking on both sides would result in the highest delays to traffic. The Local Government Road Hierarchy and the Local Government Association of Tasmania (LGAT) Standards refer to the allowable daily traffic.

The Midson Traffic review states that the parking assessment should include a Sunday. pitt&sherry are aware of the Sunday Evandale Market. A Sunday was not considered for the residential dwellings assessment as although the traffic volumes and parking demand in Evandale are higher on a Sunday, the traffic generation of the residential dwellings would be expected to be significantly lower on a Sunday than a weekday.

The Midson Traffic report states that the analysis does not consider the capacity impacts at key intersections. It is intended to complete a Traffic Impact Assessment for the entire development that would include this assessment as well as the Sunday parking survey.



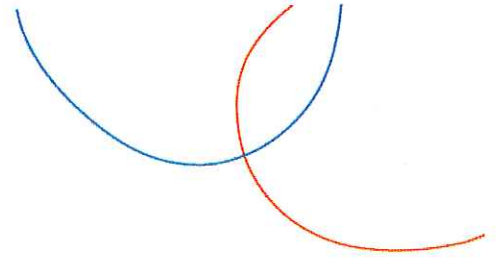
Pitt & Sherry
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The Traffic Impact Assessment for the development would include:

- Traffic impact assessment and traffic modelling of nearby intersections on a weekday and Sunday
- Parking surveys on a Sunday
- Impact of a proposed Evandale Bypass road
- Assessment against the applicable sections of the Northern Midlands Planning Scheme.

Should you require any further information please contact me on 03 6210 1402.

Yours sincerely

Rebekah Ramm
Roads and Traffic Engineer

Letter and Information Sheet from the Minister for
Planning – Reviewing and Amending the Regional
Land Use Strategies

Minister for Human Services
Minister for Housing
Minister for Planning

Level 5 4 Salamanca Place, Parliament Square Building HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Ph: +61 3 6165 7686
Email: minister.jaensch@dpac.tas.gov.au



Cr Mary Knowles
Mayor
Northern Midlands Council

Email: gippscreek@skymesh.com.au

Dear Mayor

Information Sheet – Reviewing and Amending the Regional Land Use Strategies

I write in relation to the three regional land use strategies that are currently in effect and the importance they have to the land use planning system in Tasmania.

The regional land use strategies have a significant role to play in setting the medium to longer-term strategic directions for each region. As Minister for Planning, I am committed to regularly and periodically reviewing the strategies as required by section 5A(6) of the *Land Use Planning and Approvals Act 1993* to ensure they can address both current and emerging land use planning issues.

Amendments to the regional land use strategies will need to be considered over time for a number of reasons. Accordingly, recent amendments have been made to the Northern Tasmania Regional Land Use Strategy (NTRLUS) and the Southern Tasmania Regional Land Use Strategy (STRLUS).

Amendments to the strategies will generally occur as part of the reviews that are conducted by the Minister for Planning. For example, comprehensive reviews will be undertaken of all three strategies following the implementation of the future Tasmanian Planning Policies and I have also committed to a medium-term review of the STRLUS commencing after the lodgement of the draft LPSs with the Tasmanian Planning Commission for assessment.

Amendments to a strategy may be considered outside the normal review periods under exceptional circumstances. Amendment requests will be subject to a rigorous assessment process to ensure the agreed strategic directions are not undermined and that the intended regional land use planning outcomes are achieved.

To assist local councils seeking amendments to the regional land use strategies, I have asked the Planning Policy Unit in the Department of Justice to prepare an Information Sheet, which I have enclosed, to provide guidance on the process and information requirements to support amendment requests. The Information Sheet is also available on the Planning Policy Unit's website: www.planningreform.tas.gov.au.

I also draw your attention to my letter to all councils of 21 September 2018 outlining my commitment to assisting councils in preparing their Local Provisions Schedules (LPSs) and setting a target date of 30 June 2019 for their lodgement with the Tasmanian Planning Commission for assessment.

The process of preparing, assessing and approving the draft LPSs is likely to continue for a number of years. Given the time to prepare and assess the draft LPSs, it is important that any amendments made to the regional land use strategies during this period do not unnecessarily disrupt or delay the preparation or assessment of the draft LPSs.

An amendment to a strategy can cause a significant diversion of resources and significant policy changes may cause the re-assessment of a draft LPS that is part way through the assessment process. Such amendments will not be considered unless it is needed to address an 'urgent' strategic direction for a region or the State.

If you have any specific questions in relation to the enclosed Information Sheet, or the process and information requirements for amending a regional land use strategy, I encourage you to make contact with staff from the Planning Policy Unit.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'R Jaensch', enclosed within a large, loopy blue oval.

Hon Roger Jaensch MP
Minister for Planning

cc:Des Jennings
General Manager

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

January 2019

- Northern Midlands Council's request for additional information dated 21 March 2019

- Additional information received 8 July 2019 and 18 July 2019
 - Ridgeside Lane Master Plan Presentation - H
 - Ridgeside Lane – Land Use Plan - J
 - Economic Impact Analysis MCA May 12
 - Agricultural Assessment December 2018
 - Agricultural GES Response Feb 2019
 - Agricultural Report No. 3 May 2019
 - Initial Bushfire Assessment May 2019
 - Natural Values Report April 2019
 - Stage 1 Preliminary Assessment June 2019
 - Preliminary Flood Hazard Assessment May 2019
 - Landslip Assessment May 2019
 - Response to RTLS Request April 2019
 - TasWater Servicing Advice May 2019
 - Infrastructure Plan
 - Assessment of Growth TIP
 - Traffic Impact Assessment July 2019
 - Aircraft Noise Intrusion Assessment
 - Regional General Manager Consultation Report
 - Engagement Report Version 7
 - Evandale Servicing Assessment – Sept 2018
Cardno



**NORTHERN
MIDLANDS
COUNCIL**

Our Ref: 13/005/004/003

21 March 2019

Elaine Treglown
Director, TCG Planning
PO Box 7163
GWYNNEVILLE NSW 2500

By email: elaine@tcgplanning.com.au

Dear Ms Treglown,

**RE: REQUEST FOR AMENDMENT TO NORTHERN TASMANIA REGIONAL LAND USE STRATEGY
ADDITIONAL INFORMATION REQUESTED**

I refer to your letter of the 12th December 2018 requesting an amendment to the Northern Tasmania Regional Land Use Strategy. Council considered the request at its meeting of the 18th March 2019 and resolved to ask for additional information.

The Department of Justice, Planning Policy Unit, has issued an information sheet titled *Reviewing and Amending the Regional Land Use Strategies* (attached). Based on the information in that information sheet, your application needs to demonstrate how the proposed amendment to the regional land use strategy:

1. Furthers the Schedule 1 objectives (Part 1 and Part 2) of the *Land Use Planning & Approvals Act 1993*;
2. Is in accordance with the State Policies made under section 11 of the *State Policies and Projects Act 1993*;
3. Is consistent with the Tasmanian State Planning Policies, once they are made; and
4. Meets the overarching strategic directions and related policies in the Northern Tasmania Regional Land Use Strategy.

Further to this, as the amendment seeks to modify an urban growth boundary, the following supporting information is required:

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.

P.O. Box 156
Longford 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331
www.northernmidlands.tas.gov.au

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.

As the proposed amendment is to develop 'greenfield' land, the following matters need to be addressed:

1. How the amendment accords with the other strategic directions and policies in the regional land use strategy.
2. Impacts on natural values, such as threatened native vegetation communities, threatened flora and fauna species, and wetland and waterway values.
3. Impacts on cultural values, such as historic heritage values, Aboriginal heritage values (noting these have already been addressed) 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).
5. The potential for land use conflicts with adjoining land, such as agricultural land and nearby agricultural activities, taking into account future demand for this land.
6. Risks from natural hazards, such as bushfire, flooding, 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.

In addition to the matters listed above, the following specific information is requested:

Traffic

The assessment of traffic needs to consider the matters raised in the Midson Traffic Review and memo (attached).

Demonstrate support from the affected landowners (763 White Hills Road and 825 White Hills Road) for the proposed new access road off White Hills Road.

Provide advice regarding at what stage the Evandale by-pass road will be required.

Demonstrate support from the affected landowner/s for the proposed by-pass road.

Launceston Airport

Address the potential for land use conflict with the operation of the Launceston Airport.

Agricultural impact

Address the impact on the reliability of filling and water quality of Dam 7716 on 763 White Hills Road.

Considering existing and proposed vineyard plantings on 763 White Hills Road, demonstrate why a setback of less than 200m to sensitive uses is appropriate.

Address the potential for frost fans on 763 White Hills Road, and the requirement under the Tasmanian Planning Scheme for an attenuation distance of 2,000m between frost fans and sensitive uses.

Address the use of bird scaring devices at the vineyard on 763 White Hills Road and the potential impact that nuisance claims from sensitive uses would have on the operation of the vineyard use.

Address the impact on surrounding rural uses of the potential increase in dog attacks on sheep and biosecurity risks from the proposed Rural Living lots.

Address the impact on surrounding rural uses of the potential for noise restrictions for night time pumping and spraying and other day to day farming activities, including the legal requirement not to spray some chemicals within 100m of a residential or industrial property.

Address the impact on surrounding rural uses of the potential for nuisance claims from manure spreading.

Address potential agricultural uses of the site if it is irrigated.

Reticulated Water

Address TasWater's advice that the existing spare capacity available at the two reservoirs at Devon Hills is not solely for the take-up of the Ridgeside Lane development - the capacity will gradually get consumed by other users/developments, on a first-come-first-serve basis, and so could ultimately be insufficient for this development.

Address TasWater's advice that the addition of 2,000 Equivalent Tenements from this development would increase the minimum storage requirement for the Devon Hills reservoirs, which supply Evandale, from approximately 4.0 ML to 7.9 ML – which exceeds the current reservoirs' capacity of 6.8 ML and that the proposed development would likely exacerbate problems with re-filling the Mackinnons Hill reservoir, which feeds the Devon Hills reservoirs, following hot days.

Address Taswater's advice that it has not yet looked into the capacity of the reticulation, Water Treatment Plant or yield.

Economic-Social impact

What additional population does Evandale need to support its businesses and school. What effect will the Ridgeside Lane development have on class size and will it require expansion of the school?

Please contact me if you would like to discuss any of these matters.

Yours sincerely,



Paul Godier
SENIOR PLANNER

Copy: Brett Robinson, Chief Executive Officer, Traders In Purple, brett@tradersinpurple.com

Encl.
Information Sheet - Reviewing and Amending the Regional Land Use Strategies, Department of Justice
Technical Review of Road Capacity Assessment by Midson Traffic, 6 February 2019
Comments on Road Capacity Assessment, 19 February 2019.

Subject: Request to Amend the Northern Tasmania Regional Land Use Strategy – Review of Road Capacity Assessment, Pitt & Sherry 11 December 2018
 To: Elaine Treglown, Director, TCG Planning
 From: Paul Godier, Senior Planner, Northern Midlands Council
 Date: 19/2/2019

With reference to Midson Traffic's Technical Review, 6 February 2019, of the Pitt & Sherry Road Capacity Assessment:

The report prepared by Pitt and Sherry does not provide a calculation of the traffic generation potential of the development as a whole (Midson review p. 1).

PG: The Pitt & Sherry document provides a calculation for the residential development only. It should provide a calculation for all elements of the development i.e. hotel, health and wellbeing, resort, restaurant, café, shops, sustainability centre etc.

The report only uses high level daily volumes and does not consider peak hour flows. Peak flow typically define capacity ... (Midson review p. 3).

PG: The information in Table 1 of the Road Capacity Assessment needs to be expanded as follows and the assessment updated accordingly:

Road Name	Location of counter	Entire week average daily volume	Weekdays average daily volume	Weekend average daily volume	Peak day traffic volume	Peak hour traffic volume
Barclay Street	East of High Street					
	West of Cambock Lane					
White Hills Road	West of Ridgeside Lane					
	East of Ridgeside lane					
Russell Street	High Street to Logan Road					
Logan Road	West of No. 58					
	East of No. 58					

Subject: Request to Amend the Northern Tasmania Regional Land Use Strategy – Review of Road Capacity Assessment, Pitt & Sherry 11 December 2018
To: Elaine Treglown, Director, TCG Planning
From: Paul Godier, Senior Planner, Northern Midlands Council
Date: 19/2/2019

Council's traffic data shows that Sunday is significantly busier than other days i.e. Russell Street is 2,712 on Sunday compared to 1,575 for the entire week average.

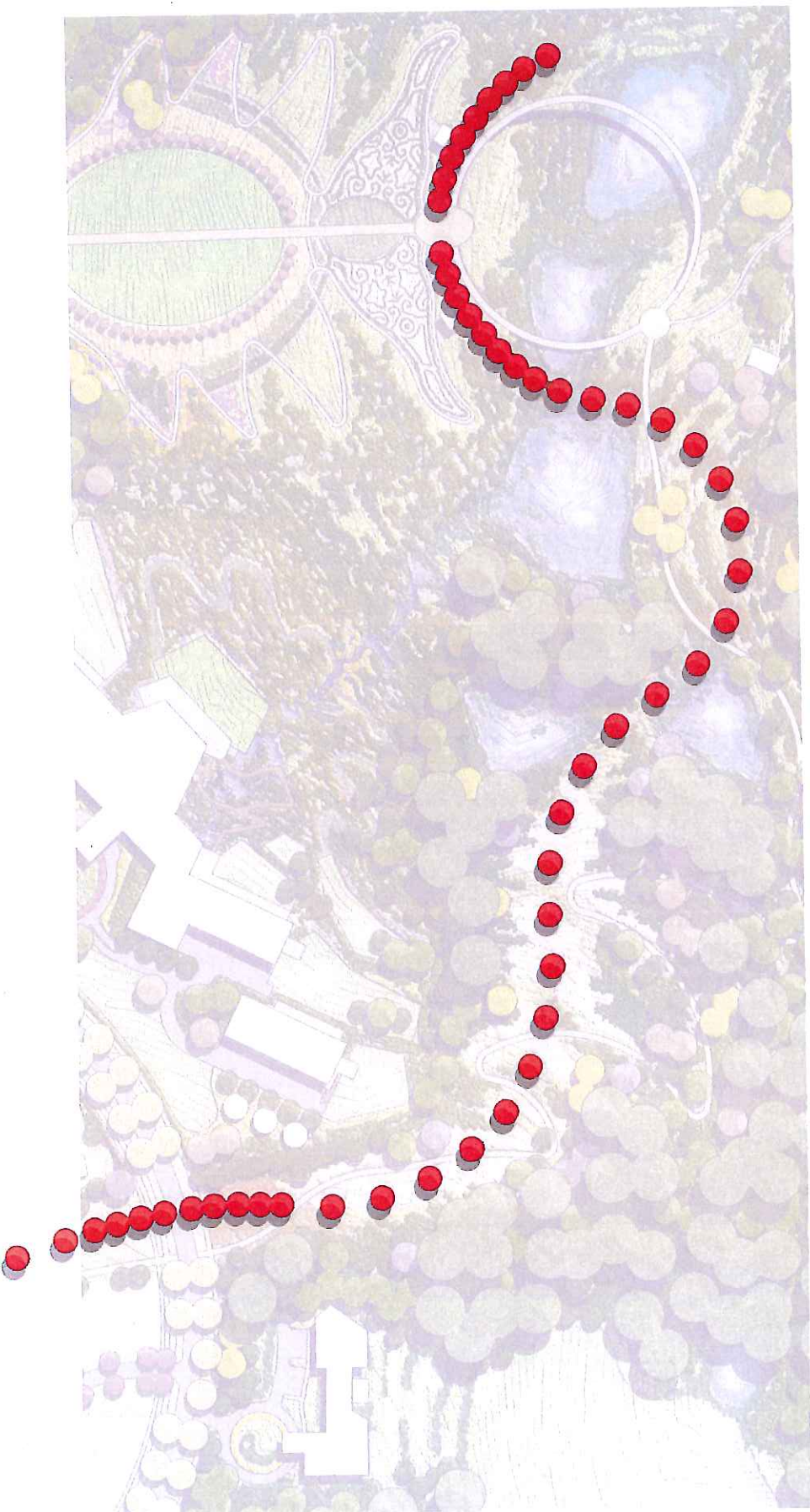
The parking assessment was taken on a Wednesday. The results of a parking survey undertaken on a Sunday should be included and the parking demand section of the Pitt & Sherry report updated accordingly.

The capacity of Logan Road and Russell Street needs to consider traffic generated by the potential development of the General Residential zoned land at 67 Logan Road as it is currently zoned to allow residential subdivision.

... the analysis does not consider the capacity impacts associated with key intersections The relatively large increase in traffic flow is likely to have network impacts at key intersections at high volume locations (Midson review p. 3).

PG: As recommended by the Midson review traffic modelling at the following intersections should be provided:

- Barclay Street / High Street
- Russell Street / High Street
- Russell Street / Macquarie Street / Rodgers Lane / Murray Street



The Vision for creating
Australia's Most Sustainable Community

RIDGESIDE LANE

Evandale

Tasmania



Image: Integral Design - Health Care
A community that encourages inclusiveness across all abilities.



Image: BMW Germany
A viable, healthy and active community for all stages of life.



Image: Soften Green - Environmental Innovation
A community that stipulates sustainable living, tourism, employment and learning.



Image: Hopen Structures
A community with Green Star credited buildings and cutting edge renewable energy technologies.



Figure 1

INTRODUCTION

Traders in Purple have created a vision of building Australia's most sustainable community. A vision that is guided by three pillars of development: **Inclusiveness, Livability and Sustainability.**

An integral component of this vision is to ensure the Eyvandle community are included in the design process from the outset. This engagement was paramount in maintaining and protecting Eyvandle's heritage listing as a historic Georgian village.

Over several months, Traders in Purple held many meetings with local businesses, community groups, and committees, as well as facilitating a series of workshops involving residents of Eyvandle. The result of these workshops and meetings provided the initial brief for the project.

Parallel to the community consultation process, investigations were performed to review the current local and state planning schemes as well as establishing the characteristics and challenges of the site.

With the initial brief and background information in place, the design team set about exploring potential relationships between current social, economic and sustainable design principles, and progressing these findings through a series of rough line drawings and sketches.

The result evolved into the current concept master plan (figure 1). The design optimises the unique characteristics and challenges of the site while laying down the foundation for a community that is inclusive, livable and sustainable.

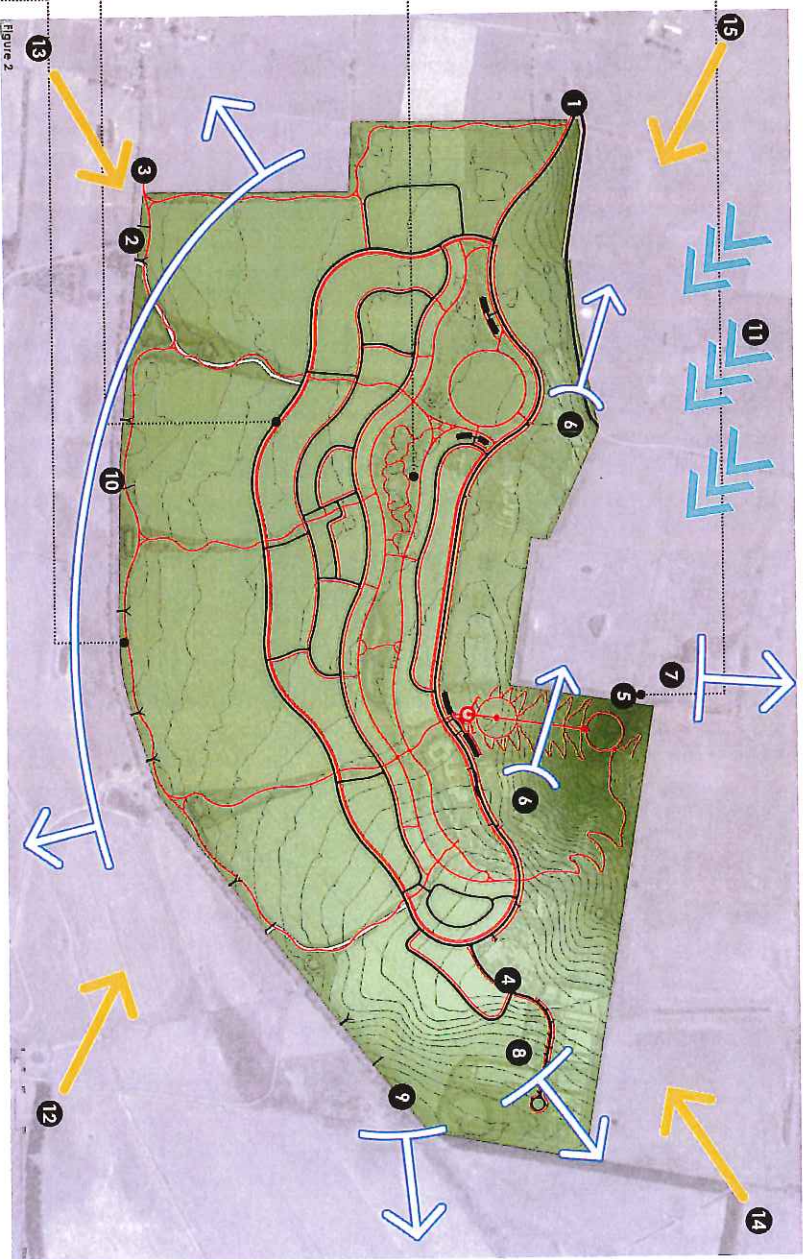
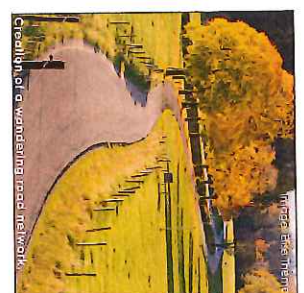
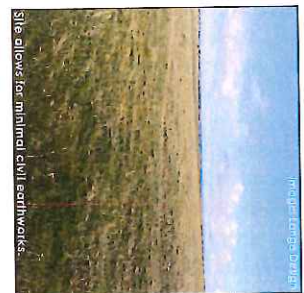
This unique development will actively pursue partnerships with local and global organisations that promote sustainable living including:

- Clean Energy Finance Corporation.
- One Planet Living.
- Green Building Council of Australia
- B CORP.
- United Nations Sustainable Development Goals.

Major initiatives that will be applied across this development include the extensive use of renewable energy, roads made from recycled materials, and an innovative waste-water facility for the reuse of treated water.

In essence, this community and their day-to-day living, will be the benchmark for all other residential communities within Australia.

- LEGEND**
- 1m contours with green shading indicating change in levels.
 - Master plan watermark to illustrate the design with site characteristics.
 - New streets (black), New walk/cycle paths (red), Emergency access (white).
- 1 Primary vehicular access point off Ridgegate Lane to ensure all traffic does not impede on Russell Street. Existing road widening will be required, as well as an additional bypass road linking around to Evandale Road as the community grows.
 - 2 Shared private access driveways for the 17 rural lots fronting Logan Road. Access points are shared to reduce the number of breaks along the Logan Road vegetation buffer.
 - 3 Pedestrian / cycle access to and from Evandale Village along Logan Road and Russell Street. The quantity and accessibility of the shared pathways encourages walking and riding into the village instead of using the car. The two emergency vehicle access lanes have the opportunity to become exclusive electric bus access to the village in the future.
 - 4 Highest point on the site (180m).
 - 5 Lowest point on the site (150m). Stormwater management required to maintain current flows into adjoining properties.
 - 6 Elevated view along the valley to Launceston and the Tamar Valley.
 - 7 View to Mt Arthur.
 - 8 View to Mt Barrow.
 - 9 View to Ben Lomond.
 - 10 Views to the Central Highlands.
 - 11 Predominant wind direction from the north west.
 - 12 Sunrise direction (Summer solstice).
 - 13 Sunset direction (Summer solstice).
 - 14 Sunrise direction (Winter solstice).
 - 15 Sunset direction (Winter solstice).



SITE DESIGN

The site offers impressive characteristics for developing Australia's Most Sustainable Community.

Currently, the site is a sheep farm with approximately 99% of the property dedicated to pasture.

The site has an elevated position with extensive views of mountains to the north, the central plateau to the south, and views north-west to Launceston.

Topography is relatively flat across the site with the exception of the northern portion which descends evenly to the lowest point of the site.

With the known site characteristics and direction from the community, the team started the process of organising the proposed land uses and their linkages across the site.

During this process, the design team created a series of precincts including housing, accommodation, utilities, open space, small lot farming, business, employment, education and tourism.

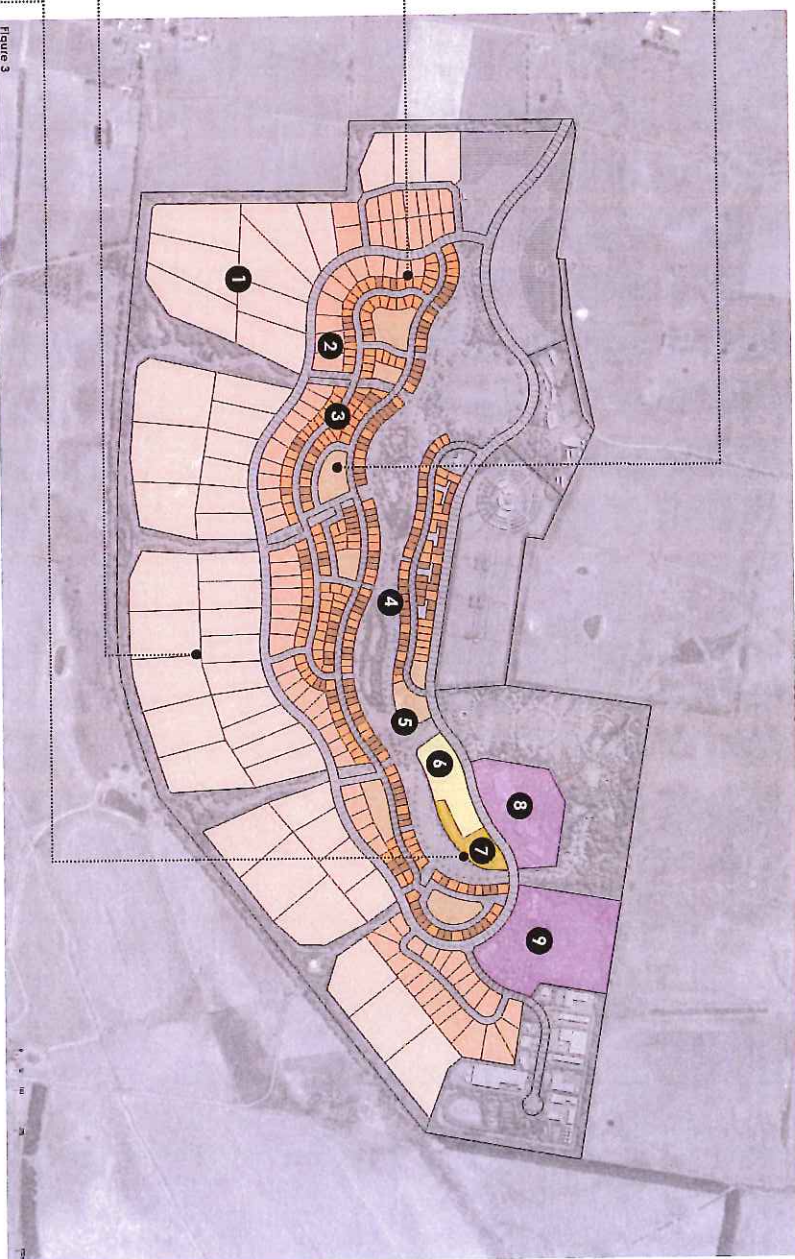
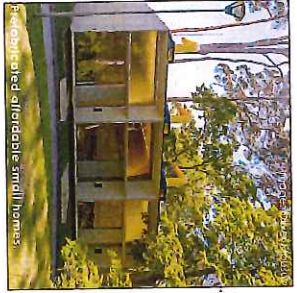
The position and orientation of each precinct ensured that adjoining land uses complemented each other, and that the interaction between them strengthened the overall vision for the community.

Ridgegate Lane promotes lifestyles that embrace innovations in green architecture, a reliance on renewable energy, and the communal application of environmentally friendly ecotechnologies.

The transformation from a broadacre farm into the sustainable community will be an achievement that sets the benchmark for future lifestyles.

The focus on pedestrian and cycling movement across the site was paramount. The ease of connectivity between all precincts and Evandale encourages less reliance on the car and more emphasis on a healthy and active lifestyle.

- LEGEND**
- Master plan watermark to illustrate the overall design.
 - Large residential super lots for small body corporate style cluster housing.
 - General residential small lots for affordable homes for first time buyers and downsizers.
 - General residential lots averaging 450m² lots.
 - 1,500 - 5,500m² Low density lots,
 - 1 to 2.5 Ha Rural Zone A & B lots for small lot farming.
 - Residential aged care facility.
 - Seniors village with independent living units.
 - Short term accommodation facilities.
- 1 Fully self-sufficient and sustainable small holder farming lots.
 - 2 Low density lots for larger homes with proportional open space.
 - 3 Small footprint general residential homes that are sympathetic to orientation and open space.
 - 4 Allocation of 1, 2 and 3 bedroom homes for small families, that make intelligent use of form, function, open space and orientation.
 - 5 Super lots with small homes as per 4, with body corporate structure and shared facilities.
 - 6 Facility for aging-in-place, respite care, specialist dementia care and palliative care.
 - 7 Secure seniors living with access to care facilities and the parklands.
 - 8 4 - 5 Star hotel with one and two bedroom apartments.
 - 9 Health and wellbeing centre and eco resort with 20 short stay cabins, and space for RV's and campsites.



HOUSING and ACCOMMODATION

The master plan encourages a vibrant and active community by allocating diversity in housing lots across the development.

General residential lots are arranged in a lined manner across the site to provide a transition between the open space and mixed land uses in the north, and the low density and rural lots in the south.

Cluster housing is provided throughout the general residential area for 1, 2 and 3 bedroom homes. This housing will be affordable and economical, and allows first home owners and young families to enter the market and afford to live in Evandale.

The allocation and placement of the aged care facility and retirement living allows current and future residents of Evandale to 'age in place'. This strategic positioning ensures senior residents are close to family, community activities and social interaction.

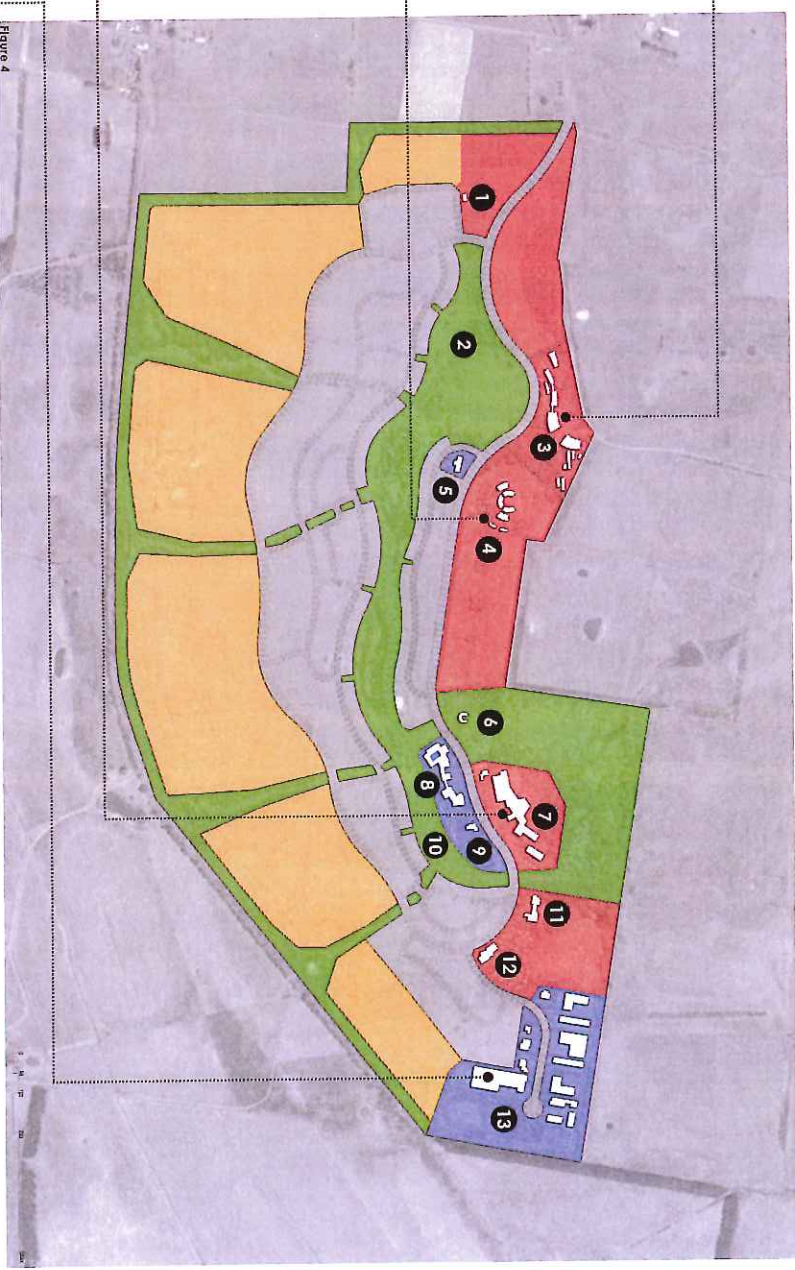
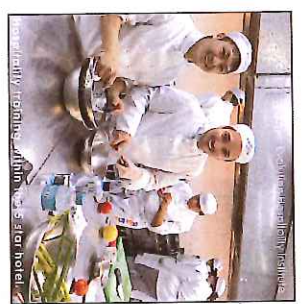
Other than boutique accommodation in Evandale, there is a need to increase the diversity in short term stays with close proximity to the airport and surrounding towns. To meet these demands, this development will include a 4 - 5 star hotel and conference centre, and an eco accommodation resort.

Both ventures will offer diversity in accommodation within the region. The hotel will offer honeymoon suites to two bedroom family rooms, while the eco resort will offer self-contained cabins and short stay caravan/ motor home sites.

The architectural design of all buildings will be of high quality and quintessentially Tasmanian, and incorporate the principles of 'Healthy Home' and 'Green Star' design.

The character and livability of this community will be unique, attractive and an enjoyable place to live, for all people, of all abilities and at all stages of life.

- LEGEND**
- Master plan watermark to illustrate the design with site characteristics.
 - Properties dedicated for business opportunities. (potential buildings shown).
 - Parkland and bushland areas.
 - Properties dedicated for tourism opportunities.
 - Properties dedicated for sustainable small lot farming opportunities.
- 1 Community owned olive groves and lavender/cornicote fields, with an on-site facility for community functions, harvesting, and processing activities.
 - 2 Parklands including full size sports oval, shared pathways, social hubs, and feature gardens.
 - 3 Sustainability and artisan village with cafe, art and produce stores, workshops, small business offices, and general community facilities.
 - 4 Demonstration farm with vegie gardens, orchard, livestock care, restaurant, culinary school and small lot farming workshop.
 - 5 Ridge-side Lane childcare centre.
 - 6 Botanical gardens with information centre, cafe and bookshop.
 - 7 4-5 Star hotel, conference centre, restaurant, and exclusive gardens.
 - 8 Aged care centre with dementia and palliative care facilities.
 - 9 Retirement village with activities centre and lawn bowls court.
 - 10 Community garden with outdoor kitchen and community shed.
 - 11 Health and wellbeing centre with exclusive gardens.
 - 12 Eco accommodation village with activities centre, cabins, bushland and animal paddock.
 - 13 Utilities precinct including waste water treatment facility, recycling businesses, storage facilities, and bulk form pre-fabrication facilities.



CATEGORY	BUSINESS	EMPLOYMENT	TOURISM	EDUCATION	SOCIAL
Community Orchard	✓	✓	✓	✓	✓
Parklands	✓	✓	✓	✓	✓
Sustainability and Artisan Village	✓	✓	✓	✓	✓
Demonstration Farm	✓	✓	✓	✓	✓
Child Care Centre	✓	✓	✓	✓	✓
Botanical Gardens	✓	✓	✓	✓	✓
Hotel	✓	✓	✓	✓	✓
Retirement Village & Aged Care Facility	✓	✓	✓	✓	✓
Community Gardens	✓	✓	✓	✓	✓
Health and Well Being Centre	✓	✓	✓	✓	✓
Eco Accommodation Village	✓	✓	✓	✓	✓
Utilities Precinct	✓	✓	✓	✓	✓
Small Lot Farms	✓	✓	✓	✓	✓

LEGEND	
	Master plan watermark.
	Community and private enterprise food production areas.
	Treated water irrigation in addition to public, private and commercial areas.
	Areas to be revegetated with Tasmanian native plants of local provenance.
	Green infrastructure in the form of street trees and WSUD drainage systems.
	Water Sensitive Urban Design (WSUD) wetlands and retention basins.
	Green Star buildings including harvesting of solar energy and rain water tanks (RWT).
	Solar and RWT's, Solar RWT's and waste water, Green roof / green walls.
	20m wide vegetation buffer using local provenance native plants to provide a visual and physical buffer between the development and adjoining properties.
	Olive grove and lavender and chionodoxa fields for community consumption.
	Sustainability Centre offering advice and education for the sustainable design, construction and living for residents and visitors.
	Demonstration farm, providing advice, education and enjoyment for residents, visitors and Tasmanian small lot farmers.
	The principles of Water Sensitive Urban Design shall be applied across the whole site to ensure the harvesting, monitoring and distribution of stormwater maintains current flows downstream.
	Community garden, including private and group beds, fruit and nut trees, community outdoor kitchen and a tool storage shed.
	Private enterprise processing recycling, re-use/UP-cycle facilities.
	Waste water treatment facility.

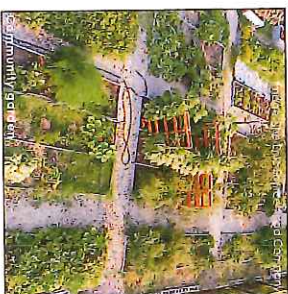
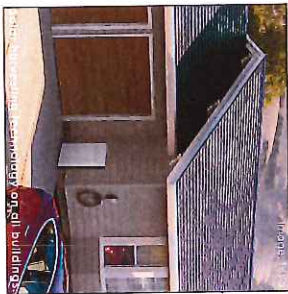


Figure 5

GREEN INITIATIVES

Green initiatives across the site will include site sensitive Infrastructure, revegetation, Water Sensitive Urban Design, renewable energy, recycling and processing of construction and household waste, on-site waste water treatment, re-use of treated water, food production, and the collection and re-use of roof and stormwater.

In addition to the above, all buildings will utilise non-toxic paints, recycled and lightweight materials, and thermal efficiency. The orientation and construction of buildings will maximise the benefits of the Tasmanian climate.

Open space will include a 20m wide x 6.5km long vegetation buffer around most of the site entirely using local provenance plant species. Several open space corridors around the site will link this buffer to the central parklands and botanical gardens further enhancing the livability of the community.

With an embedded solar network, electric vehicle charging stations, on-site waste water recycling facility and the harvesting of roof water from all buildings for consumption, this development will reset the standard for a self-reliant community.

As the community grows, the need to recycle household and business waste will also grow. Such facilities will be provided for within the utilities area where organic and non-organic materials will be processed, recycled and on-sold for re-use within the Evandale community.

The organisations and real world examples that provided inspiration for creating Australia's most sustainable community are listed below.

ORGANISATIONS

- The Green Building Council of Australia (www.gbca.org.au).
- Bioregional Australia (www.bioregional.com)
- Clean Energy Finance Corporation (www.cefc.com.au)
- Certified B Corporation (www.bcorporation.com.au)
- United Nations Sustainable Development Goals (www.un.org/sustainabledevelopment)

REAL WORLD EXAMPLES OF SUSTAINABLE COMMUNITIES

- Australia**
 - 'The Eco Village' 639 Currambin Creek Road, Currambin Valley, QLD
 - 'Narrara EcoVillage' 25 Research Road, Narrara NSW
 - 'Witchcliffe Ecovillage' 10437 Bussell Hwy, Witchcliffe WA
 - 'Alkimos Beach' Alkimos Beach, WA
 - 'The Cape' Cape Patersen, VIC
 - 'Green Square' Green Square, Sydney, NSW
 - 'The Commons' Florence Street, Brunswick, VIC
 - 'Aurd' South Caloundra, QLD
 - 'Harpley' Bulban Road, Werribee, VIC
- Global**
 - 'Almere' Flevoiland, Netherlands
 - 'North West Bicester', Bicester, UK
 - 'BedZed Village' South London, UK
 - 'Elephant Park' London, UK
 - 'Solariedlung' (Solar Estate), Friedburg, Germany
 - 'Grow Community' Bainbridge Island, USA
 - 'Ithica Eco Village' Ithica, New York, USA



Image: Mediatech
 'Teni Gardens', Bolinas, California.

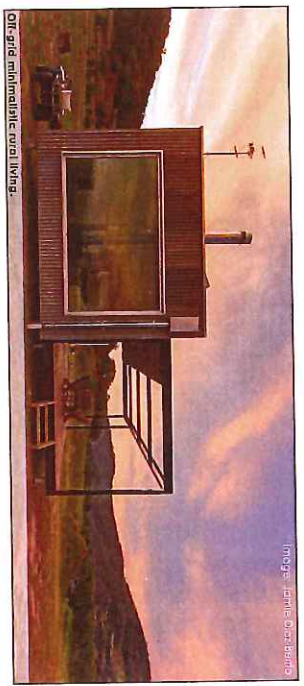


Image: Jamie Ozorbeno
 'Off-grid' mid-modernist rural living.



Image: Julie Hecken
 'Valley House', Fremont - Philip M. Dingemans Architecture.

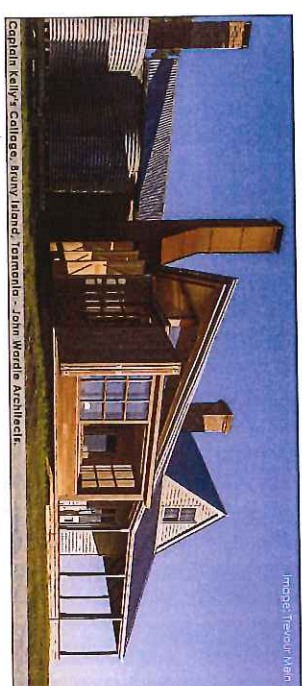


Image: Trevor Mair
 'Captain Kelly's Cottage', Bruny Island, Tasmania - John Worde Architects.

TRADERS IN PURPLE



design

LANGE



**Request to Amend the
Northern Tasmanian Regional Land Use Strategy**

Ridgeside Lane, Evandale

Lot 106773/1 No. 211 Logan Road
Lot 101154/1 Logan Road
Lot 145763/2 No.98 Ridgeside Lane
Evandale

Prepared for Traders in Purple

8 July 2019

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Contents

1	Executive Summary	4
2	Report Scope	5
3	Project Background	6
3.1	PROJECT HISTORY.....	6
3.2	SITE AND CONTEXT	6
4	Project Description	7
5	Land Use Planning and Approvals Act.....	9
6	State Policies and Projects Act 1993.....	12
6.1	STATE POLICIES AND PROJECTS ACT 1993 SECTION 11	12
6.2	STATE POLICY ON THE PROTECTION OF AGRICULTURAL LAND 2009	12
6.3	STATE COASTAL POLICY 1996	14
6.4	STATE POLICY ON WATER QUALITY MANAGEMENT 1997	14
6.5	NATIONAL ENVIRONMENT PROTECTION MEASURES.....	15
7	Tasmanian State Planning Policies.....	16
8	Northern Tasmanian Regional Land Use Strategy	28
9	Justification for Modification of Urban Growth Area Boundary.....	32
9.1	JUSTIFICATION FOR PROVISION OF ADDITIONAL LAND.....	32
9.2	ANALYSIS AND JUSTIFICATION OF POTENTIAL DWELLING YIELD	32
9.3	ANALYSIS OF LAND CONSUMPTION	33
9.4	JUSTIFICATION FOR ANY ADDITIONAL LAND.....	34
9.5	CONSIDERATION OF SEQUENCING AND LAND RELEASE.....	34
9.6	CONSIDERATION OF TARGETS FOR INFILL DEVELOPMENT.....	35
9.7	POTENTIAL FOR LAND USE CONFLICTS.....	36
10	Justification for Development of Greenfield Land.....	37
10.1	CONSISTENCY WITH REGIONAL LAND USE STRATEGY.....	37
10.2	IMPACTS ON NATURAL VALUES.....	37
10.3	IMPACTS ON CULTURAL VALUES	37
10.4	POTENTIAL LOSS OF AGRICULTURAL LAND	37
10.5	POTENTIAL LAND USE CONFLICTS	39
10.6	RISKS FROM NATURAL HAZARDS	39
10.7	IMPACTS ON STATE AND LOCAL ROAD NETWORKS	41
11	Other Council Matters.....	42
11.1	TRAFFIC.....	42
11.2	LAUNCESTON AIRPORT.....	42
11.3	AGRICULTURAL IMPACT.....	42
11.4	RETICULATED WATER	46
11.5	ECONOMIC-SOCIAL IMPACT	46

1 Executive Summary

This report is provided to address correspondence from Northern Midlands Council dated 21 March 2019, which seeks the submission of additional information in support of a request to amend the Northern Tasmanian Regional Land Use Strategy (NTRLUS), to permit the progression of the 'Ridgeside Lane' project at Evandale. The land on which the Ridgeside Lane project is to be located is currently classified as 'rural' land use under the NTRLUS and is zoned Rural Resource under the Northern Midlands Interim Planning Scheme 2013.

Traders in Purple therefore request that Council progress an amendment to the Northern Midlands RLUS to incorporate the site within an 'Urban Growth Area'. Despite the fact that the site is not currently identified as a growth area within the RLUS we note that the objectives of this strategy will be met as the development will:

- Provide increased opportunity for access by increased tourist visitation through Launceston Airport which handles 1.3million passengers per year and which is located only 7km from the site;
- Provide opportunity for regional population growth, including interstate migration;
- Provide investment opportunities by attracting offshore and mainland capital;
- Allow for economic growth, job creation and upskilling of the workforce;
- Provide housing diversity for all stages of life, including seniors living;
- Provide a liveable community and a vibrant, sustainable urban settlement, with access to a range of facilities.

The proposed development will also further the Schedule 1 Objectives of the Land Use Planning and Approvals Act 1993; is in accordance with State Policies made under the State Policies and Projects Act, 1993; and will be consistent with the Tasmanian State Planning Policies, once they are made. In addition, the accompanying subconsultants reports, which have been prepared in respect of the Ridgeside Lane site, confirm that the site is physically suitable for development; does not feature significant biodiversity values nor heritage items; an appropriate buffer is provided to adjacent agricultural uses; the land is of a sufficient size to support on site infrastructure and services; and any site constraints can be adequately managed.

The advancement of this project will provide a significant number of economic and employment benefits to assist in meeting the growth objectives of Tasmania's Population Growth Strategy (2015). However, major projects such as Ridgeside Lane are currently impeded by planning legislation, which requires consistency with a regional land use strategy, irrespective of whether such a strategy has effectively recognised recent growth trends and targets within Tasmania.

The Ridgeside Lane project is not simply a housing development, but it is a creation of a new way of living in an environmentally planned area that offers diverse housing types. This housing will be integrated within a precinct that will deliver sustainable businesses, tourist development, local employment growth and new jobs and training for young people in hospitality and agribusiness. Further, the accompanying Economic Impact Analysis prepared by MCA confirms that the expansion of the population and tourist visitor numbers will generate a significant number of other jobs within the region and will provide a major boost to Evandale businesses.

On this basis, Council support for the progression of an amendment to the Northern Midlands RLUS to incorporate the site within an 'Urban Growth Area' is sought.

2 Report Scope

This correspondence has been prepared to address the Department of Justice, Planning Policy Unit information sheet titled 'Reviewing and Amending the Regional Land Use Strategies'; as well as relevant State Policies, Tasmanian Planning Policies; Regional Land Use Strategies; State Planning Provisions and Local Provisions Schedules.

Further, the supporting documentation referenced within this report addresses the requirements outlined in Council's correspondence dated 21 March 2019 and is accompanied by the following documents:

1. Overall Land Use Master Plan (Lange Design) Issue J;
2. Concept Masterplan prepared by Lange Design Issue H;
3. Economic Impact Analysis prepared by MCA dated May 19;
4. Agricultural Assessment of the Proposed Ridgeside Lane Development prepared by Macquarie Franklin dated December 2018;
5. Response to the Geo-Environmental Solutions Initial Review of the Agricultural Assessment for the Ridgeside Lane Development prepared by Macquarie Franklin dated 25 February 2019;
6. Ridgeside Lane Property Development Responses March 2019, revised 3 May 2019 prepared by Macquarie Franklin;
7. Initial Bushfire Assessment prepared by Pitt & Sherry dated 1 May 2019;
8. Natural Values Report prepared by Nest dated 18 April 2019;
9. Stage 1 Preliminary Site Investigation prepared by Pitt & Sherry dated 24 June 2019;
10. Preliminary Flood Hazard Assessment prepared by MRC Consulting Engineers dated 7 May 2019;
11. Landslip Assessment prepared by Pitt and Sherry dated 2 May 2019;
12. Correspondence prepared by MRC Consulting Engineers titled 'Response to RTLS Information Request' dated 17 April 2019;
13. Water and Sewerage Servicing Advice and Infrastructure Plan from Taswater dated 6 May 2019;
14. Growth Potential for Northern Midlands Region provided by Traders in Purple;
15. Traffic Impact Assessment prepared by Pitt & Sherry dated 1 July 2019;
16. Aircraft Noise Intrusion Assessment prepared by Tarkarri Engineering dated 9 May 2019;
17. Regional Land Use Strategy Consultation with General Managers prepared by Pitt & Sherry dated 17 May 2019;
18. Ridgeside Lane Community Engagement Report, prepared by The NOA Group dated July 2018.
19. Preliminary Utilities Assessment prepared by Cardno dated 15 September 2018.

3 Project Background

3.1 Project History

TCG Planning lodged a request for amendment to the Northern Tasmania Regional Land Use Strategy on 12 December 2018, which was accompanied by specialist consultant documentation to address traffic impacts, impact on agricultural land, site servicing and heritage impacts. Council considered the request at its meeting of 18 March 2019 and resolved to request additional information to address the following:

- The Information Sheet titled 'Reviewing and Amending the Regional Land Use Strategies issued by the Department of Justice, Planning and Policy Unit;
- Additional traffic matters contained in the memo from Midson Traffic dated 19.2.19;
- The potential impact for land use conflict with the operation of Launceston Airport;
- Additional matters regarding impact on agricultural lands including demonstration as to why a setback of less than 200m to sensitive use is appropriate;
- Additional matters regarding servicing, as raised by Taswater;
- The impact of additional population on businesses and educational facilities.

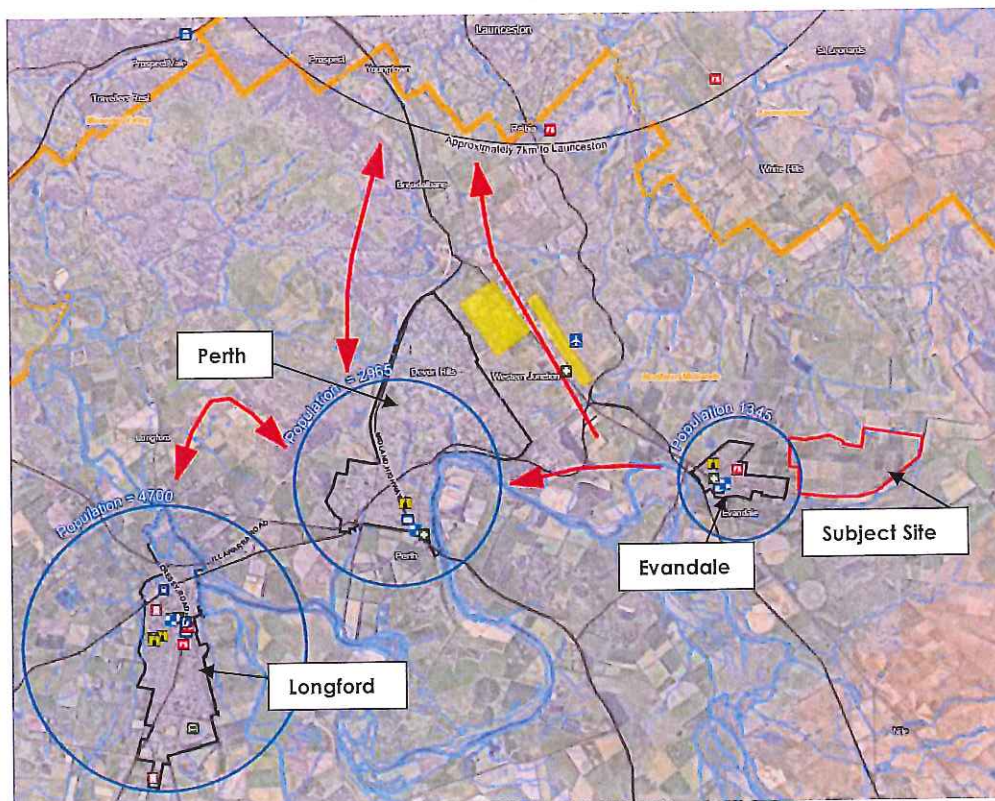
This report therefore provides the additional information, as requested by Council and Taswater.

3.2 Site and Context

The land which is the subject of a request for amendment to the NTRLUS comprises the following allotments and is located as shown in **Figure 1**:

- CT 106773/1 at 211 Logan Road, Evandale
- CT 145763/2 at 98 Ridgeside Lane, Evandale
- CT 101154/1 at Logan Road, Evandale

Figure 1: Aerial photo showing location of subject site (Base Map Source: Cardno 2018)

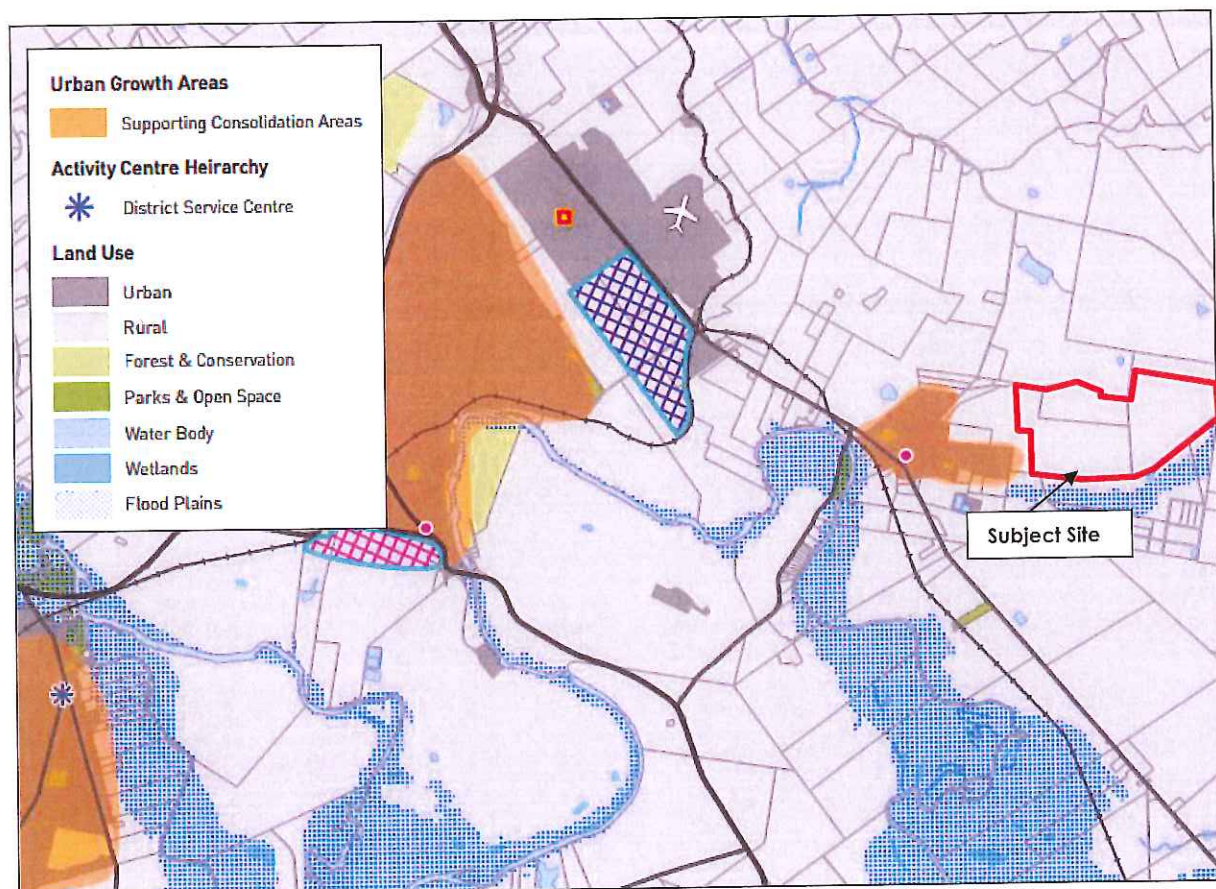


The sites are currently utilised for sheep grazing. There is one residential dwelling and associated farming structures located at 211 Logan Road, however the other two allotments are vacant. There are a number of small dams across the properties, with two minor dry watercourses located near the north eastern property boundaries. There is limited vegetation across the site due to use for sheep grazing. There is very little slope on the site, with the slight depression within the north west corner of the CT 101154/1. The remainder of the site is relatively level at approximately 170mAHD.

The site is bounded to the north by additional agricultural grazing land. The northern boundary of CT 106773/1 is Ridgeside Lane, which also provides access to 98 Ridgeside Lane. The southern boundary of the site follows Logan Road.

The allotments are currently zoned Rural Resource under the Northern Midlands Interim Planning Scheme 2013. Further, the land is currently classified as 'rural' land use under the NTRLUS (as shown in **Figure 2**) and is located to the east of residentially zoned land with the township of Evandale. Evandale had a population of 1124 persons as at the 2016 Census and is a popular tourist destination due to its well preserved Georgian and early Victorian buildings.

Figure 2: Extract of Northern Tasmania Regional Landuse Strategy showing the 'Ridgeside Lane site within the 'Rural' land use category.



5 Land Use Planning and Approvals Act

How does the proposal further Schedule 1 Objectives (Part 1 and Part 2) of the Land Use Planning & Approvals Act 1993?

Table 1, below, details the manner in which the requested amendment to NTRLUS furthers the objectives contained in Schedule 1 (Parts 1 and 2) of the Land Use Planning and Approvals Act 1993.

Table 1: Consistency with Schedule 1 Objectives of the Land Use Planning and Approvals Act 1993	
Part 1 – Objectives of the Resource Management and Planning System of Tasmania	
<p>1. The objectives of the resource management and planning system of Tasmania are –</p> <p>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;</p> <p>... 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 –</p> <p>(a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and</p> <p>(b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and</p> <p>(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.</p>	<p>The Ridgeside Land development will provide a sustainable development outcome which contains a range of facilities which to address the social, economic and cultural wellbeing of the community including:</p> <p><u>Social/Cultural/Recreational:</u> Community gardens, parklands, walking and cycling paths, men's shed, cricket/AFL oval, hotel restaurant, cafes, lawn bowls, retirement activities centre, seniors living.</p> <p><u>Health:</u> Specialist aged care, palliative care and dementia care facilities.</p> <p><u>Education:</u> Sustainability, education and artisans hub, demonstration farm and agribusiness facility, child care centre.</p> <p>Further, the development will provide for a range of residential and rural living opportunities to provide diversity in housing and to address a need for first home owners through to 'aging in place'.</p> <p>The development will not adversely impact on ecological processes, as discussed in the accompanying subconsultant investigations. In addition, the development will not impact genetic diversity, with the Natural Values report prepared by Nest confirming that as habitat features within the property are in a degraded state. Conversely, Nest also confirm that "If incorporated into the development plans, this project has the potential to protect and enhance some areas of habitat to encourage greater biodiversity".</p> <p>The Concept Masterplan proposes a sustainable mixed use community, with the following sustainability initiatives for the project currently being investigated;</p> <ul style="list-style-type: none"> ▪ Incorporation of solar panels and communal batteries to all buildings; ▪ Water sensitive urban design to recapture and reuse all rainwater on the property; ▪ Onsite treatment and potential reuse of black water; ▪ Household waste and recycling initiatives on site; ▪ Communal gardens for residents; ▪ Sustainability Education Centre for the community; and ▪ Demonstration Agricultural Farm. <p>Complies with objective.</p>
<p>(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and</p>	<p>The proposed development now incorporate of a 200m buffer from sensitive uses within the Ridgeside development to agricultural lands to the north, will ensure that that agricultural enterprises on this adjacent land is not unreasonably impeded and that fair and equitable use of land and resources can occur.</p> <p>Complies with objective.</p>
<p>(c) to encourage public involvement in resource management and planning; and</p>	<p>The Ridgeside Land project has been the subject of extensive community consultation prior to lodgement of the request for amendment to the NTRLUS, with the outcomes of the consultation addressed within the Community Consultation Report prepared by the Noa Group. The project incorporates a range of facilities, such as the full size cricket/AFL oval, which have been incorporated into the development to address community needs. The proposal also seeks uses that compliment and do not compete with existing Evandale businesses.</p> <p>Complies with objective.</p>

Table 1: Consistency with Schedule 1 Objectives of the Land Use Planning and Approvals Act 1993

<p>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and</p>	<p>The Ridgeside development is a mixed use development which will be a driver for economic growth and employment in the region. The Economic Impact Analysis prepared by MCA confirms the economic benefits that will be generated for Evandale and the region which will include:</p> <ul style="list-style-type: none"> ▪ By year 15 (2035) visitor spending would be supporting an additional 20 direct jobs in businesses in Evandale and adjacent areas. ▪ With the establishment of all the precinct businesses, in 2030, there will be a total of 133 direct jobs on site, covering the tourism, childcare aged care and education activities. The spending of these on-site employees would create another 32 indirect/induced jobs in the region. ▪ Direct on site construction jobs (FTE), would average 57 per year over the 15 year period (2021-2035), most of these jobs would be in regional businesses (located in Launceston and Northern Midlands). ▪ Materials/equipment supply direct jobs would average 14 per year over the period, with most of these being in suppliers from Launceston and elsewhere in Tasmania. ▪ When the indirect/induced jobs are taken into account total jobs generated during the construction period would average 85 per year (71 direct FTE jobs and 14 indirect/induced jobs). <p>Complies with objective.</p>
<p>(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.</p>	<p>Consideration of an amendment to the NTRLUS requires a regional approach to planning at the local and state level, as intended by this objective.</p> <p>Complies with objective.</p>
<p>Part 2 – Objectives of the Planning Process Established by this Act</p>	
<p>The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –</p> <p>(a) to require sound strategic planning and co-ordinated action by State and local government; and</p>	<p>This submission seeks to amend the NTRLUS, allowing for a strategic approach to planning, with due consideration of the regional impacts and benefits of the Ridgeside project.</p> <p>Complies with objective.</p>
<p>(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</p>	<p>Inclusion of the subject site within the NTLUS, followed by consideration of a request to amend the Northern Midlands Interim Planning Scheme 2013, will provide a suite of planning documents which will address the zone, use and development criteria for the site, as intended by this objective.</p> <p>Complies with objective.</p>
<p>(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</p>	<p>This submission is accompanied by a range of specialist subconsultant investigations which confirm that the intended mixed use development of the land can occur with minimal environmental impact, but with a range of positive social and economic outcomes, including improved environmental outcomes.</p> <p>Complies with objective.</p>
<p>(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</p>	<p>This submission seeks to amend the NTRLUS, allowing for a strategic approach to planning, with due consideration of the regional impacts and benefits of the Ridgeside Lane project.</p> <p>Complies with objective.</p>
<p>(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</p>	
<p>(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</p>	<p>The proposed comprises a \$450M housing and sustainable tourism community, with residential and visitor accommodation located within a parkland setting, supported by a range of community, educational, recreational and health services.</p> <p>Complies with objective.</p>

Table 1: Consistency with Schedule 1 Objectives of the *Land Use Planning and Approvals Act 1993*

<p>(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</p>	<p>Cultural Heritage Management conducted an assessment of European heritage in July 2018 which confirmed that the township of Evandale is a National Trust classified Georgian village, with some 39 heritage listed properties included on the Australian Heritage Database. Based on site surveys, there is very little potential for in situ historic features to occur within the site area. Furthermore, the negative survey results were considered an accurate indication that the potential for heritage features is very low. However, Cultural Heritage Management recommend that the proponent ensure there is ongoing consultation with the broader public regarding future design to ensure it will be sympathetic with the values and qualities of the Evandale township and appropriately minimises visual impacts of the development.</p> <p>Complies with objective.</p>
<p>(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</p>	<p>A Preliminary Services Assessment which has been conducted by Cardno confirms the following:</p> <ul style="list-style-type: none"> ▪ <u>Potable Water</u>: Evandale is part of the Longford System which takes water from the South Esk. The system is part of the Greater Launceston Water Supply Strategy work which is currently in progress. The site is currently not serviced with potable water. Existing potable water infrastructure is located along Logan Road (DN150) and White Hills Road (DN100) that is located in close proximity to the site.... It is expected that these assets will be extended to the development to service the site. There is approximately 2000 ET's of capacity at the reservoirs at Devon Hills that supply Evandale. ▪ <u>Wastewater</u>: The site is currently not serviced for wastewater. The existing wastewater infrastructure is located along Logan Road (twin DN150 mains) that is in close proximity to the site..... It is expected that these assets can be extended to the site to service the initial development. The STP has a licence limit of 0.37ML/day, with current inflows averaging around 0.2ML/day. This is equivalent to 309 ET's of capacity remaining at the STP. The remaining sewage will need to be diverted to a new STP or upgrades to the existing STP will be required. ▪ <u>Electrical</u>: The site is currently not serviced by electrical infrastructure. The development will require the existing infrastructure to be extended to the development boundary. It is expected major network upgrades will be required to service the fully developed site. <p>Complies with objective.</p>
<p>(i) to provide a planning framework which fully considers land capability.</p>	<p>The accompanying specialist investigations confirm that the land is capable of accommodating the proposed development.</p> <p>Complies with objective.</p>

6 State Policies and Projects Act 1993

How is the proposal in accordance with the State Policies made under Section 11 of the State Policies and Projects Act 1993?

6.1 State Policies and Projects Act 1993 Section 11

State Policies are made under the State Policies and Projects Act 1993. The Governor of Tasmania has made three State Policies, however, in addition, the Act also recognises the National Environmental Protection Measures as State Policies. Planning schemes and planning scheme amendments must be consistent with State Policies. These are therefore addressed below:

6.2 State Policy on the Protection of Agricultural Land 2009

The purpose of the State Policy on the Protection of Agricultural Land 2009 is: "to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land".

The objectives of the PAL Policy are:

To enable the sustainable development of agriculture by minimising:

- a) Conflict with or interference for other land uses; and
- b) Non-agricultural use of development on agricultural land that precludes the return of that land to agricultural land.

Response:

The Agricultural Assessment prepared by Macquarie Franklin in December 2018 addresses agricultural considerations of the subject land which is classed as class 4 land with no prime agricultural land present. It was determined that future agricultural land uses are predominately based on irrigated crops, as well as vegetable crops and perennial horticultural enterprises which were also found to have potential. However, the site is highly restricted to irrigation resources which will limit future agricultural land uses options on the site. Accordingly, Macquarie Franklin conclude that:

- "The design and layout the proposed development would be sensitive to neighbouring agricultural land use activity, and a range of significant and substantial measures and mitigation actions would be undertaken to minimise any negative impact and/or constraints on the management and operational activities conducted on the adjacent rural land.
- The design and layout the proposed development would result in a negligible negative impact and possible conflict generated from the agricultural land use activity that is currently and could be conducted on the neighbouring properties.
- The properties are located within the North Esk irrigation scheme, and each has a 20 ML water allocation for a total of 40 ML of irrigation water. Based on the quantum of irrigation water that has been invested in, 40ML, the scale and intensity of any irrigated cropping (broadacre, vegetable and/or perennial horticulture) are limited."

With respect to consistency with the Protection of Agricultural Land Policy Macquarie Franklin confirm that:

- The design and layout the proposed development would be sensitive to neighbouring agricultural land use activity, and a range of significant and substantial measures and mitigation actions would be undertaken to minimise any negative impact and/or constrain on the management and operational activities conducted on the adjacent rural land.