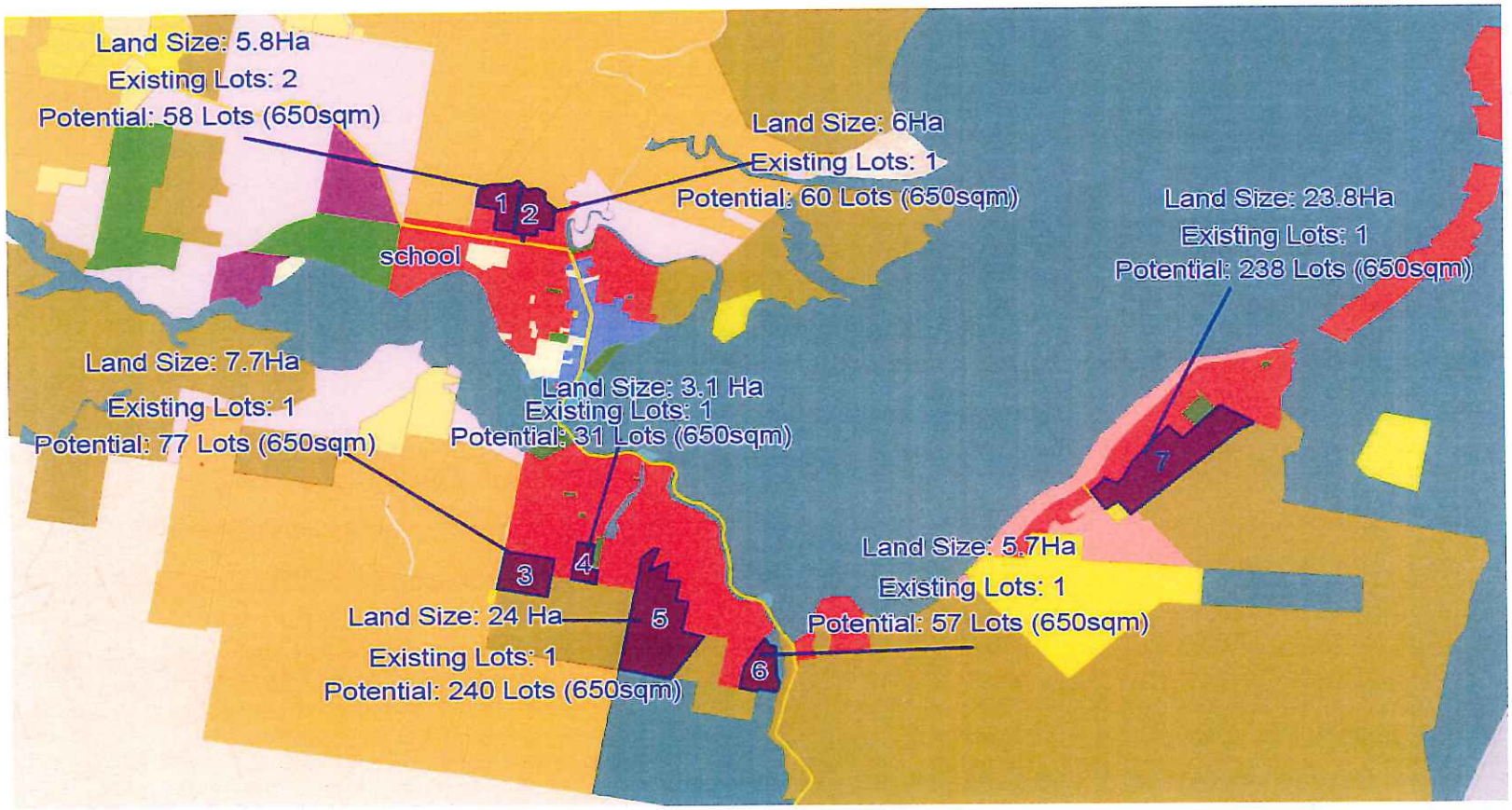
NTRLUS – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary
Consideration	**Whitemark**
Redevelopment Potential (Low, Moderate or High)	**Low - majority of land is zoned rural and there arent any large pacels in town that could accmoodate an increase in homes and jobs**
Activity Centre under NRLUS	District Service Centre
Settlement Type under NRLUS	District Service Centre
Council Area	Flinders Council
Address/es	-
Ownership	-
Title Details	-
Land Area	
Zoning (Since 2013 per current Planning Scheme)	Majority - Rural Zone (Flinders Council Zoning Scheme)
Planning/Environmental	
Land/Dev Impediments	
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas
Easements	
Access to transport	Nil services
School catchments	Flinders Island District High School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort - negative growth anticipated
Major local employers	small town amenities including cafes, service station, chemist, primary schools.
Employment Rate	57% FTE, 3.4% unemployed (ABS 2016)
Economic Opportunities/Challenges	Opportunities - Role - To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Provides that trips to larger centres are only required occasionally. Role - Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.
Potential to support growth	No sites identified above 3Ha in size that has potential to support growth
Opportunities for sustainability & Innovation	
Why hasn't development taken place?	Seek Council Input

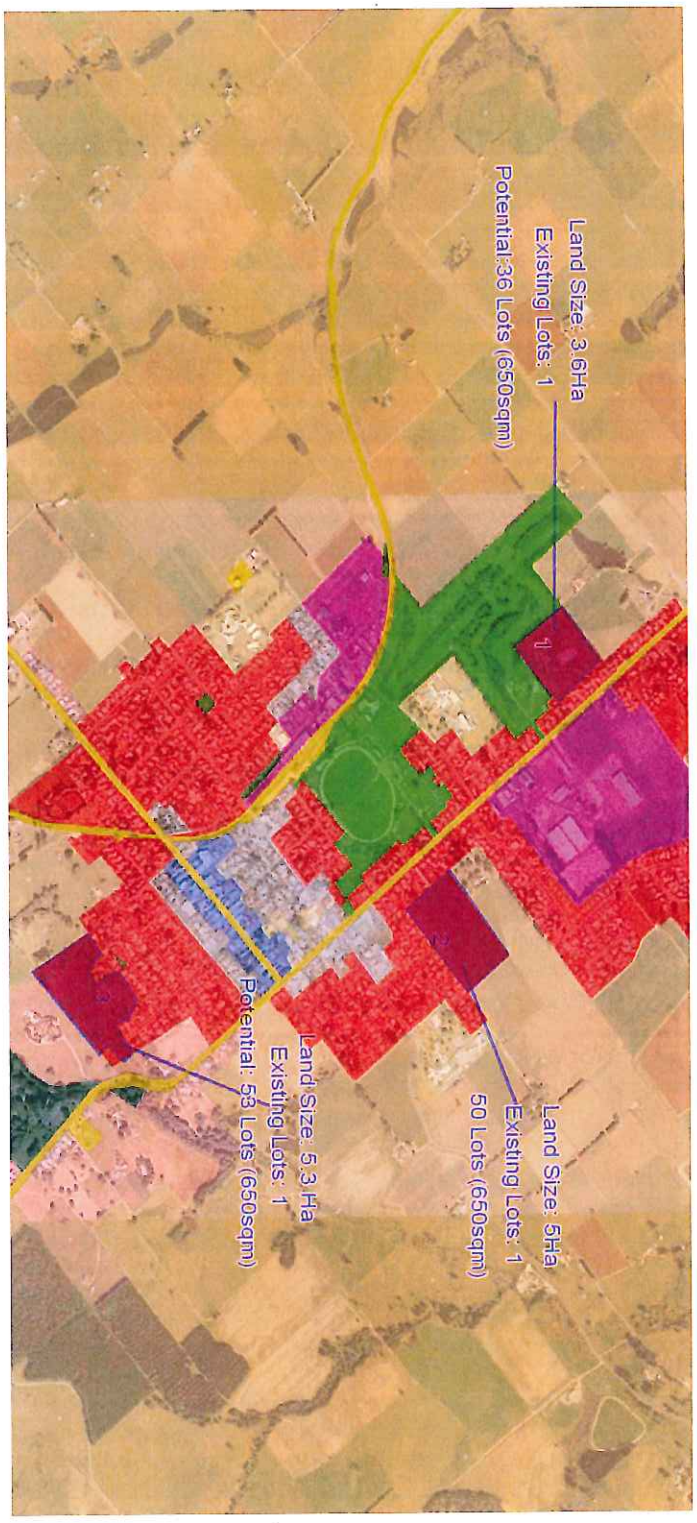
NTRLUS – Assessment of current and future potential to accommodate growth

		Inside Current NTRLUS Growth Boundary						
Consideration	St Helens	1	2	3	4	5	6	7
Redevelopment Potential (Low, Moderate or High)	Moderate Redevelopment Potential – There are 7 development sites with potential to accommodate ~700 new lots.	Moderate 58 Lots	Moderate 60 Lots	Moderate 77 Lots	Moderate 31 Lots	Low 240 Lots	Low 57 Lots	Low 229 Lots
Activity Centre under NRLUS	District Service Centre	-	-	-	-	-	-	-
Settlement Type under NRLUS	District Service Centre	-	-	-	-	-	-	-
Council Area	Break O Day Council	-	-	-	-	-	-	-
Address/es	-	34 Tully St, & 38 Annie St, St Helens	Tully St, St Helens	Cobrooga Dr, St Helens	Lot 8 LAWRY HTS ST HELENS	95A & B FALMOUTH ST ST HELENS TAS 7216 &	1-21 POSEIDON ST ST HELENS TAS 7216	105 ST HELENS POINT RD STIEGLITZ TAS 7216, PARNELLA DR STIEGLITZ TAS 7216, SHEARWATER AV STIEGLITZ TAS 7216
Ownership	-	Multiple	Single	Multiple	Single	Multiple	Multiple	Multiple
Title Details	-	174785/1 & 156477/103	30396/1	140656/200 & 32840/55	141663/8	155662/1 & 155662/2	244229/1, 160405/2, 160405/1	45005/1, 53948/1, 119999/504
Land Area		~5.8 Hectares	~6 Hectares	~7.7. Hectares	~3.1 Hectares	~24 Hectares	~5.7 Hectares	~22.9Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority -Mainly environmental Living or rural resource	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential
Planning/Environmental			-	-	-	-	-	-
Land/Dev Impediments		Land is relatively flat and unencumbered.	Land is relatively flat and unencumbered.	Small portion of site identified as low landslide risk. Some sloping.	land is vegetated and has low landslide risk	land is heavily vegetated and more than half is mapped as low landslide risk and sloping.	land is heavily vegetated and has low landslide risk	land is vegetated and has low landslide risk. Front portion of land is sloping and the north east portion of the land has a conservation covenant on title.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced	Limited Limited Assumed Serviced
Easements		Nil	Nil	Nil	Nil	Nil	Nil	ROW
Access to transport	Train - Western Line & Tassielink Bus Services.	Nil	Nil	Nil	Nil	Nil	Nil	Nil
School catchments	St. Helens District High School	St. Helens District High School	St. Helens District High School	St. Helens District High School	St. Helens District High School	St. Helens District High School	St. Helens District High School	St. Helens District High School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-	-	-	-	-
Major local employers/shops/amenities	Local School, retail, aerodrome. Golf club, some hotels, IGA, service station,	-	-	-	-	-	-	-
Employment Rate	40.4% FTE, 10.7% unemployed (ABS 2016)	-	-	-	-	-	-	-
Economic Opportunities/Challenges	Opportunities Significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources.	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone
Potential to support growth	Township – decent potential for residential growth	Appears land could support land subdivision. The land is mapped as unserviced, this would need more investitaion.	Appears land could support land subdivision. The land is mapped as unserviced, this would need more investitaion.	Appears land could support land subdivision. The land is mapped as unserviced, this would need more investitaion.	Relatively Small Lot	Land is sizeable but at least half is environmentally constrained. Yield would more likely be half of that estimated.	Multiple owners and services would require further investigation	Land is sizeable but at least half is environmentally constrained. Yield would more likely be half of that estimated.
Opportunities for sustainability & innovation		Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.
Why hasn't development taken place?	Seek Council input - would be good to understand if there is a subdivision approval for this area given site 7 appears to be a stage that is currently being completed.							It appears this land is currently being subdivided and redeveloped as land lots.


Land Size: 5.8Ha
Existing Lots: 2
Potential: 58 Lots (650sqm)
Land Size: 6Ha
Existing Lots: 1
Potential: 60 Lots (650sqm)
Land Size: 23.8Ha
Existing Lots: 1
Potential: 238 Lots (650sqm)
school
1
2
Land Size: 7.7Ha
Existing Lots: 1
Potential: 77 Lots (650sqm)
Land Size: 3.1 Ha
Existing Lots: 1
Potential: 31 Lots (650sqm)
7
Land Size: 5.7Ha
Existing Lots: 1
Potential: 57 Lots (650sqm)
3
4
Land Size: 24 Ha
Existing Lots: 1
Potential: 240 Lots (650sqm)
5
6

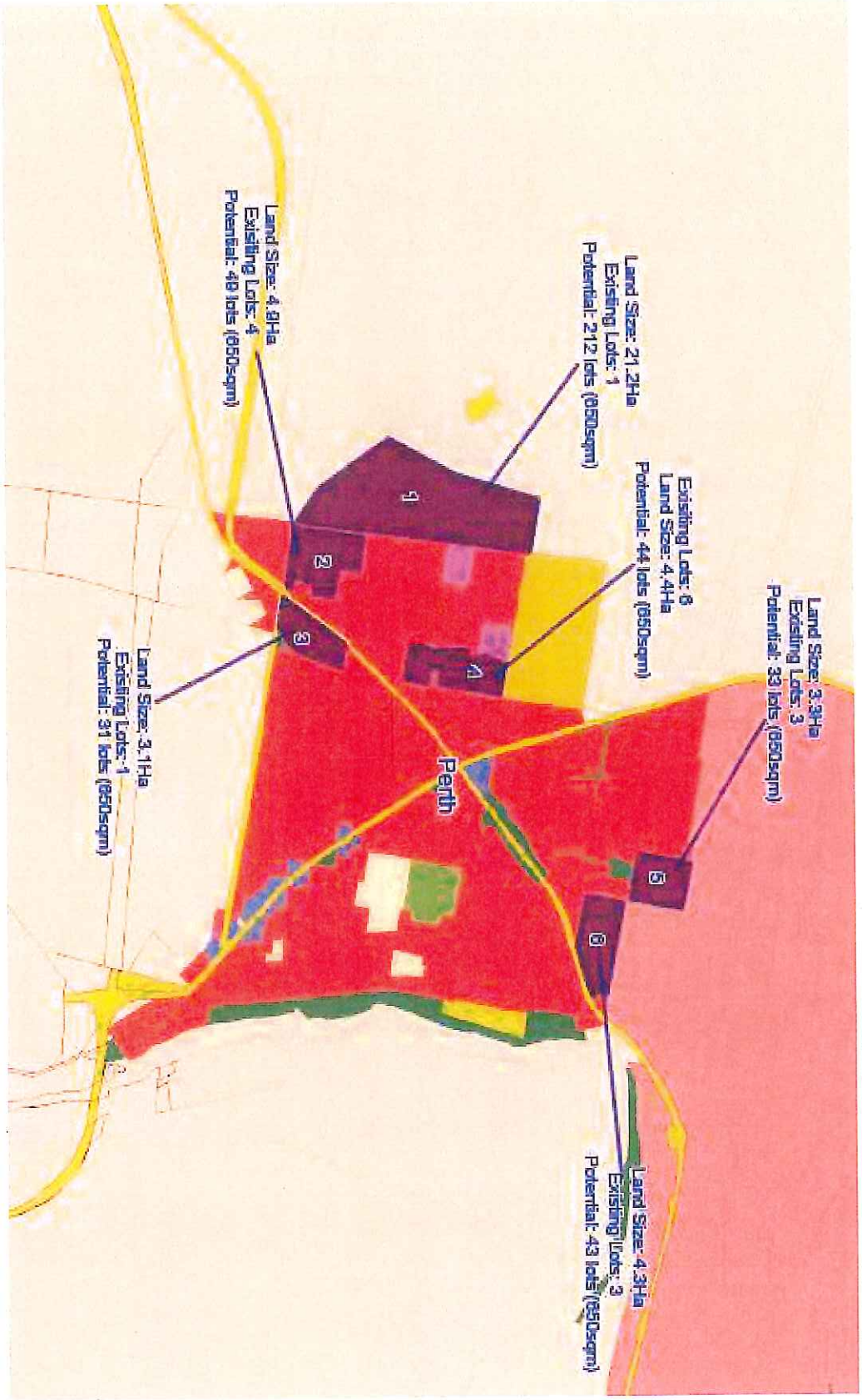
NTRLUS – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary			
Consideration	Scottsdale	1	2	3
Redevelopment Potential (Low, Moderate or High)		Low	Moderate	Moderate
Activity Centre under NRLUS	District Service Centre	-	-	-
Settlement Type under NRLUS	District Service Centre	-	-	-
Council Area	Dorset Council	-	-	-
Address/es	-	119 George St, Scottsdale	21-49 Northbourne St. Scottsdale	Hedley St. Scottsdale
Ownership	-	Single	multiple	Single
Title Details	-	197665/1	183040/1	138286/58
Land Area	~270 Ha	~3.6 Hectares	~ 5 Hectares	~5.3 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Recreational, Open Space, Utilities, Rural Living	General Residential	General Residential	General Residential
Planning/Environmental		Site currently ejoyed as an established rural residential lot	Site is flat and relatively unencumbered.	Site is flat and relatively unencumbered.
Land/Dev Impediments		Site currently ejoyed as a large rural residential lot	Land is highly vegetated with 2 dams on site. Smaller lot is operated as the local hotel.	Land is highly vegetated with 2 dams on site. Smaller lot is operated as the local hotel.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown
Easements		Nil	Nil	Nil
Access to transport	Metro Tasmania bus services operate in the area	Nil	Nil	Nil
School catchments	Scottsdale Primary School	Scottsdale Primary School	Scottsdale Primary School	Scottsdale Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-
Major local employers	small town amenities including cafes, service station, chemist, primary schools.	-	-	-
Employment Rate	51.1% FTE, 8.4% unemployed (ABS 2016)	-	-	-
Economic Opportunities/Challenges	Opportunities - Role - To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Provides that trips to larger centres are only required occasionally. Role - Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone
Potential to support growth	Only 3 x parcels in Scottsdale >3Ha with potential to accommodate up to 140 residential lots.			
Opportunities for sustainability & innovation		Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.	Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.	Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.
Why hasn't development taken place?	Seek Council Input			


Land Size: 3.6Ha
Existing Lots: 1
Potential:36 Lots (650sqm)
Land Size: 5.3 Ha
Existing Lots: 1
Potential: 53 Lots (650sqm)
Land Size: 5Ha
Existing Lots: 1
50 Lots (650sqm)

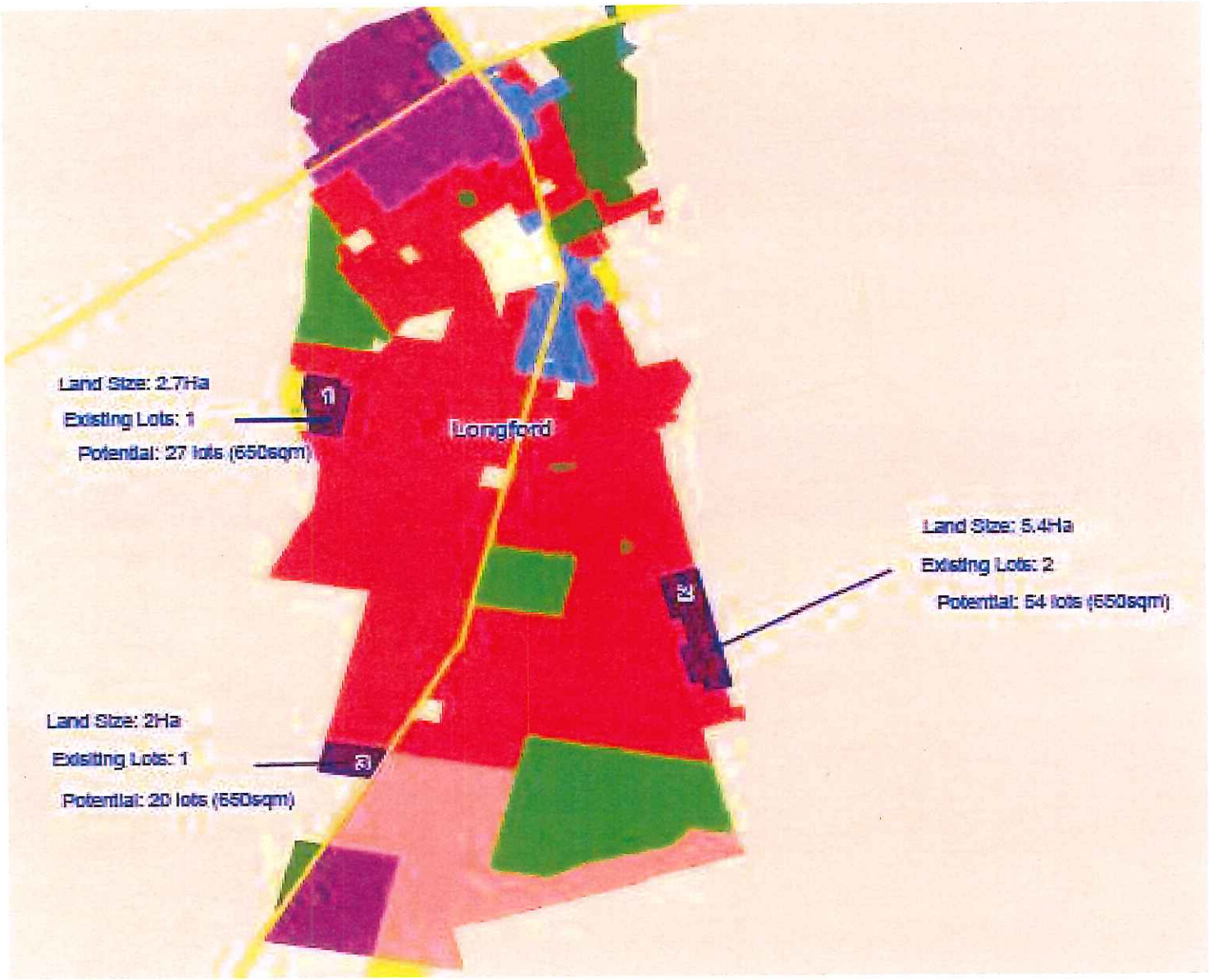
Northern Midlands Council, Tasmania – Assessment of current and future potential to accommodate growth

		Inside Current NTRLUS Growth Boundary					
Consideration	Perth Township	1	2	3	4	5	6
Redevelopment Potential (Low, Moderate or High)	Moderate Redevelopment Potential – The existing township has highly fragmented land ownership, is of heritage significance, low-density character, very has limited land supply. There is a 21Ha land that has the potential for a residential subdivision for ~200 lots subjected to further investigation and noting a 200m buffer from adjoining rural resource land would impact this further. 5 other identified lands have a combined potential for another ~200 lots subdivision, however these lands are only 3Ha - 5Ha each and most are under multiple ownership that would limite their ability for immediate redevelopment. Total ~400 single dwellings	Moderate 212 single dwellings	Low 49 single dwellings	Moderate 31 single dwellings	Low 44 single dwellings	Low 33 single dwellings	Low 43 single dwellings
Activity Centre under NRLUS	Perth Township is located within the Urban Growth Boundary	Within Growth Boundary	Within Growth Boundary	Within Growth Boundary	Within Growth Boundary	Within Growth Boundary	Within Growth Boundary
Settlement Type under NRLUS	Satellite Settlement - Neighbourhood or Town Centre - Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. Arguably, the township already does this but stagnating/declining population growth in key age groups likely to impact vitality of existing Neighbourhood Centre now and into the future.	-	-	-	-	-	-
Council Area	Northern Midlands	-	-	-	-	-	-
Address/es	Perth Township – ~800 addresses	Drummond Street	2 Cromwell Street, 80 Drummond Street,	10 Forfolk Street	17 Philip Street 32, 36, 40, 50, 62 Yould Road	84, 94, 96-102 Fairtlough Street	7, 9, 13-15 Seccombe Street
Ownership	Fragmented	Single	Multiple	Single	Multiple	Multiple	Multiple
Title Details	Perth Township – ~800 title details	174678/1	136428/1, 136428/2, 136429/3, 136429/4	128769/2	32733/1-4, 155124/2, 236039/1	158305/101, 140407/1, 46765/1	220978/1, 50999/27, 112126/1
Land Area	~890 Hectares	~21.2 Hectares	~4.9 Hectares	~3.1 Hectares	~4.4 Hectares	~3.3 Hectares	~4.3 Hecatres
Zoning (Since 2013 per current Planning Scheme)	Majority - Low Density Residential zone Minority - General Residential, General Business, Recreational, Open Space, Utilities, Light Industrial, Particular Purpose and Community Purpose.	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential
Planning/Environmental	Perth Township NMIPS 2013 Urban Growth Boundary	-	-	-	-	-	-
Land/Dev Impediments	Perth Township Limited land supply now and in the future (within existing growth boundaries) Highly fragmented ownership Traffic and parking associated with any new development Existing low-density character, realtively low land supply in the centre and heritage restricts development potential	-	-	-	-	-	-
Infrastructure/Serviced/Upgrades	Sewer – 90% serviced. Balance is low density zoned land and not serviced. Water – 75% serviced. Balance is low density land and is not serviced. Electricity – Tas Networks Gas – DBYD found no known gas supply. Comms – NBN Co & VicTas	Serviced	Serviced	Serviced	Serviced	Serviced	Serviced
Easements							
Access to transport	Train - Western Line & Tasmelink Bus Services.	-	-	-	-	-	-
School catchments	Perth Primary School						
Population forecasts to the year 2037	0-49 age cohort – negative growth anticipated 50+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-	-	-	-
Major local employers	Launceston Airport, JBS Longford, Austral Bricks Longford, Perth, Evandale and Longford and Launceston centres	-	-	-	-	-	-
Employment Rate	56% FTE, 5% unemployed (ABS 2016)	-	-	-	-	-	-
Economic Opportunities/Challenges	Opportunities • Diverse landscapes and tourist product; • Proximity to major tourist destinations and state gateways; • Proximity to Launceston Airport and CBD; • Modern and large capacity domestic airport;	-	-	-	-	-	-
Potential to support growth	Township – some potential for growth due to high fragmentation of land lots, low density and heritage character and very slow land supply coming online. There is ~21Ha of General Residential Land at Lot 1/DP174678 that could potentially accommodate a residential for ~200 single dwellings. There are 5 other General Residential Land that are between 3Ha and 5Ha that could potentially accomodate another ~200 single dwellings, however each of these smaller lots are+D101 under multiple ownership that would limited the immediate redevelopment potential of these lands.	212 single dwellings Land is under single ownership thus immediate redevelopment would be possible subjected to futher due diligence investigation.	49 single dwellings Combined land size is only 4.9Ha and is under multiple ownership, thus immediate redevelopment to support growth is limited	31 single dwellings Land is under single ownership hence immediate redevelopment would be possible. However due to the capacity of the land, support to growth is limited.	44 single dwellings Combined land size is only 4.4Ha and is under multiple ownership, thus immediate redevelopment to support growth is limited	33 single dwellings Combined land size is only 3.3Ha and is under multiple ownership, thus immediate redevelopment to support growth is limited	43 single dwellings Combined land size is only 4.3Ha and is under multiple ownership, thus immediate redevelopment to support growth is limited
Opportunities for sustainability & innovation		Lot 1/DP174678 is approximately 10 x smaller than Ridgeside Lane and would require further due diligence to determine development potential as a residential subdivision. The site appears to be in single ownership and would appear to have potential to integrate sustainability and innovation measures but not to the scale and community wide benefit that Ridgeside Lane could.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.
Why hasn't development taken place?	Land (and adjoining land) is mapped as suitable for barley farming and wheat, marginally suitable for poppies, potatoes. 200m buffer zones from adjoining rural resource zones could impact yield.						


Land Size: 4.8Ha
Existing Lots: 4
Potential: 49 lots (650sqm)
Land Size: 21.2Ha
Existing Lots: 1
Potential: 212 lots (650sqm)
Existing Lots: 6
Land Size: 4.4Ha
Potential: 44 lots (650sqm)
Land Size: 3.3Ha
Existing Lots: 3
Potential: 33 lots (650sqm)
Land Size: 3.1Ha
Existing Lots: 1
Potential: 31 lots (650sqm)
Land Size: 4.3Ha
Existing Lots: 3
Potential: 43 lots (650sqm)
Perth
1
2
3
4
5
6

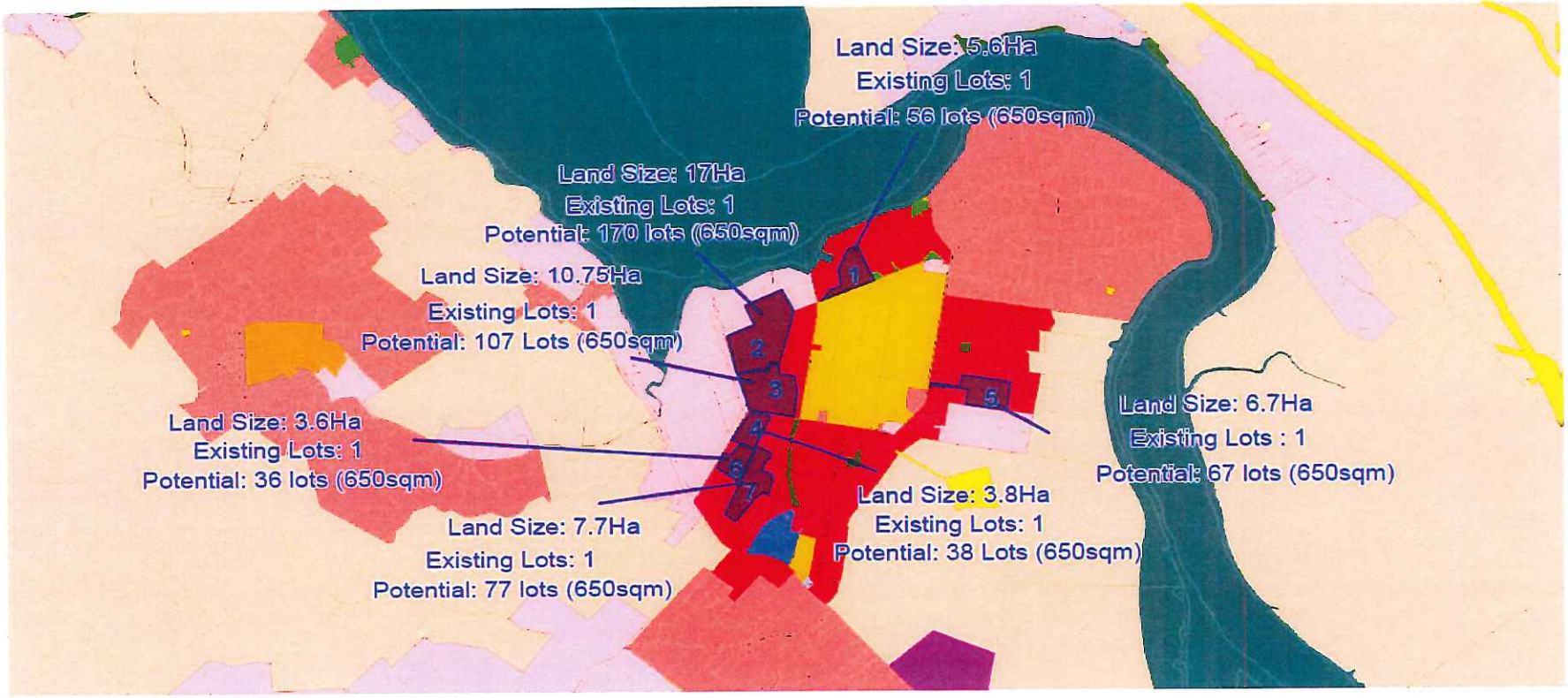
Northern Midlands Council, Tasmania – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary			
Consideration	**Longford**	**1**	**2**	**3**
Redevelopment Potential (Low, Moderate or High)	**Low Redevelopment Potential** – The existing township has highly fragmented land ownership, is of heritage significance, low-density character, very has limited land supply. There is potential for a residential subdivision for ~100 lots further to further investigation and noting a 200m buffer from adjoining rural resource land would impact this further. **Total ~ 100 single dwellings**	Low **27 single dwellings**	Low **54 single dwellings**	Low **20 single dwellings**
Activity Centre under NRLUS	Longford Township is located within the Urban Growth Boundary	-	-	-
Settlement Type under NRLUS	District Centre - Predominantly residential settlements with a small mixed use centre that provides for basic services and daily needs.	-	-	-
Council Area	Northern Midlands	-	-	-
Address/es	Longford Township – ~1000 addresses	Paton Street	Part of 189-191 Wellington Street, Part of 205 Wellington Street	Cressy Road
Ownership	Fragmented	**Single**	**Multiple**	**Single**
Title Details	Longford Township – ~1000 title details	168222/1	129525/1, 200556/1	113018/1
Land Area	~422 Hectares	~2.7 Hectares	~5.4 Hectares	~2 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - General Business, Recreational, Open Space, Utilities, Light Industrial, Particular Purpose and Community Purpose.	General Residential	General Residential	General Residential
Planning/Environmental	Longford Township NMIPS 2013 Urban Growth Boundary	-	-	-
Land/Dev Impediments	Longford Township Limited land supply now and in the future (within existing growth boundaries) Highly fragmented ownership Traffic and parking associated with new development Existing low-density character, low land supply in the centre and heritage restricts development potential	-	-	-
Infrastructure/Serviced/Upgrades	Sewer – ~85% service to township, ~15% low density zoned land & Gen Industrial land appears unserviced Water – 95% service to township, ~5% low density zoned land appears unserviced Electricity – Tas Networks Gas – DBYD found no known gas supply. Comms – NBN & VicTas	Serviced	Serviced	Serviced
Easements		-	-	-
Access to transport	Train - Western Line & Tasslelink Bus Services.	-	-	-
School catchments	Longford Primary School	-	-	-
Population forecasts to the year 2037	0-49 age cohort – negative growth anticipated 50+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-
Major local employers	Launceston Airport, JBS Longford, Austral Bricks Longford, Perth, Evandale and Longford and Launceston centres	-	-	-
Employment Rate	55.5% FTE, 6.9% unemployed (ABS 2016)	-	-	-
Economic Opportunities/Challenges	Opportunities • Diverse landscapes and tourist product; • Proximity to major tourist destinations and state gateways; • Proximity to Launceston Airport and CBD; • Modern and large capacity domestic airport;	-	-	-
Potential to support growth	Township – limited potential for growth due to high fragmentation of land lots, low density and heritage character and very slow land supply coming online.	**27 single dwellings** Land is under single ownership hence immediate redevelopment would be possible. However due to the capacity of the land, support to growth is limited.	**54 single dwellings** Land is only under 2 ownerships hence immediate redevelopment would be possible.	**20 single dwellings** Land is under single ownership hence immediate redevelopment would be possible. However due to the capacity of the land, support to growth is limited.
Opportunities for sustainability & Innovation	There are several 2-5ha land parcels on the edge of Longford zoned General Residential that appear to have development potential. However, similar to Perth, these only have the potential to accommodate residential subdivisions and not a community style/masterplanned project supported by a mix of uses and jobs. The opportunity to integrate sustainability and innovation on a broad scale is therefore limited.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.
Why hasn't development taken place?	The existing growth boundary applies to the Longford Township which has very low development potential and a number of planning and environmental restrictions.			


Land Size: 2.7Ha
Existing Lots: 1
Potential: 27 lots (650sqm)
1
Longford
Land Size: 5.4Ha
Existing Lots: 2
Potential: 54 lots (650sqm)
2
Land Size: 2Ha
Existing Lots: 1
Potential: 20 lots (650sqm)
3

NTRLUS – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary						
Consideration	**Legana**	**1**	**2**	**3**	**4**	**5**	**6**	**7**
Redevelopment Potential (Low, Moderate or High)	Low to Moderate Redevelopment Potential – The NRLUS encourages growth and consolidation in Legana, which is ~10km north west of Launceston. There are 7 development sites with potential to accommodate ~550 new lots.	Moderate 56 single dwellings	Low to moderate 170 single dwellings	Low 107 single dwellings	Moderate 38 single dwellings	Low 67 single dwellings	Moderate 36 single dwellings	Moderate 77 single dwellings
Activity Centre under NRLUS	Legana is identified as a Satellite Settlement. It is an existing suburban activity centre and growth	-	-	-	-	-	-	-
Settlement Type under NRLUS	Satellite	-	-	-	-	-	-	-
Council Area	West Tamar	-	-	-	-	-	-	-
Address/es	-	95 Beach Rd, Legana	Lot 13 Jetty Rd, Legana	Jetty Rd, Legana	44 Bindaree Rd, Legana	148 Freshwater Point Rd, Legana	20-32 Bindaree Rd, Legana	Lot 1 Dowerin Dr, Legana
Ownership	Fragmented	Single	Single	Single	Single	Single	Single	Single
Title Details	-	86528/2	174706/1	174704/1	249548/1	162597/1	44681/1	178026/1
Land Area	1500ha	~5.6 Hectares	~17 Hectares	~10.7 Hectares	~3.8 Hectares	~6.7 Hectares	~3.6 Hectares	~7.7 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Rural Living,Rural Resource, Recreational, Open Space, Utilities, Light Industrial, Particular Purpose and Community Purpose.	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential
Planning/Environmental		-	-	-	-	-	-	-
Land/Dev Impediments		Land is sloping and would likely require significant cut and fill and is heavily vegetated.	Land is sloping and would likely require significant cut and fill. Land appears to be used for agriculture.	Land is sloping and would likely require significant cut and fill. Land appears to be used for agriculture.	Land is sloping and would likely require significant cut and fill	Land is sloping and would likely require significant cut and fill and is heavily vegetated.	Land is sloping and would likely require significant cut and fill	Land is sloping and would likely require significant cut and fill.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	No sewer Water Serviced Electricity Serviced	No sewer Water Serviced Electricity Serviced	No sewer Water Serviced Electricity Serviced	No sewer Water Serviced Electricity Serviced	No sewer Water Serviced Electricity Serviced	Sewered Water Serviced Electricity Serviced	No sewer Water Serviced Electricity Serviced
Easements		ROW	Nil	Nil	Nil	ROW	Nil	Nil
Access to transport	Train - Western Line & Tassielink Bus Services.	Nil	Nil	Nil	Nil	Nil	Nil	Nil
School catchments	Riverside Primary School	Riverside Primary School	Riverside Primary School	Riverside Primary School	Riverside Primary School	Riverside Primary School	Riverside Primary School	Riverside Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-	-	-	-	-
Major local employers/shops/amenities	Likely Launceston CBD , however there are some local shops and amenities - woolworths, vet, bistro and bar, pizza shop, motorcycle shops.	-	-	-	-	-	-	-
Employment Rate	54.6% FTE, 3.2% unemployed (ABS 2016)	-	-	-	-	-	-	-
Economic Opportunities/Challenges	Opportunities Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. Full provision of utilities and urban infrastructure serviced by regional freight routes and road networks.	-	-	-	-	-	-	-
Potential to support growth	Township – decent potential for residential growth	56 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	170 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	107 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	38 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	67 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	36 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	77 single dwellings Land is under single ownership hence immediate redevelopment would be possible.
Opportunities for sustainability & innovation		Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.
Why hasn't development taken place?	Seek Council input - would be good to understand if there is a subdivision approval for this area given site 7 appears to be a stage that is currently being completed.							It appears this land is currently being subdivided and redeveloped as land lots.


Land Size: 5.6Ha
Existing Lots: 1
Potential: 56 lots (650sqm)
Land Size: 17Ha
Existing Lots: 1
Potential: 170 lots (650sqm)
Land Size: 10.75Ha
Existing Lots: 1
Potential: 107 Lots (650sqm)
Land Size: 3.6Ha
Existing Lots: 1
Potential: 36 lots (650sqm)
Land Size: 7.7Ha
Existing Lots: 1
Potential: 77 lots (650sqm)
Land Size: 3.8Ha
Existing Lots: 1
Potential: 38 Lots (650sqm)
Land Size: 6.7Ha
Existing Lots : 1
Potential: 67 lots (650sqm)
1
2
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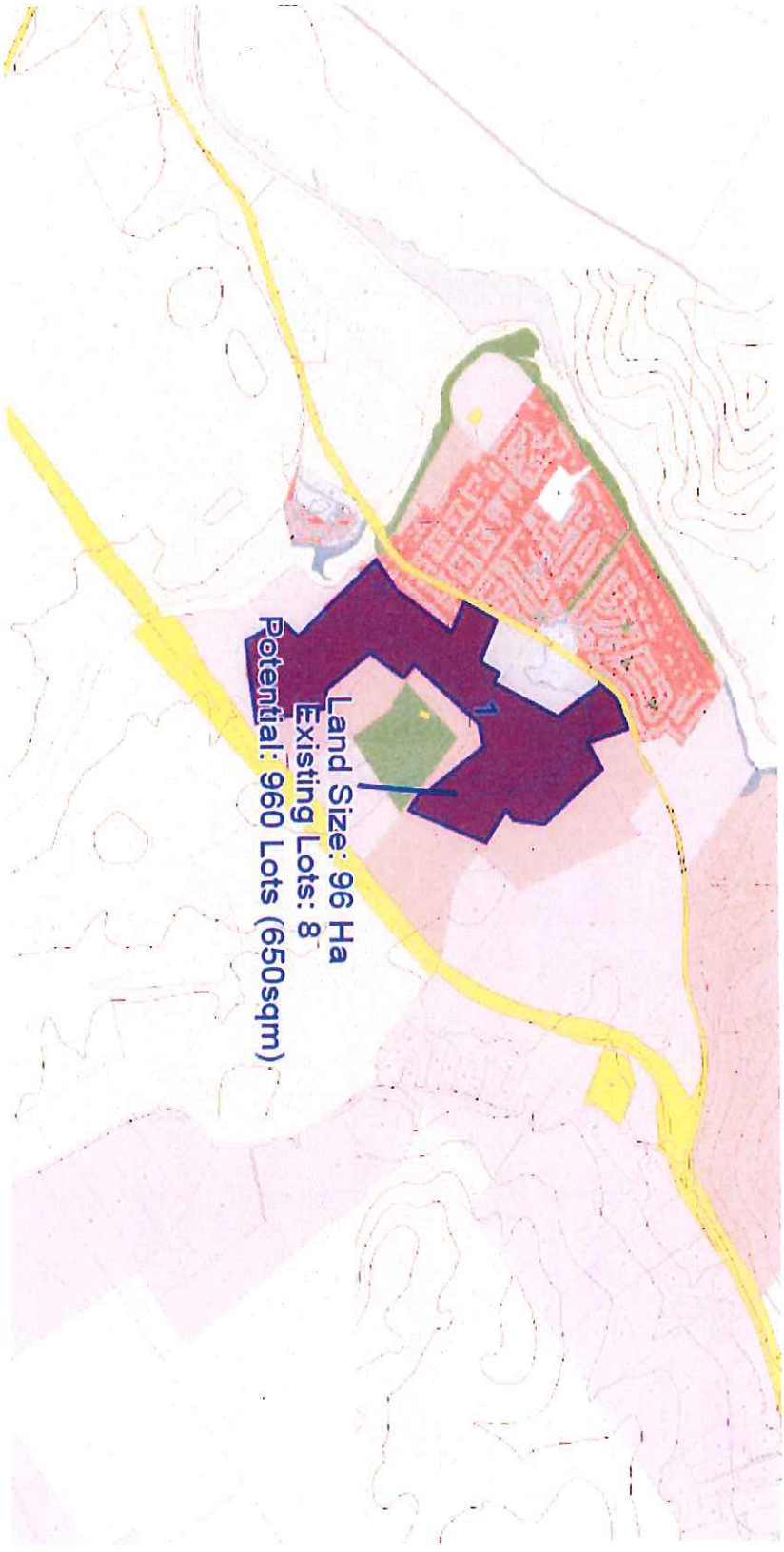
7

NTRLUS – Assessment of current and future potential to accommodate growth

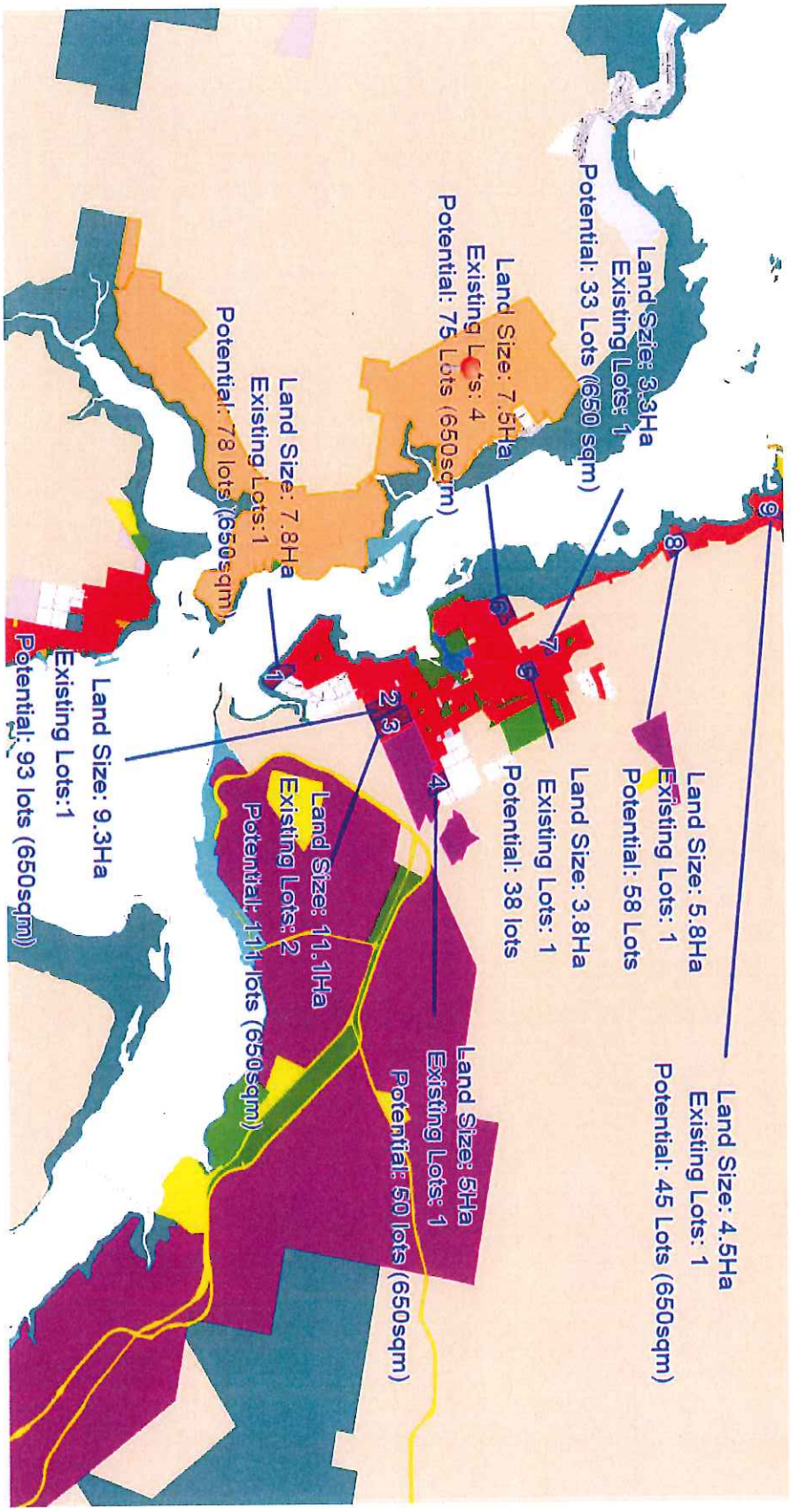
	Inside Current NTRLUS Growth Boundary	
Consideration	**Hadspen**	**1**
Redevelopment Potential (Low, Moderate or High)	**Low to Moderate Redevelopment Potential –** There general residential zoned land available for subdivsion of ~960 lots.	
Activity Centre under NRLUS	Hadspen is identified as a Neighbourhood Centre	-
Settlement Type under NRLUS	Satellite	-
Council Area	Meander Valley	-
Address/es	-	30 Saunders Drive, Hadspen, Meander Valley Rd, Hadspen, 74 Saunders Drive, Hadspen, Bartley St, Hadspen, 3 Scott St, Hadspen, 9A Scott St, Hadspen
Ownership	-	multiple
Title Details	-	19016/2, 52360/1, 52360/2, 19016/3, 106365/1, 117185/1, 113237/1, 117185/4
Land Area	~388 Hectares	~96 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Recreational, Open Space, Utilities, Rural Living	Low Density Residential
Planning/Environmental		Adjoins Eucalypt forest to the east. Sparse vegetation exists on site.
Land/Dev Impediments		Land is sloping and would likely require significant cut and fill, some lots are not fully serviced and new infrastructure/upgrades and roads would be needed. Not clear whether there is demand for new land lots in this location given limited available services and amenities.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Sewer - No Water - 4 of 8 lots serviced Unknown Unknown Unknown
Easements		Several right of way/carriageway easements
Access to transport	Metro Tasmania bus services operate in the area	Metro Tasmania bus services operate in the area
School catchments	Hagley Farm Primary School	Hagley Farm Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-
Major local employers	Likely Launceston CBD , there is no supermarket and very limited shops in Hadspen. Nearest supermarket is in Prospect, neighbouring suburb to the north.	-
Employment Rate	55.5% FTE, 5.6% unemployed (ABS 2016)	-
Economic Opportunities/Challenges	Opportunities Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. Full provision of utilities and urban infrastructure serviced by regional freight routes and road networks.	-
Potential to support growth		
Opportunities for sustainability & Innovation		Sustainability and Innovation would be more readily achieved if redevelopment offered more than residential land lots.
Why hasn't development taken place?	Seek Council Input	Landform/topography, infrastructure upgrades and associated costs, possible limited demand for 'small' lot housing in this location


1
Land Size: 96 Ha
Existing Lots: 8
Potential: 960 Lots (650sqm)

3-614

NTRLUS – Assessment of current and future potential to accommodate growth

		Inside Current NTRLUS Growth Boundary								
Consideration	**George Town**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Redevelopment Potential (Low, Moderate or High)	Moderate Redevelopment Potential – There are 9 development sites with potential to accommodate ~581 new lots.	Low	Moderate	Low	Moderate	Moderate	Low	Moderate	Low	Moderate
		78 lots	93 lots	111 lots	50 lots	38 lots	75 lots	33 lots	58 lots	45 lots
Activity Centre under NRLUS	District Service Centre	-	-	-	-	-	-	-	-	-
Settlement Type under NRLUS	District Service Centre	-	-	-	-	-	-	-	-	-
Council Area	George Town Council	-	-	-	-	-	-	-	-	-
Address/es	-	84 Tamar Ave, George Town	Lot 1 Victoria St, George Town	Victoria St, George Town	Main Rd, George Town	5 Agnes St, George Town	91, Anne St, 23 Davies St, 48 Esplanade N, Anne St, George Town	Friend St, George Town	196 low head road, George Town	292 Low Head Road, George Town
Ownership	-	Single	Single	DoE and Crown Land	Single	Single	4 lots	Single	Single	Single
Title Details	-	135078/105	161485/1	161485/1	48425/1	127161/1	32389/1, 40189/1, 40576/1, 240078/1	238503/1	9742/1	12548/138
Land Area	780ha (town only)	~7.8 Hectares	~9.3 Hectares	~11.1Hectares	~5 Hectares	~3.8 Hectares	~7.5 Hectares	~3.3 Hectares	~5.8 Hectares	~4.5 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Light Industrial, General Industrial, Rural Resource, Recreation, General Business, Utilities, Local Business, Port and Marine, Environmental Management, Particular Purpose	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential
Planning/Environmental		Low landslide risk	-	-	-	-	-	-	-	-
Land/Dev Impediments		land is vegetated and has low landslide risk	Land is heavily vegetated	This site is South George Town Primary School	Land is vegetated	Land appeas as though it may be in the process of being subdivided.	Site contains several mature trees appears to be enjoyed as large residential lots	Land appears flat and relatively unencumbered	Land is currently occupied by Ainslie House Aged Care	Land appears flat and relatively unencumbered . Proximity to east bench.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Limited Limited Assumed Serviced	Full Service Water Serviced Assumed Serviced	Limited Limited Assumed Serviced	Full Service Water Serviced Assumed Serviced	Full Service Water Serviced Assumed Serviced	Full Service Water Serviced Assumed Serviced	Full Service Water Serviced Assumed Serviced	Full Service Water Serviced Assumed Serviced	Limited Limited Assumed Serviced
Easements		ROW	Nil	Nil	Nil	Nil	Nil	Nil	Nil	ROW
Access to transport	Train - Western Line & Tasmlink Bus Services.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
School catchments	South George Town or Port Darlymple School	South George Town Primary	South George Town Primary	South George Town Primary	Port Darlymple School	Port Darlymple School	Port Darlymple School	Port Darlymple School	South George Town Primary	South George Town Primary
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-	-	-	-	-	-	-
Major local employers/shops/amenities	Local School and Aged Care Facility, retail, care dealerships, some hotels.	-	-	-	-	-	-	-	-	-
Employment Rate	46.4% FTE, 16.3% unemployed (ABS 2016)	-	-	-	-	-	-	-	-	-
Economic Opportunities/Challenges	Opportunities Significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources.	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is is mapped as 'potentiall constrained' agricultrual land and is partly vegetated	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone
Potential to support growth	Township – decent potential for residential growth	Land is under single ownership hence immediate redevelopment would be possible.	Land is under single ownership hence immediate redevelopment would be possible.	Land is under Gov ownership and with school currently operating. Considered to have low potential.	Land is under single ownership hence immediate redevelopment would be possible.	Land is under single ownership hence immediate redevelopment would be possible.	4 different owners	Land is under single ownership hence immediate redevelopment would be possible.	Land is currently occupied by Ainslie House Aged Care	Land is under single ownership hence immediate redevelopment would be possible.
Opportunities for sustainability & innovation		Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Land is under Gov ownership and with school currently operating.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.	Land is currently occupied by Ainslie House Aged Care	Opportunities are restricted by the size of the land and limited by residential land use subdivision only.
Why hasn't development taken place?	Seek Council input - would be good to understand if there is a subdivision approval for this area given site 7 appears to be a stage that is currently being completed.	Appears land is being enjoyed as a large rural residential landholding		Land is under Gov ownership and with school currently operating.	Appears land is being enjoyed as a large rural residential landholding		Fragmented land ownership	It appears this land is currently being subdivided and redeveloped as land lots.	Land is currently occupied by Ainslie House Aged Care	


Land Size: 3.3Ha
Existing Lots: 1
Potential: 33 Lots (650 sqm)
Land Size: 7.5Ha
Existing Lots: 4
Potential: 75 Lots (650sqm)
Land Size: 7.8Ha
Existing Lots:1
Potential: 78 lots (650sqm)
Land Size: 9.3Ha
Existing Lots:1
Potential: 93 lots (650sqm)
Land Size: 11.1Ha
Existing Lots: 2
Potential: 111 lots (650sqm)
Land Size: 5Ha
Existing Lots: 1
Potential: 50 lots (650sqm)
Land Size: 3.8Ha
Existing Lots: 1
Potential: 38 lots
Land Size: 5.8Ha
Existing Lots: 1
Potential: 58 Lots
Land Size: 4.5Ha
Existing Lots: 1
Potential: 45 Lots (650sqm)
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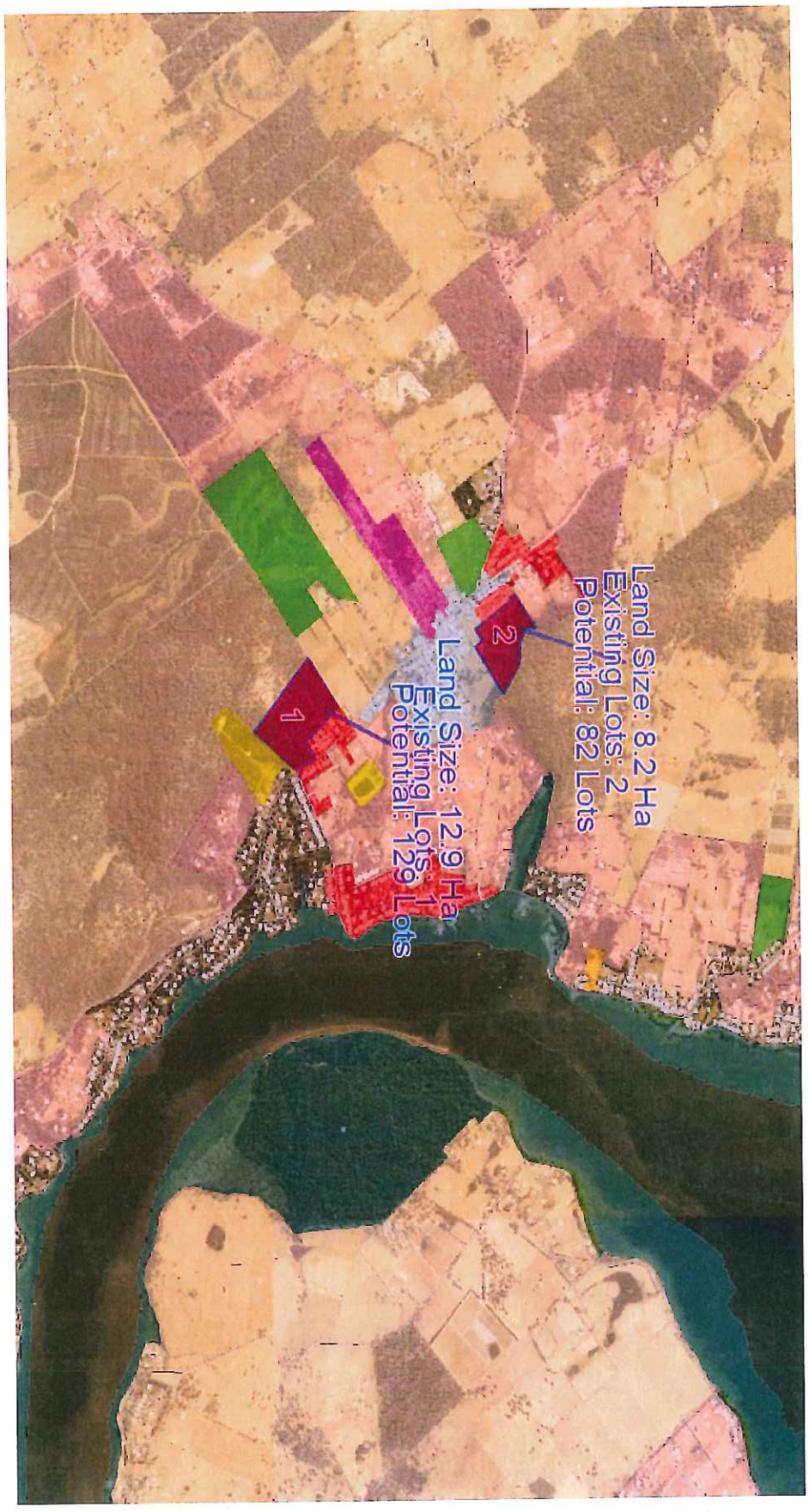
NTRLUS – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary		
Consideration	**Exeter**	**1**	**2**
Redevelopment Potential (Low, Moderate or High)		Low	Low
Activity Centre under NRLUS	District Service Centre	-	-
Settlement Type under NRLUS	District Service Centre	-	-
Council Area	West Tamar	-	-
Address/es	-	Beaton St, Exeter	Lot 1 Wildermere Cr, Exeter & 122 Main Rd, Exeter (Exeter Hotel)
Ownership	-	Single	multiple
Title Details	-	110527/1	144900/1, 133632/2
Land Area	~388 Hectares	~12.9 Hectares	~8.2 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Recreational, Open Space, Utilities, Rural Living	General Residential	General Residential
Planning/Environmental		Mapped with medium land slip risk	
Land/Dev Impediments		Land is sloping and vegetated, would likely require significant cut and fill/tree removal. New infrastructure/upgrades and roads would be needed. Not clear whether there is demand for new land lots in this location given limited available services and amenities. Medium Land Slip Risk.	Land is highly vegetated with 2 dams on site. Smaller lot is operated as the local hotel.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown
Easements		Nil	2 right of drainage easements
Access to transport	Metro Tasmania bus services operate in the area	Nil	Nil
School catchments	Exeter Primary School	Exeter Primary School	Exeter Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-
Major local employers	small town amenities including cafes, service station, chemist, primary schools.	-	-
Employment Rate	52.1% FTE, 4.9% unemployed (ABS 2016)	-	-
Economic Opportunities/Challenges	Opportunities Significant regional settlement areas with an important sub-regional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources.	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone
Potential to support growth			
Opportunities for sustainability & Innovation		Sustainability and Innovation would be more readily achieved if redevelopment offered more than residential land lots.	Sustainability and Innovation would be more readily achieved if redevelopment offered more than residential land lots.
Why hasn't development taken place?	Seek Council Input	Landform/topography, infrastructure upgrades and associated costs, possible limited demand for 'small' lot housing in this location	Landform/topography, infrastructure upgrades and associated costs, possible limited demand for 'small' lot housing in this location

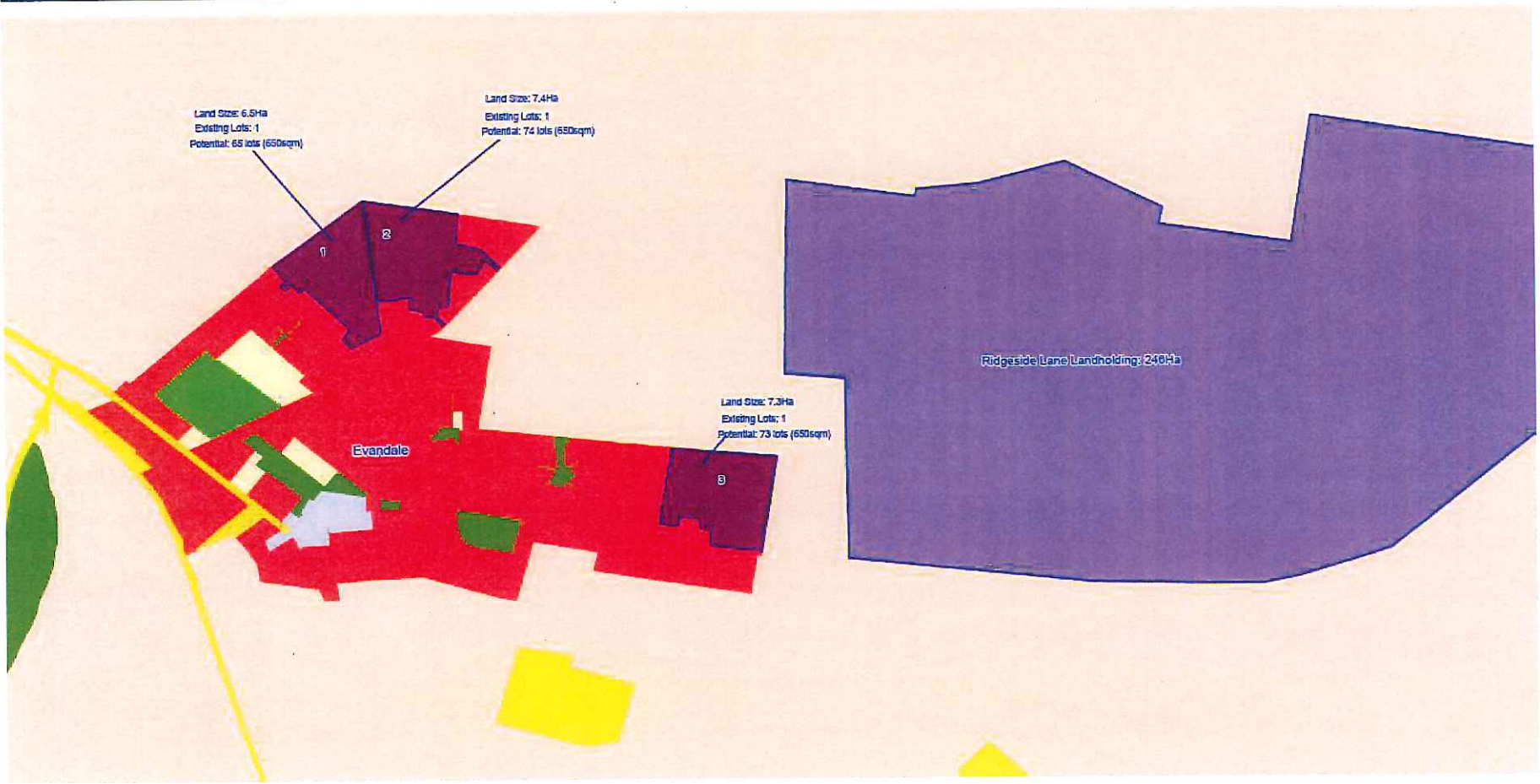

Land Size: 8.2 Ha
Existing Lots: 2
Potential: 82 Lots
Land Size: 12.9 Ha
Existing Lots: 1
Potential: 129 Lots
1
2

Northern Midlands Council, Tasmania – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary				Outside NTRLUS Growth Boundary
Consideration	Evandale Township	1	2	3	Ridgeside Lane
Redevelopment Potential (Low, Moderate or High)	Low Redevelopment Potential – The existing township is highly fragmented land ownership, heritage significance, low-density character of township, very limited land supply or potential for subdivision. Total ~ 173 single dwellings	Moderate 50 single dwellings	Moderate 50 single dwellings	Moderate 73 single dwellings	Low to Moderate Redevelopment Potential - as existing under the rural resource zone. Subdivision is discretionary under the current planning scheme but only if the productive capacity of the land will be improved OR if for non-agricultural use (other than residential) the productivity of the land will not be materially diminished. Otherwise amendment needed. Under new Planning Scheme, amendment required for residential/mixed use/rural living subdivision. High Redevelopment Potential - particularly if rezoned to be included within the Urban Growth Boundary as the land is relatively unencumbered, flat and of a size that can deliver a significant uplift in up to 700+ homes and 100+ jobs. Also provides an opportunity to deliver a highly innovative and sustainable community near to Launceston airport, CBD with potential to complement and provide services to other regional satellite townships of Perth and Longford.
Activity Centre under NRLUS	Evandale Township is located within the Urban Growth Boundary	Within Growth Boundary	Within Growth Boundary	Within Growth Boundary	None - currently zoned Rural Resource and is outside the Urban Growth Boundary.
Settlement Type under NRLUS	Satellite Settlement - Neighbourhood or Town Centre - Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. Arguably, the township already does this but stagnating/declining population growth in key age groups likely to impact vitality of existing Neighbourhood Centre now and into the future.	-	-	-	None - currently zoned Rural Resource and is outside the Urban Growth Boundary.
Council Area	Northern Midlands	Northern Midlands	Northern Midlands	Northern Midlands	Northern Midlands
Address/es	Evandale Township – ~ 400 addresses	43,61, 63,65 & 67 Cambock Lane East	Lot 1,2 & 4 White Hills Road	67 Logan Road	Ridgeside Lane: 211 Logan Rd and 98 Ridgeside Lane
Ownership	Fragmented	Likely fragmented	Single	Single	Single Ownership – Traders in Purple
Title Details	Evandale Township – ~400 title details	160080/105, 40711/55-58	159893/4, 159893/2, 159893/1	145468/1	Lot 1 DP 106773, Lot 2 DP 145763, Lot 1 DP 101154
Land Area	~82 Hectares	~6.5 Hectares	~7.4 Hectares	~7.3 Hectares	~246 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Local Business, recreational, open space, utilities and community purposes.	General Residential zone	General Residential zone	General Residential zone	Rural Resource
Planning/Environmental	Evandale Township NMIPS 2013 Urban Growth Boundary	Evandale Township NMIPS 2013 Urban Growth Boundary	Evandale Township NMIPS 2013 Urban Growth Boundary	Evandale Township NMIPS 2013 Urban Growth Boundary	Ridgeside Lane is not prime ag land, is already cleared and relatively flat land with no flora or fauna constraints. The land is not flood affected.
Land/Dev Impediments	Evandale Township Limited land supply now and in the future Highly fragmented ownership Traffic and parking associated with new development Existing low-density character, low land supply in the centre and heritage restricts development potential heritage	-	-	-	Irrigation limitations, road access and road/s req.to service any increased traffic to development, consideration for adjoining uses and 200m buffer zones, increased traffic movements to and within the local network, bushfire.
Infrastructure/Serviced/Upgrades	Sewer – full service to township Water – full service to township Electricity – Tas Networks Gas – DBYD found no known gas supply. Comms – NBN & Telstra	Serviced Stormwater runoff	Serviced Stormwater runoff	Serviced	Ridgeside Lane – Possible new road/s, site access and widening required to existing network. Sewer capacity upgrades/treatment, electricity and internet upgrades needed.
Easements					Ridgeside Lane doubles as a ROW easement servicing adjoining properties
Access to transport	Tassielink Bus Services only.	-	-	-	Nil
School catchments	Evandale Primary School	-	-	-	Evandale Primary School – 160-170 students
Population forecasts to the year 2037	Negative/Positive growth depending on age group in the NM LGA	-	-	-	0-49 age cohort – negative growth anticipated 50+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)
Major local employers	Launceston Airport, JBS Longford, Austral Bricks Longford, Perth, Evandale and Longford and Launceston centres	-	-	-	Up to 100+ FTE jobs could be accommodated within Ridgeside Lane redevelopment not including local construction and trade jobs
Employment Rate	52.7% FTE, 4.8% unemployed (ABS 2016)	-	-	-	Ridgeside Lane could provide new jobs, tourism and industries.
Economic Opportunities/Challenges	Opportunities • Sustained regional population growth, including net growth from interstate migration – opportunity to attract growth to Evandale and improve infrastructure including the road to and from the airport. • Diverse landscapes and tourist product; • Proximity to major tourist destinations and state gateways; • Proximity to Launceston Airport and CBD; • Modern and large capacity domestic airport; • Opportunity for new jobs, housing supply, diversity and affordability • Ridgeside Lane is a relatively unencumbered landholding	-	-	-	Challenges • Existing road network capacity, vehicular access and increase in through traffic • Irrigation and town/dam water limits to service Ridgeside Lane redevelopment • Infrastructure (sewer, water and other) upgrades • Community consultation and support for growth
Potential to support growth	Township – low potential for growth due to high fragmentation of land lots, low density and heritage character and very slow land supply coming online	We understand a DA for 100 dwellings will be submitted shortly.		73 single dwellings Land is under single ownership hence immediate redevelopment' would be possible subject to further due diligence investigation.	Ridgeside Lane – high potential given single ownership, contiguous landholding and size to accommodate a masterplan community, proximity to Launceston CBD and airport.
Opportunities for sustainability & Innovation		Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Ridgeside Lane – high potential to introduce water saving devices, water sensitive urban design, new vegetation, landscaping and trees, on site waste management and compost, community gardens, sustainable farming learning centre/community resources, integrated battery power and solar power network, electric cars, electric bus transport to Evandale, charging stations, age in place housing, sustainable building materials etc Ridgeside Lane is the only substantial sized, contiguous landholding within 15km of both the Launceston Airport and CBD that could 'readily' deliver new housing supply, jobs and economic growth to the region for the foreseeable future.

3–618

Why hasn't development taken place?	The existing growth boundary applies to the Evandale Township which has very low development potential and a number of planning and environmental restrictions.				The existing growth boundary applies to the Evandale Township only, which restricts the development potential at Ridgeside Lane. Ridgeside Lane was only recently purchased by Traders In Purple with aim to rezone and redevelop to be Australia's most sustainable community for 700+ homes and associated rural and local employment generating uses.



Northern Midlands Council, Tasmania – Assessment of current and future potential to accommodate growth

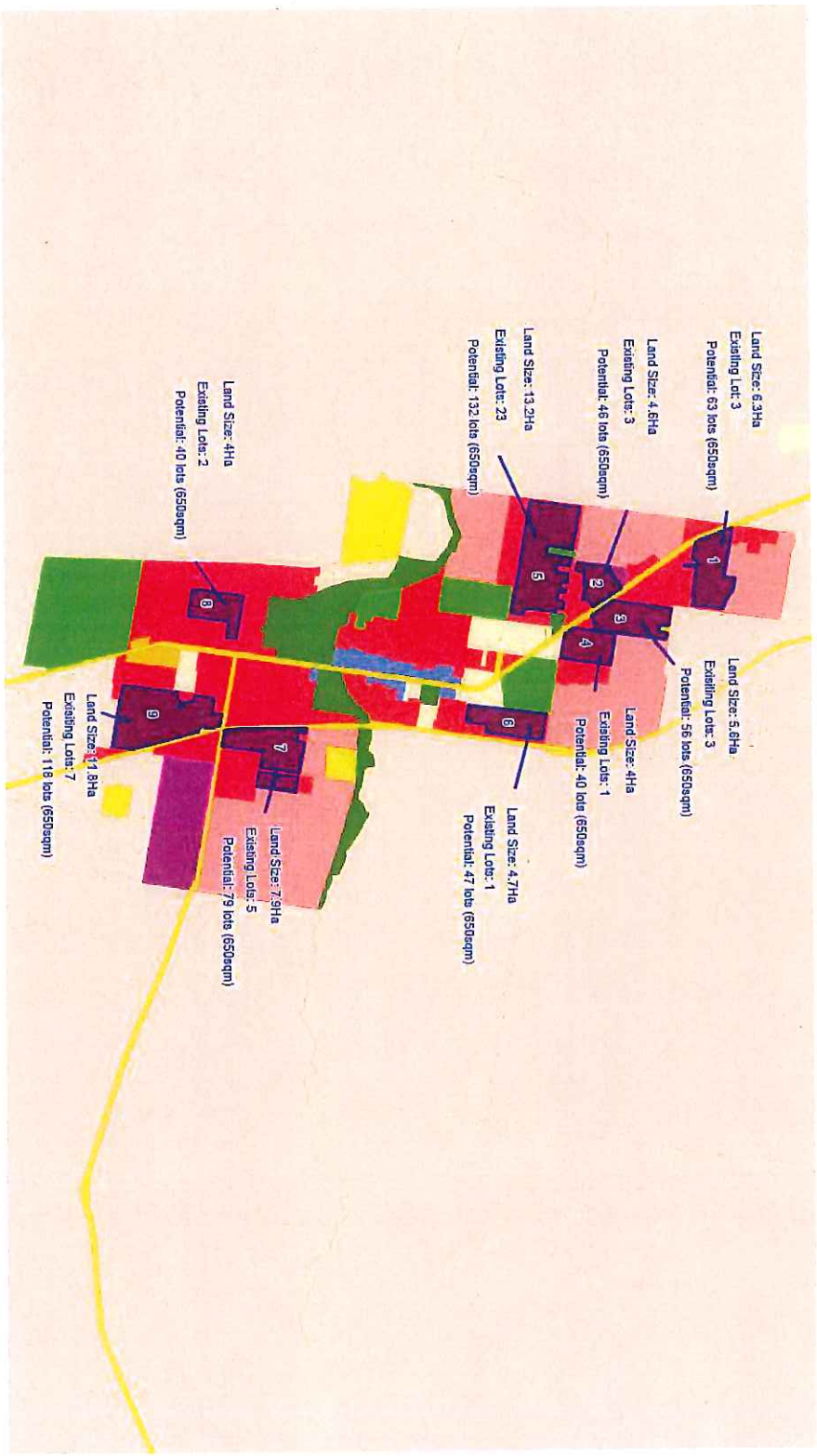
	Inside Current NTRLUS Growth Boundary			
Consideration	Deloraine	1	2	3
Redevelopment Potential (Low, Moderate or High)		Moderate	Moderate	Moderate
Activity Centre under NRLUS	District Service Centre	-	-	-
Settlement Type under NRLUS	District Service Centre	-	-	-
Council Area	Meander Valley	-	-	-
Address/es	-	West Goderich St, Deloraine	222-250 Weetah Rd, 111 West St, Deloraine	75 West Church St, Deloraine
Ownership	-	Single	multiple	Single
Title Details	-	252271/1	118085/1, 118086/1.	224652/1
Land Area	~450 Ha	~4 Hectares	~4.7 Hectares	~5 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Recreational, Open Space, Utilities, Rural Living	General Residential	General Residential	General Residential
Planning/Environmental		Site is flat and relatively unencumbered.	Site is flat and relatively unencumbered.	Site is flat and relatively unencumbered.
Land/Dev Impediments		Land is sloping and vegetated, would likely require significant cut and fill/tree removal. New infrastructure/upgrades and roads would be needed. Not clear whether there is demand for new land lots in this location given limited available services and amenities. Medium Land Slip Risk.	Land is highly vegetated with 2 dams on site. Smaller lot is operated as the local hotel.	Land is highly vegetated with 2 dams on site. Smaller lot is operated as the local hotel.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown	Sewer - Fully Serviced Water - Fully serviced Assumed Service Unknown Unknown
Easements		Nil	Nil	Nil
Access to transport	Metro Tasmania bus services operate in the area	Nil	Nil	Nil
School catchments	Deloraine Primary School	Deloraine Primary School	Deloraine Primary School	Deloraine Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-	-
Major local employers	small town amenities including cafes, service station, chemist, primary schools.	-	-	-
Employment Rate	50.2% FTE, 5.5% unemployed (ABS 2016)	-	-	-
Economic Opportunities/Challenges	Opportunities - Role - To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Provides that trips to larger centres are only required occasionally. Role - Highest concentration of employment for the sub-region, with a diversity of employment across business and industrial sectors.	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone	Land is not mapped as 'suitable for agriculture' zone
Potential to support growth	Only 3 x parcels ion Deloraine >3Ha with potential to accommodate up to 140 residential lots.			
Opportunities for sustainability & innovation		Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.	Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.	Sustainability and innovation would be more readily achieved if redevelopment offered more than 'small' residential land lots.
Why hasn't development taken place?	Seek Council Input			


Land Size: 4Ha
Existing Lots: 1
Potential: 40 Lots (650sqm)
1
Land Size: 4.7Ha
Existing Lots: 2
Potential: 47 Lots (650sqm)
2
Land Size: 5 Ha
Existing Lots: 1
Potential: 50 Lots (650sqm)
3

NTRLUS – Assessment of current and future potential to accommodate growth

	Outside Current NTRLUS Growth Boundary									
Consideration	Campbell Town	1	2	3	4	5	6	7	8	9
Redevelopment Potential (Low, Moderate or High)	**Moderate Redevelopment Potential** – The existing township has highly fragmented land ownership, is of heritage significance, low-density character, has very limited supply of larger single-ownership lots for development. There is potential for a residential subdivision for ~600 lots further to further investigation and noting a 200m buffer from adjoining rural resource land would impact this further. Total ~ 600 single dwellings	Low 63 single dwellings	Low 46 single dwellings	Low 36 single dwellings	Moderate 40 single dwellings	Low 132 single dwellings	High 47 single dwellings	Low 79 single dwellings	High 40 single dwellings	Low 118 single dwellings
Activity Centre under NRLUS	Campbell Town Township is identified as a District Centre under NRLUS	-	-							-
Settlement Type under NRLUS	District Centre - Predominantly residential settlements with a small mixed use centre that provides for basic services and daily needs.	-	-							-
Council Area	Northern Midlands	-	-							Cressy Road
Address/es	Campbell Town Township – ~300 addresses	Paton Street	Part of 189-191 Wellington Street, Part of 205 Wellington Street							
Ownership	Fragmented	5	3	3	1	23	1 (St Luke's Anglican Church)	8	1	7
Title Details	Campbell Town Township – ~300 title details	162526/10; 168429/2; 168429/3	120333/1; 117443/2; 218983/1	252431/1; 7270/1; 108169/1	244956/1	Collectively bounded by Pedder St, Glenelg St, Church St, and West St.	125276/1	165815/3; 49177/1; 197059/1; 15630/1; 19048/1	236780/1; 113805/1	Collectively bounded by Lake Leake Hwy, Forster St, Torlesse St, and South Line rail track
Land Area	~833 Hectares	~6.3 Hectares	~4.6 Hectares	~5.6 Hectares	~4.0 Hectares	~13.2 Hectares	~4.7 Hectares	~7.9 Hectares	~4.0 Hectares	~11.8 Hectares
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - General Business, Recreational, Open Space, Utilities, Light Industrial, Particular Purpose and Community Purpose.	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential	General Residential
Planning/Environmental	Campbell Town Township NMIPS 2013 Urban Growth Boundary	-	-	-	-	-	-	-	-	-
Land/Dev Impediments	Campbell Town Township Limited larger single-ownership development land supply now and in the future (within existing growth boundaries) Highly fragmented ownership Traffic and parking associated with new development Existing low-density character, low land supply in the centre and heritage restricts development potential Not within any Primary School Catchment	Multiple-ownership Water - Not Serviced	Multiple-ownership Water - Not Serviced	Multiple-ownership Water - Not Serviced	Water - Not Serviced	Multiple-ownership Water - Not Serviced		Multiple-ownership		Multiple-ownership
Infrastructure/Serviced/Upgrades	Sewer – ~50% service to township, ~10% Canal Residential, Low Density Residential & Industrial land appears unserviced Water – ~60% service to township, ~40% General Residential, Low Density Residential & Industrial land appears unserviced Electricity – Tas Networks Gas – DBYD found no known gas supply. Comms – NBN & VicTas	Sewer - Partly Serviced Water - Not Serviced	Sewer - Serviced Water - Not Serviced	Sewer - Partly Serviced Water - Not Serviced	Sewer - Serviced Water - Not Serviced	Sewer - Serviced Water - Not Serviced	Sewer - Serviced Water - Serviced	Sewer - Serviced Water - Serviced	Sewer - Serviced Water - Serviced	Sewer - Partly Serviced Water - Serviced
Easements										
Access to transport	Train - South Line Not serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus	Train - South Line Not Serviced by bus
School Catchments	Campbell Town District High School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School	Campbell Town District High School No Primary School
Population forecasts to the year 2037	0-49 age cohort – negative growth anticipated 50+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-	-							-
Major local employers	Sheep Farming, Food & Services, Hospital	-	-							-
Employment Rate	49.6% FTE, 5.8% unemployed (ABS 2016)	-	-							-
Economic Opportunities/Challenges	Opportunities Challenges • Distance from regional city & satellite settlement towns • Distance from major tourist destinations and state gateways • Availability of local jobs to sustain any population growth	-	-	-	-	-	-	-	-	-
Potential to support growth	Township – limited potential for growth due to high fragmentation of land lots, low density and heritage character, 40% of township is not serviced by water, and very slow land supply coming online.	63 single dwellings Land is under multiple ownership and is not serviced by water, hence immediate redevelopment would not be possible.	46 single dwellings Land is under multiple ownership and is not serviced by water, hence immediate redevelopment would not be possible.	36 single dwellings Land is under multiple ownership and is not serviced by water, hence immediate redevelopment would not be possible.	40 single dwellings Land is under single ownership hence immediate redevelopment would be possible, however is not currently serviced by water	132 single dwellings Land is under multiple ownership hence immediate redevelopment would not be possible.	47 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	79 single dwellings Land is under multiple ownership hence immediate redevelopment would not be possible.	40 single dwellings Land is under single ownership hence immediate redevelopment would be possible.	118 single dwellings Land is under multiple ownership hence immediate redevelopment would not be possible.
Opportunities for sustainability & innovation	There are several larger land parcels within Campbell Town zoned General Residential that appear to have development potential. However these only have the potential to accommodate residential subdivisions and not a community style/masterplanned project supported by a mix of uses and jobs. The opportunity to integrate sustainability and innovation on a broad scale is therefore limited.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.	Opportunities are restricted by the size of the land.
Why hasn't development taken place?	Campbell Town Township is remoted and is not within the growth boundary under NTRLUS.	-	-	-	-	-	-	-	-	-

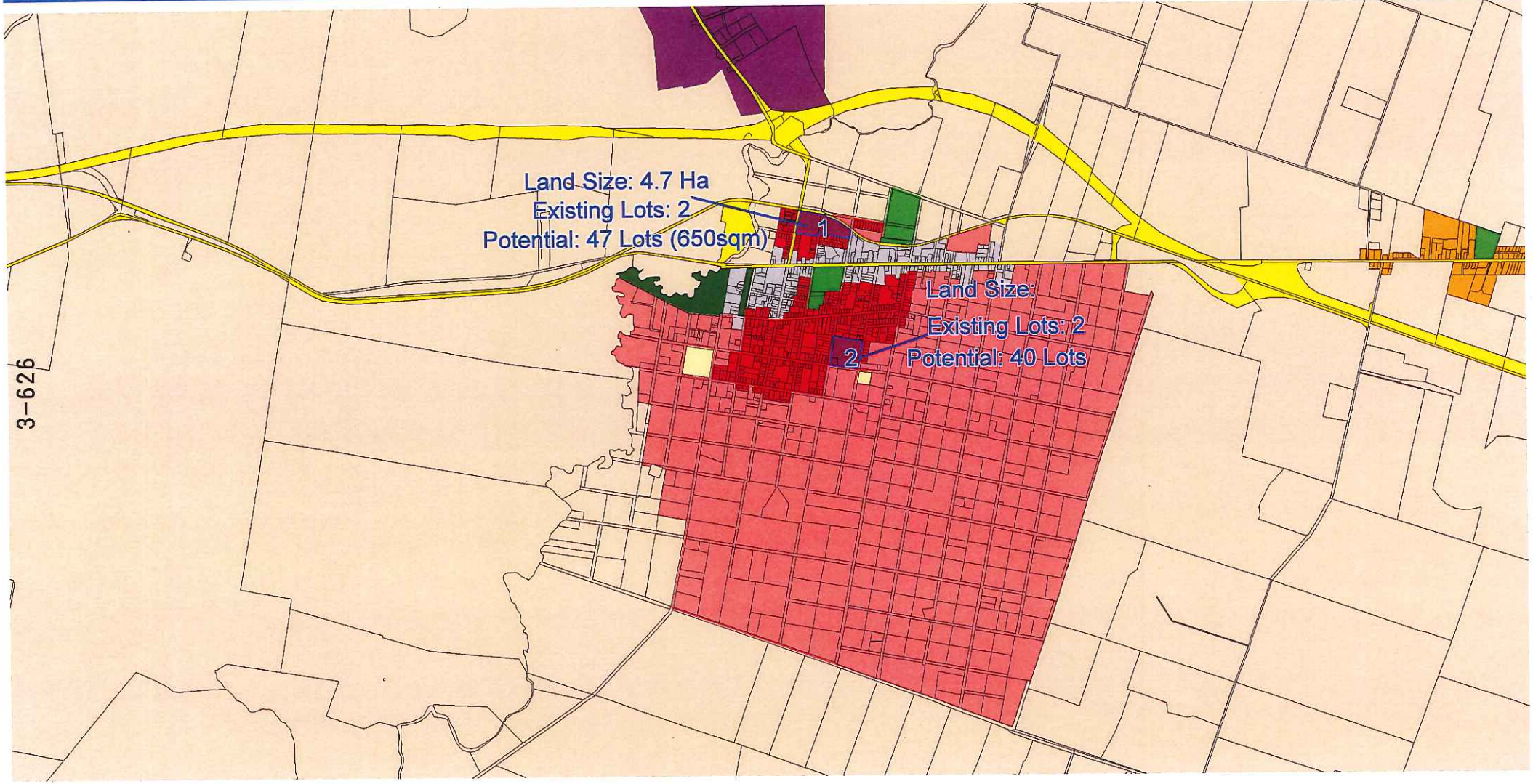
3-622

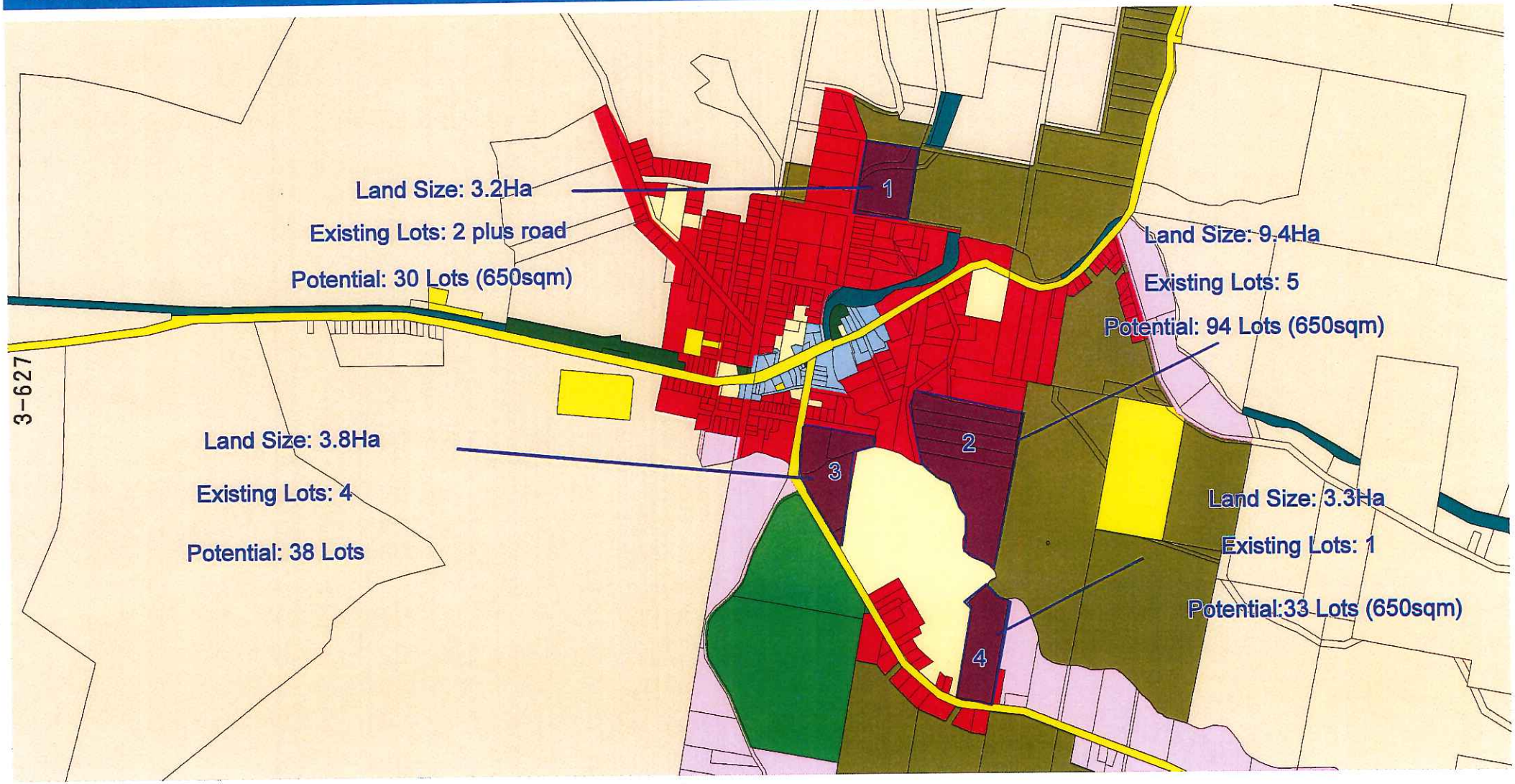

Land Size: 6.3Ha
Existing Lot: 3
Potential: 63 lots (650sqm)
1
Land Size: 4.6Ha
Existing Lots: 3
Potential: 46 lots (650sqm)
2
3
4
Land Size: 13.2Ha
Existing Lots: 23
Potential: 132 lots (650sqm)
5
Land Size: 4Ha
Existing Lots: 2
Potential: 40 lots (650sqm)
8
Land Size: 11.8Ha
Existing Lots: 7
Potential: 118 lots (650sqm)
9
7
Land Size: 7.9Ha
Existing Lots: 5
Potential: 79 lots (650sqm)
6
Land Size: 4.7Ha
Existing Lots: 1
Potential: 47 lots (650sqm)
Land Size: 4Ha
Existing Lots: 1
Potential: 40 lots (650sqm)
Land Size: 5.6Ha
Existing Lots: 3
Potential: 56 lots (650sqm)

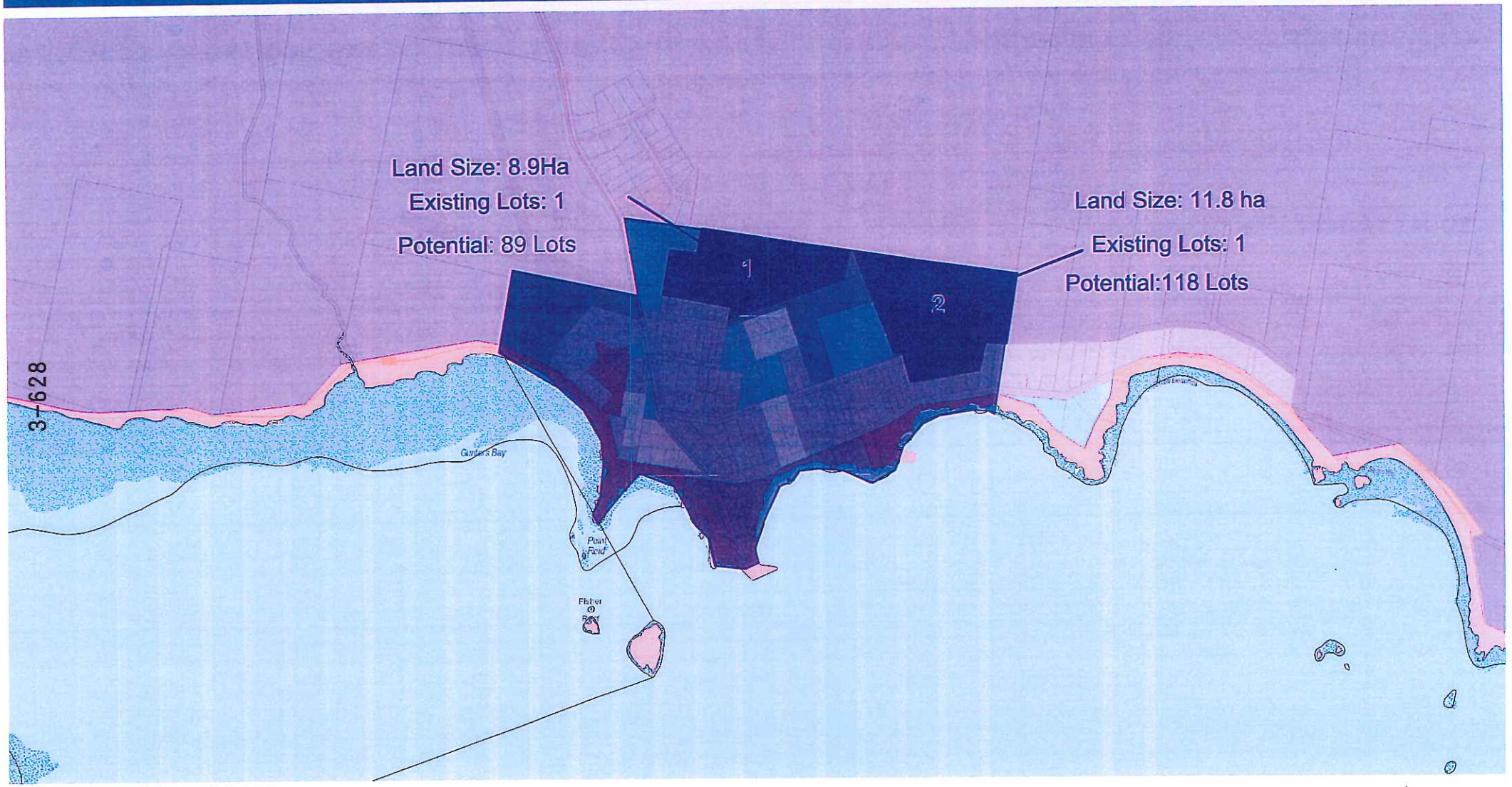
NTRLUS – Assessment of current and future potential to accommodate growth

	Inside Current NTRLUS Growth Boundary	
Consideration	**Beaconsfield**	**1**
Redevelopment Potential (Low, Moderate or High)	Low	Moderate
Activity Centre under NRLUS	District Centre	-
Settlement Type under NRLUS	District Centre	-
Council Area	West Tamar	-
Address/es	-	GREENS BEACH RD BEACONSFIELD TAS 7270
Ownership	-	Single
Title Details	-	175418/1
Land Area		5 Ha
Zoning (Since 2013 per current Planning Scheme)	Majority - General Residential zone Minority - Low Density Residential, Recreational, Open Space, Utilities, Rural Living	General Residential
Planning/Environmental		
Land/Dev Impediments		Land is generally flat. There are some trees on site but the land appears relatively unencumbered and has main road access to 2 streets.
Infrastructure/Serviced/Upgrades	Sewer Water – TASwater Electricity – Tas Networks Gas – Unknown Comms – NBN & VicTas	Sewer - Land is mapped as having no sewer but this would need further investigation. Water - Land is mapped as having no sewer but this would need further investigation. Unknown Unknown Unknown
Easements		Nil
Access to transport	Metro Tasmania bus services operate in the area	Nil
School catchments	Beaconsfield Primary School	Beaconsfield Primary School
Population forecasts to the year 2037	0-39 age cohort – negative growth anticipated 40+ age cohort positive growth forecast (ageing population and negative growth in families, likely to impact school enrolment and increase demand for aged care services and support)	-
Major local employers	IGA, service station, Boral quarry, primary school, nursery	-
Employment Rate	38.2% FTE, 15.3% unemployed (ABS 2016)	-
Economic Opportunities/Challenges	Opportunities Provide an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. Full provision of utilities and urban infrastructure serviced by regional freight routes and road networks.	-
Potential to support growth		Limited
Opportunities for sustainability & Innovation		Sustainability and innovation would be more readily achieved if redevelopment offered more than residential land lots.
Why hasn't development taken place?	Seek Council Input	

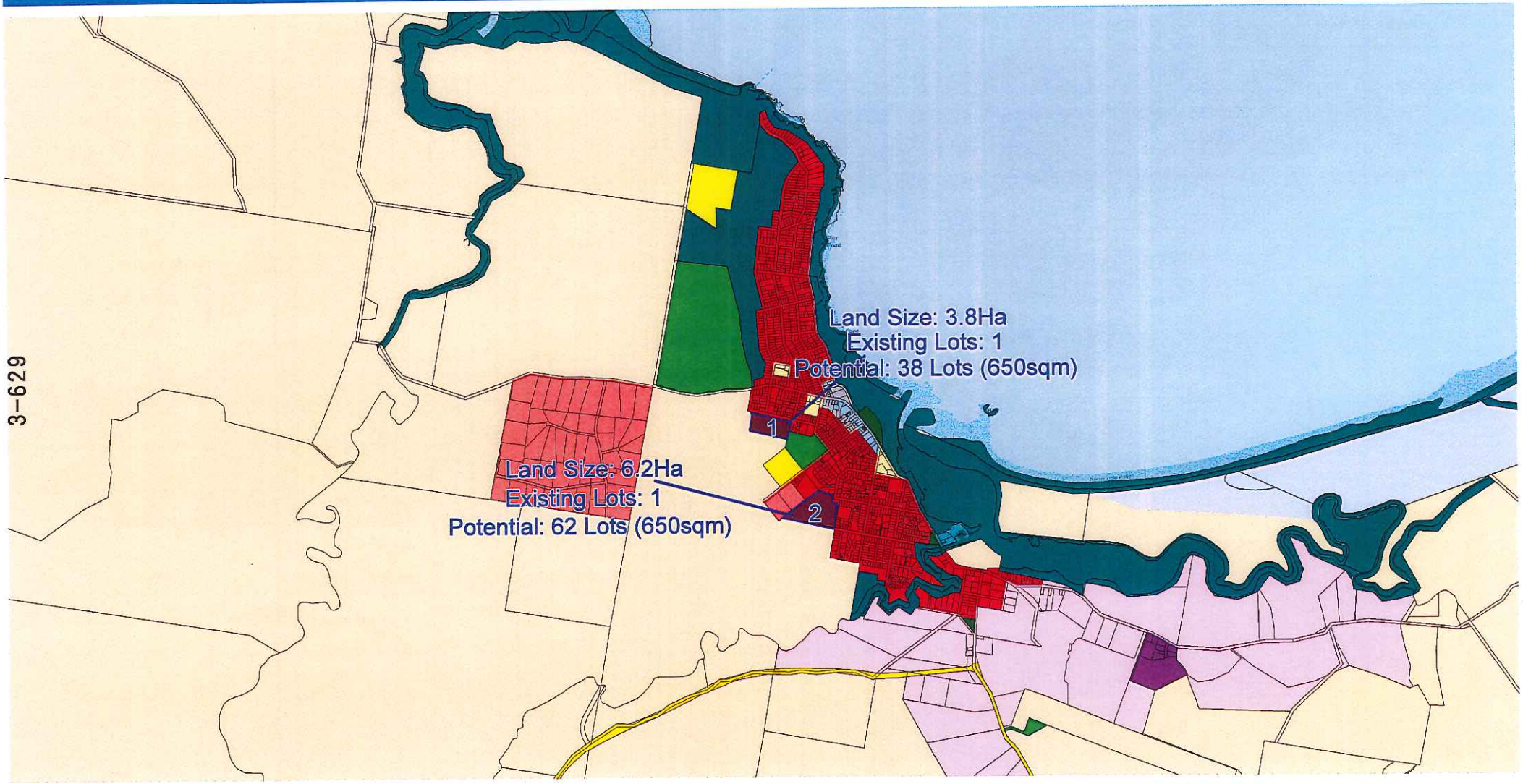
NTRLUS Rural Towns - Growth Potential Summary to 2037				
Council	Town	Potential (Lots)	Addresses	Comments
West Tamar	Beauty Point	150	Site 1: Lot 102 West Arm Rd, Beauty Point Site 2: 70 Oxford St, Beauty Point	Site 1 appears relatively unencumbered and developable subject to further DD Site 2 is heavily vegetated and has medium landslip risk, affecting likely yield
Meander Valley	Westbury	87	Site 1: Lot 1 William St & 1 Franklin St, Westbury Site 2: 97 & 99 Dexter St, Westbury	Site 1 appears land is being prepared as part of a subdivision Site 2 is Westbury Primary School and accordingly has low redevelopment potential
Dorset	Bridport	100	Site 1: 26 Albert St, Bridport 'Seaview Village' Site 2: 39 Frances St, Bridport ' Bridport Bayview Centre'	Site 1 appears to be an operating retirement village and accordingly has low redevelopment potential Site 2 appears to be operating as a function centre.
Flinders	Lady Barron	207	Site 1: Crown Land Site 2: Barr St, Lady Barron	Both sites are crown land, highly vegetated and have several roads through them
Break O Day	St. Marys	195	Site 1: 1-3 Franks St, St Marys Site 2: 11-23 Newman St, St. Marys Site 3: Gray Rd, St. Marys Site 4: 43-49 Gray Rd, St. Marys	Site 1 has an existing road passing through it, which would impact yield Site 2 is heavily vegetated and sloping (low landslide risk) Site 3 has a river traversing through the middle of the site and irregular shape. Also a school site (St. Marys District School). Site 4 appears relatively unencumbered and developable but further DD needed

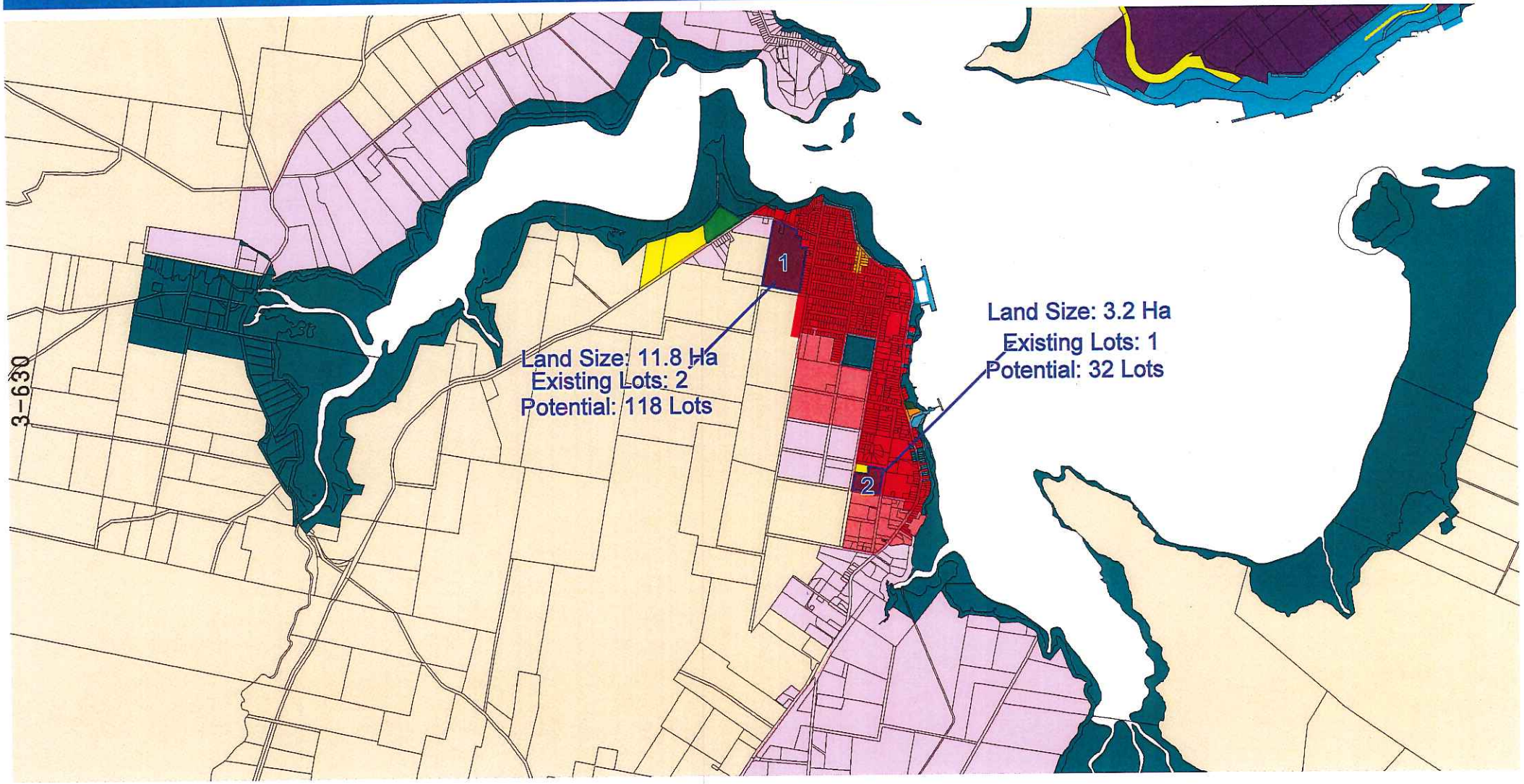






Tasmanian Government





pitt&sherry

Ridgeside Lane, Evandale

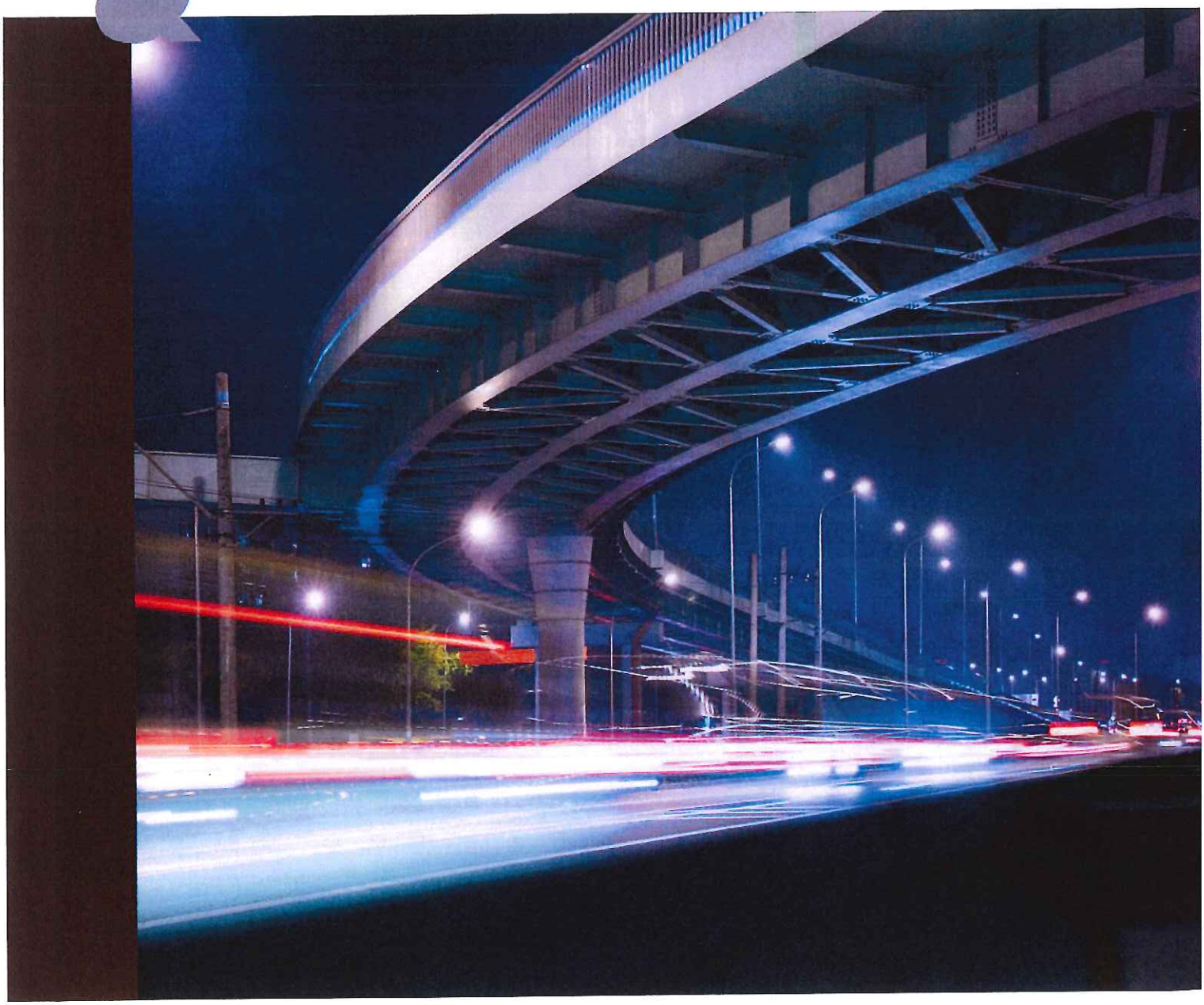
Traffic Impact Assessment

Prepared for
Traders in Purple

Client representative
Brett Robinson

Date
1 July 2019

Rev 00



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Appendices

Prepared by — Leenah Ali/ Rebekah Ramm	Leenahali RRamm	**Date —** 01/07/2019
Reviewed by — Ross Mannering	RSMannering	**Date —** 01/07/2019
Authorised by — Ross Mannering	RSMannering	**Date —** 01/07/2019

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
A	Draft Traffic Impact Assessment	L. Ali/ R. Ramm	R. Mannering	R. Mannering	20/06/2019
B	Draft Traffic Impact Assessment	L. Ali/ R. Ramm	R. Mannering	R. Mannering	28/06/2019
00	Traffic Impact Assessment	L. Ali/ R. Ramm	R. Mannering	R. Mannering	01/07/2019

Executive Summary

Traders in Purple have acquired a 242-hectare plot of land at Ridgeside Lane in Evandale. The vision for the site is to offer a mixed-use development which includes residential dwellings, accommodation, community facilities and open parklands.

It is initially intended that vehicle traffic uses the existing Evandale Road network to access the development site.

It is eventually intended to build a road so that traffic for the development bypasses the town of Evandale. There is existing available capacity on the Evandale Road network that can be utilised prior to the requirement to build the bypass road. As the bypass road is expected to be a quicker route, after development of the bypass it is expected that there would be little impact from the development on traffic movements in the town of Evandale so any traffic increases would be temporary.

Site Location

The Ridgeside Lane Development is located approximately 1.5 kilometers east of the Evandale Town Centre. Access to the site is currently from Ridgeside Lane which intersects with White Hills Road which 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.

The Ridgeside Lane Development is a mixed-use development with the majority of the development to be accessed from Ridgeside Lane via Barclay Street and White Hills Road. 17 rural residential lots will be accessed from Logan Road, with most of these vehicles expected to use Russell Street. The 17 rural residential lots will use Logan Road permanently.

Development Accommodated

An assessment has been undertaken to determine the maximum number of residential lots than can be accommodated on the existing road network based on the available capacity of the roads in Evandale. Based on the assessment, up to 1,560 additional traffic movements (or in the order of 150 vehicle movements in a peak hour) could reasonably be accommodated on the road network. This is equivalent to approximately 211 residential dwellings.

SIDRA Intersection traffic modelling has been undertaken to determine the expected operation of the intersections in Evandale after addition of 1,560 vehicle movements per day. Intersections modelled include:

- High Street/ Barclay Street
- High Street/ Russell Street
- Barclay Street/ Macquarie Street/ Cambock Lane
- Russell Street/ Macquarie Street.

Based on the SIDRA modelling results, the modelled intersections would be expected to operate with minimal queues and delays in the post development scenario with the addition of the 1,560 vehicle movements per day.

It is noted that the assessment above has taken into account the 110 lot Baker Group subdivision to be located west of the Ridgeside Lane development and accessed from White Hills Road and Cambock Lane. Based on the publicly available subdivision layout and the existing traffic movement patterns within Evandale, it would be expected that the majority of vehicles from this subdivision would use the Cambock Lane access point and hence the impact to White Hills Road and Barclay Street would be minimal.

Potential Road Modifications

As part of the assessment it was noted that Logan Road, to the east of No. 58, is currently carrying higher traffic volumes that the road's capacity due to its narrow width. The Ridgeside Lane development would add more traffic at this location from the 17 rural residential lots. Traders in Purple are committed to widening Logan Road 0.7m up to the eastern site boundary by 0.7m to provide a 6.0m road width and subsequently provide additional road capacity.

Ridgeside Lane currently provides access to a small number of properties and has a single travel lane. There is sufficient space within the road reservation to widen Ridgeside Lane to accommodate the expected vehicle movements that would be generated by the development.

1. Introduction

Traders in Purple have acquired a 242-hectare plot of land at Ridgeside Lane in Evandale. The vision for the site is to offer a mixed-use development which includes residential dwellings, accommodation, community facilities and open parklands.

It is initially intended that vehicle traffic uses the existing Evandale Road network to access the development site.

It is eventually intended to build a road so that traffic for the development bypasses the town of Evandale. There is existing available capacity on the Evandale Road network that can be utilised prior to the requirement to build the bypass road. As the bypass road is expected to be a quicker route, after development of the bypass it is expected that there would be little impact from the development on traffic movements in the town of Evandale so any traffic increases would be temporary.

Traders in Purple have engaged pitt&sherry to undertake a Traffic Impact Assessment (TIA) to assess the extent of development that can be built with traffic using the existing Evandale Road network to access the development. The assessment considers impacts to the safety, function and amenity of the existing Evandale road network.

2. Existing Conditions

2.1 Site Location

The site is located approximately 1.5 kilometers east of the Evandale Town Centre. The site is currently vacant and has a land use classification of 26.0 Rural Resource under the *Northern Midlands Interim Planning Scheme 2013*.

Access to the site is currently from Ridgeside Lane which intersects with White Hills Road which 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.

Figure 1 shows the site in the local context.

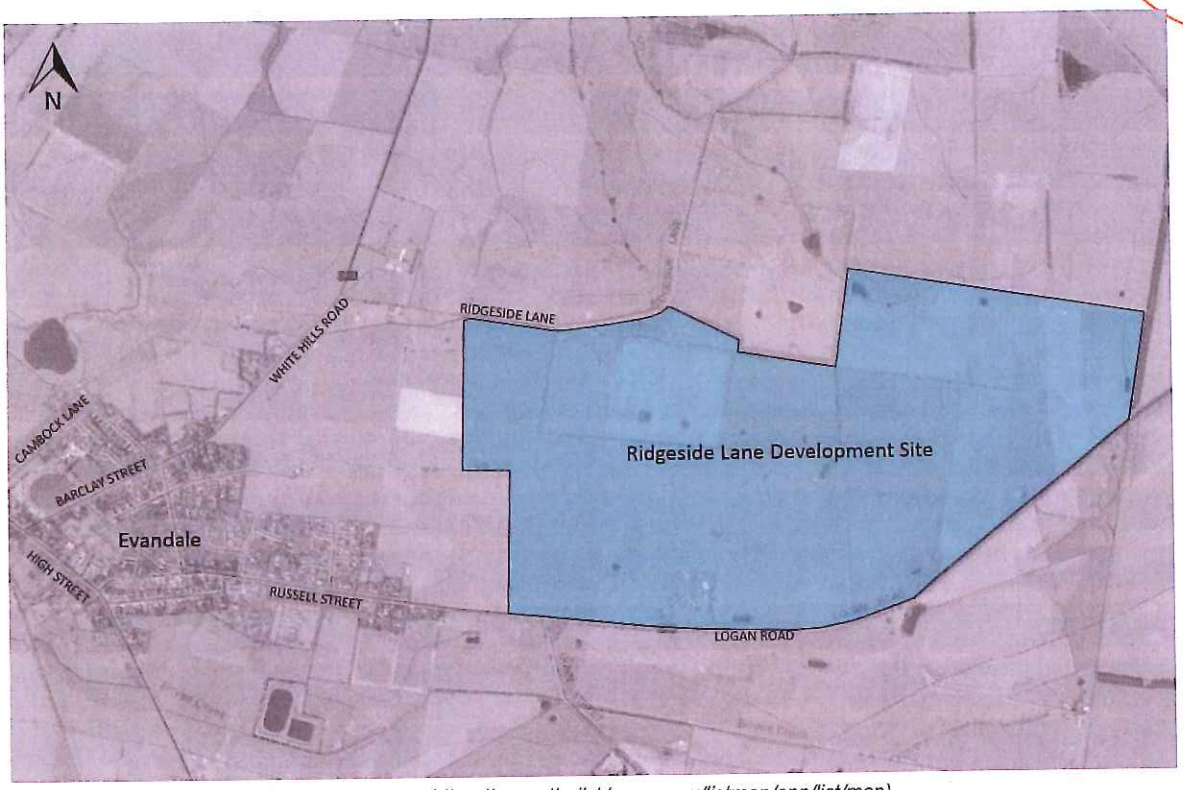

Figure 1: Site in Local Context (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

2.2 Road Network

2.2.1 Overview

Ridgeside Lane

Ridgeside Lane (shown in Figure 2 and Figure 3) is a Council owned, two-way road configured with a single lane in each direction. The road travels in an east west direction for 1.3km after which it has a 90-degree left turn and continues in a north-south direction. Ridgeside Lane is a narrow no-through road that functions as a minor road connecting White Hills Road to the properties along its length. Ridgeside Lane is sealed for approximately 400m before becoming a gravel road along the rest of its length.

Figure 2: Ridgeside Lane - Facing East (Image source: Google Street View, March 2010)

Figure 3: Ridgeside Lane - Facing West (Image source: Google Street View, March 2010)

White Hills Road

White Hills Road (shown in Figure 4 and Figure 5) is a Council owned two-way rural road configured with a single lane in each direction. White Hills Road travels in a north-east south-west direction. Near the Evandale Town Centre, White Hills Road becomes Barclay Street.

White Hills Road in the vicinity of the site has a posted speed limit of 70km/h.

Figure 4: White Hills Road - Facing North-East (Image source: Google Street View, November 2016)

Figure 5: White Hills Road - Facing South-West (Image source: Google Street View, November 2016)

Barclay Street

Barclay Street (shown in Figure 6 and Figure 7) is a Council owned two-way road configured with a single lane in each direction. Barclay Street is an urban street that travels in an east west direction through the Evandale Town Centre. On the eastern outskirts of the Evandale Town Centre, Barclay Street becomes the rural White Hills Road.

Barclay Street has a posted speed limit of 50km/h.

Figure 6: Barclay Street - Facing East (Image source: Google Street View, March 2010)

Figure 7: Barclay Street - Facing West (Image source: Google Street View, March 2010)

Cambock Lane

Cambock Lane (shown in Figure 8 and Figure 9) is a Council owned urban two-way road operating between High Street and Barclay Street. Cambock Lane is configured with a single lane in each direction. From its intersection with High Street, Cambock Lane travels in a north-east south west direction for approximately 500m. At this point, there is a 90-degree bend along the road, following which, Cambock Lane travels in a north-west south-east direction.

There are no posted speed limit signs present along Cambock Lane subjecting it to the Tasmanian Urban Speed Limit of 50km/h.

Figure 8: Cambock Lane - Facing North-East (Image source: Google Street View, January 2010)

Figure 9: Cambock Lane - Facing South-West (Image source: Google Street View, January 2010)

Logan Road

Logan Road (shown in Figure 10 and Figure 11) is a Council owned two-way road configured with a single lane in each direction. Logan Road travels in an east went direction in the vicinity of the site. Closer to the Evandale Town Centre, Logan Road becomes Russell Street.

Near the Evandale Town Centre Logan Road has a posted speed limit of 50km/h. In the vicinity of the site, Logan Road operates with the Tasmania Open Speed Limit of 100km/h.

Figure 10: Logan Road - Facing East (Image source: Google Street View, March 2010)

Figure 11: Logan Road - Facing West (Image source: Google Street View, March 2010)

Russell Street

Russell Street (shown in Figure 12 and Figure 13) is a Council owned urban road that travels in an east west direction. Russel Street is configured with a single lane in each direction. Near the eastern outskirts of the Evandale Town Centre, Russell Street becomes Logan Road.

Russel Street has a posted speed limit of 50km/h.

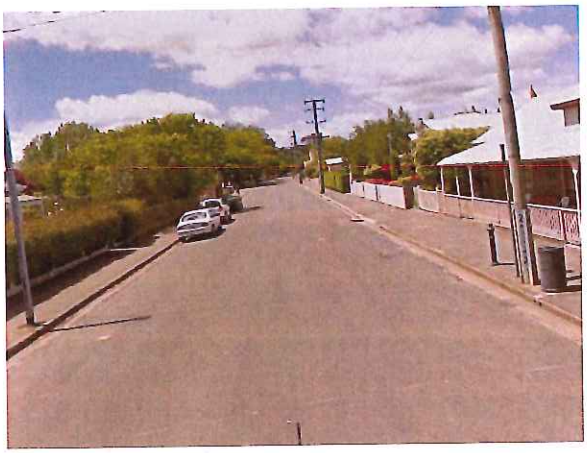

Figure 12: Russell Street - Facing East (Image source: Google Street View, November 2016)

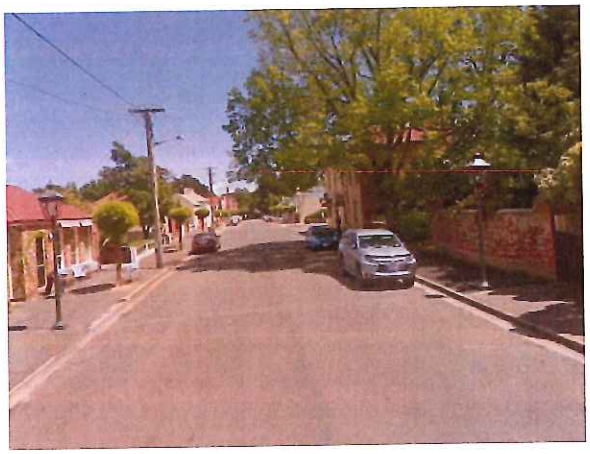

Figure 13: Logan Road - Facing West (Image source: Google Street View, November 2016)

High Street

High Street is a two-way road that travels in a north-west south-east direction. It is configured with a single lane in each direction and has a posted speed limit of 60km/h in the town of Evandale.

To the north of the High Street/ Russell Street intersection, the road is a Department of State Growth owned road known as Evandale Main Road. Evandale Road connects the town of Evandale to Launceston Airport as well as to Midland Highway which in turn connects to the Launceston and Hobart.

To the south of the High Street/ Russell Street intersection, the road is Council owned and is known as Nile Road.

Figure 14: High Street - Facing North-West (Image source: Google Street View, November 2016)

Figure 15: High Street - Facing South-East (Image source: Google Street View, November 2016)

2.2.2 Road Widths and Carriageway Form

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 1.

Table 1: Road Widths and Classification

Road Name	Location	Minimum Measured Road Carriageway Width	Carriageway Form
Ridgeside Lane	White Hills Road to proposed development boundary	3.6m	One lane
White Hills Road	West of Ridgeside Lane	6.8m	Two lanes
	East of Ridgeside Lane	6.0m	Two lanes
Barclay Street	East of High Street	9.0m	One or two lanes, dependent on parked cars
	West of Cambock Lane	9.0m	One or two lanes, dependent on parked cars
Cambock Lane	East of High Street	9.0m	One or two lanes, dependent on parked cars
	North of Barclay Street	9.0m	One or two lanes, dependent on parked cars
Logan Road	West of No. 58	8.8m	Two lanes
	East of No. 58	5.3m	Two lanes
Russell Street	High Street to Logan Road	8.1m	One or two lanes, dependent on parked cars

2.2.3 Road Function

The Tasmanian Local Government Road Hierarchy, shown in Figure 16, gives guidance to the function of a road.

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 16: Tasmanian Local Government Road Hierarchy

Based on the above, the classification of each of the roads surrounding the site based on their function and predominant purpose is shown in Table 2.

Table 2: Road Classification

Road Name	Road Classification
Ridgeside Lane	Local Access
White Hills Road	Link
Barclay Street	Link
Cambock Lane	Link
Logan Road	Link
Russell Street	Link

2.2.4 Intersections

Several intersections are present in the vicinity of the site. The larger intersections in the vicinity of the site are as follows:

- Russell Street/ Macquarie Street/ Rodgers Lane (sign-controlled cross intersection)
- Russell Street/ High Street (sign-controlled T-intersection)
- Barclay Street/ High Street (sign-controlled T-intersection)
- Barclay Street/ Murray Street (sign-controlled T-intersection)
- Barclay Street/ Macquarie Street (sign-controlled T-intersection).

The above intersections relative to the site are shown in Figure 17.

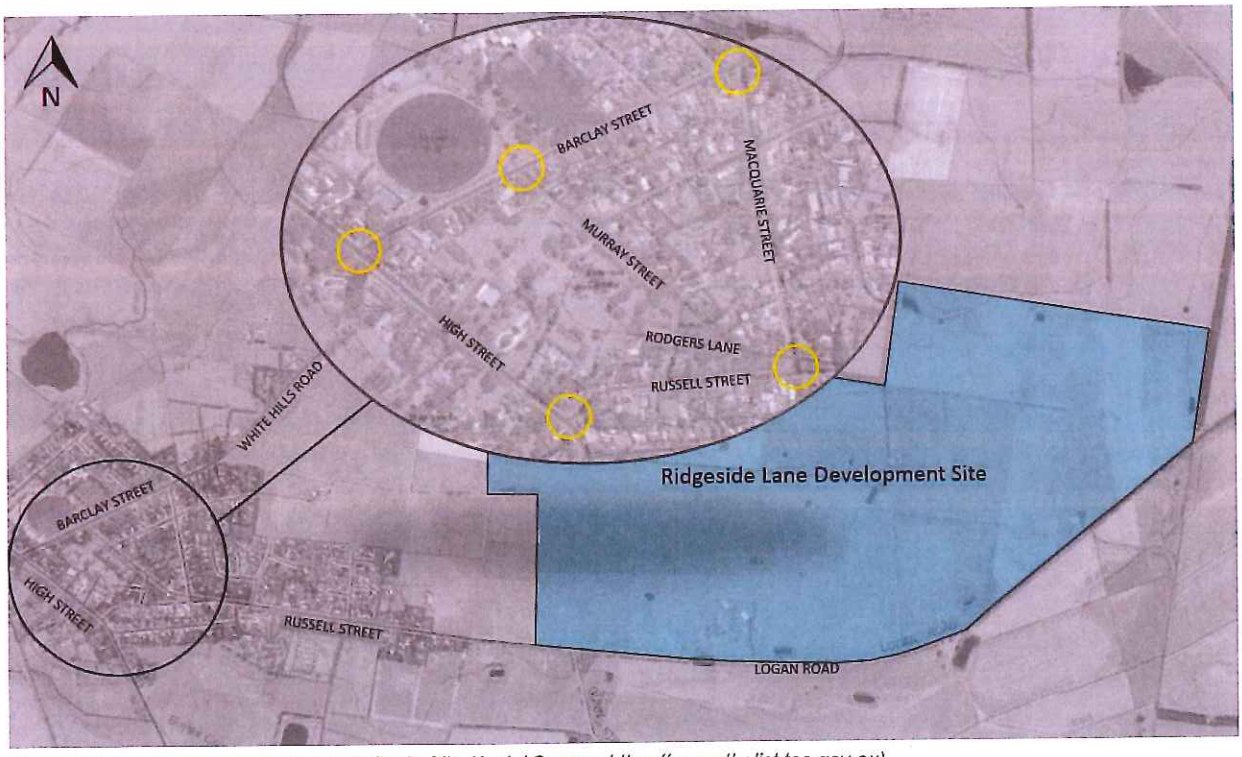

Figure 17: Intersections Locations Relative to Site (Aerial Source: https://maps.thelist.tas.gov.au)

2.3 Traffic Volumes

2.3.1 Peak Hourly Intersection Traffic Volumes

Vehicle turning movement counts were undertaken by Matrix Traffic and Transport Data on Thursday 4 April 2019 and on Sunday 7 April 2019. Surveys were undertaken for a 24-hour period at the following intersections:

- High Street/ Cambock Lane intersection (sign-controlled T-intersection)
- High Street/ Barclay Street intersection (sign-controlled T-intersection)
- High Street/ Russell Street intersection (sign-controlled T-intersection)
- Barclay Street/ Macquarie Street/ Cambock Lane intersection (sign-controlled cross intersection)
- Russel Street/ Macquarie Street intersection (sign-controlled T-intersection).

These intersections were chosen as they are expected to be impacted the most by the Ridgeside Lane Development. It is noted that there is no data for the Barclay Street/ High Street intersection for Sunday 7 April as the camera was tampered with.

It was determined from the survey data that the weekday network AM peak hour occurs between 8:30am and 9:30am and the weekday PM peak hour occurs between 4:45pm and 5:45pm. The Sunday midday peak hour was determined to occur between 10:30am and 11:30am.

A summary of the existing weekday AM and PM peak hour traffic volumes are shown in Figure 18 and Figure 19 while a summary of the Sunday midday peak hour traffic volumes are shown in Figure 20.

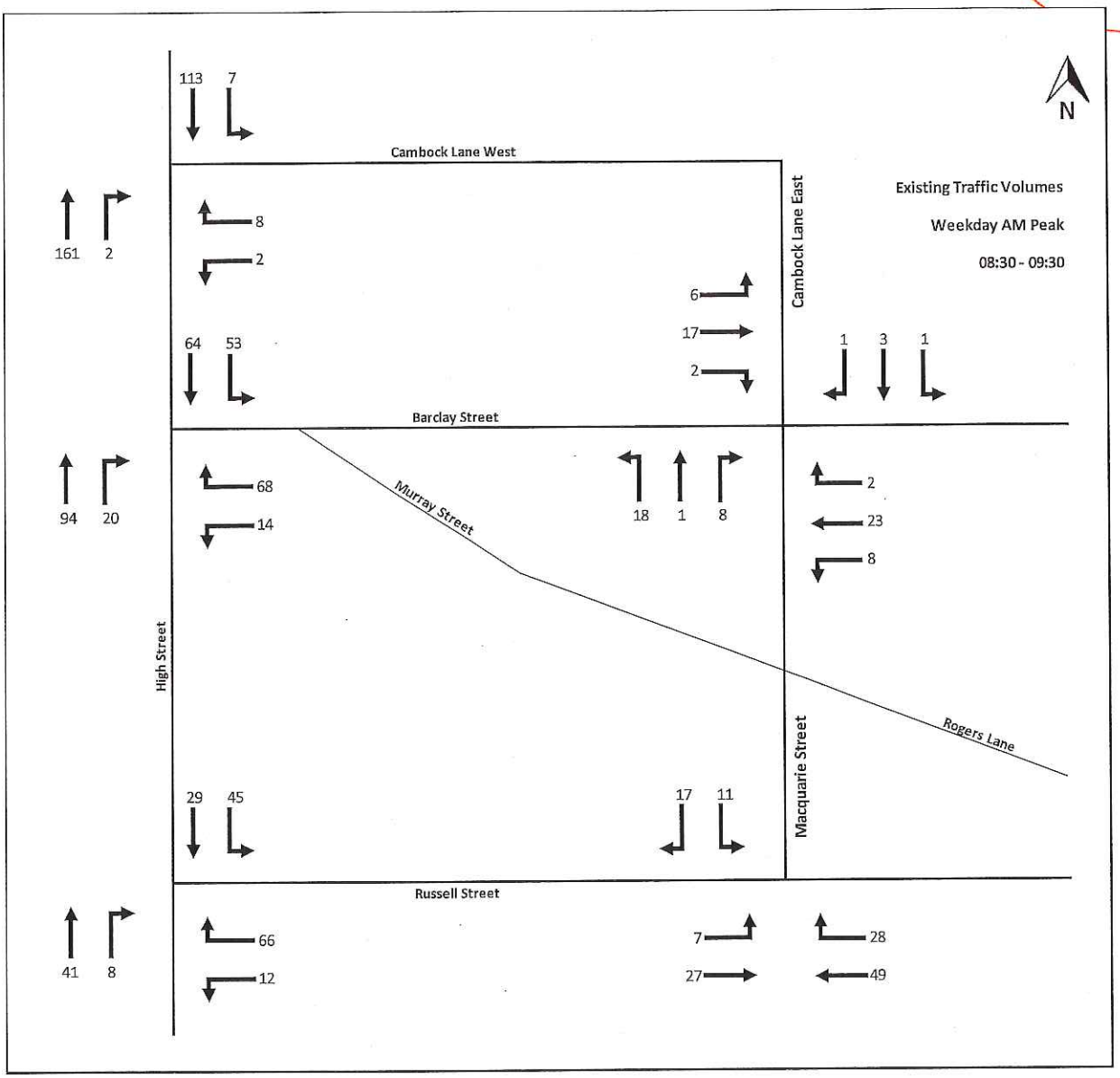

Figure 18: Existing (2019) Weekday AM Peak Hour Traffic Volumes

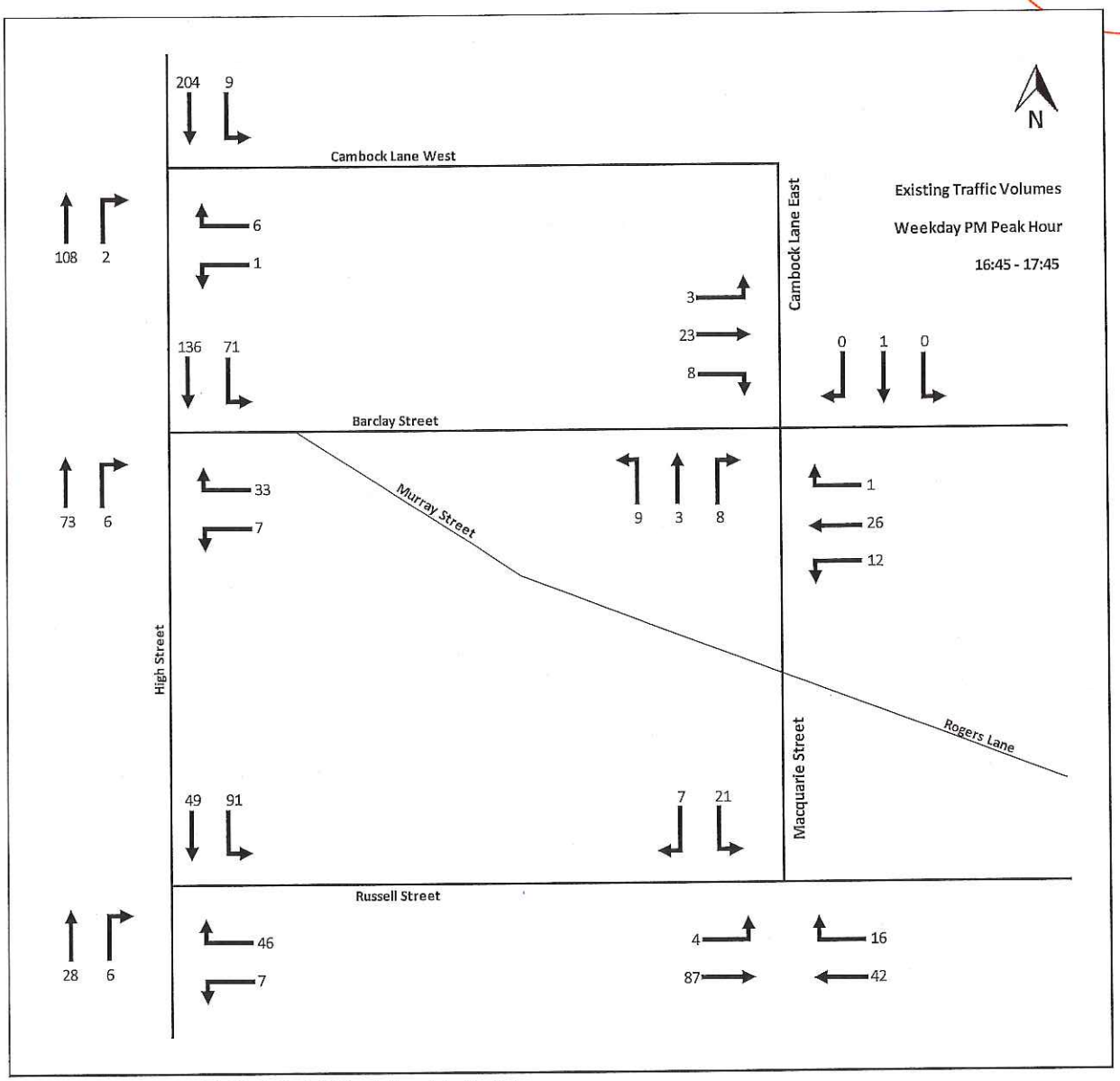

Figure 19: Existing (2019) Weekday PM Peak Hour Traffic Volumes

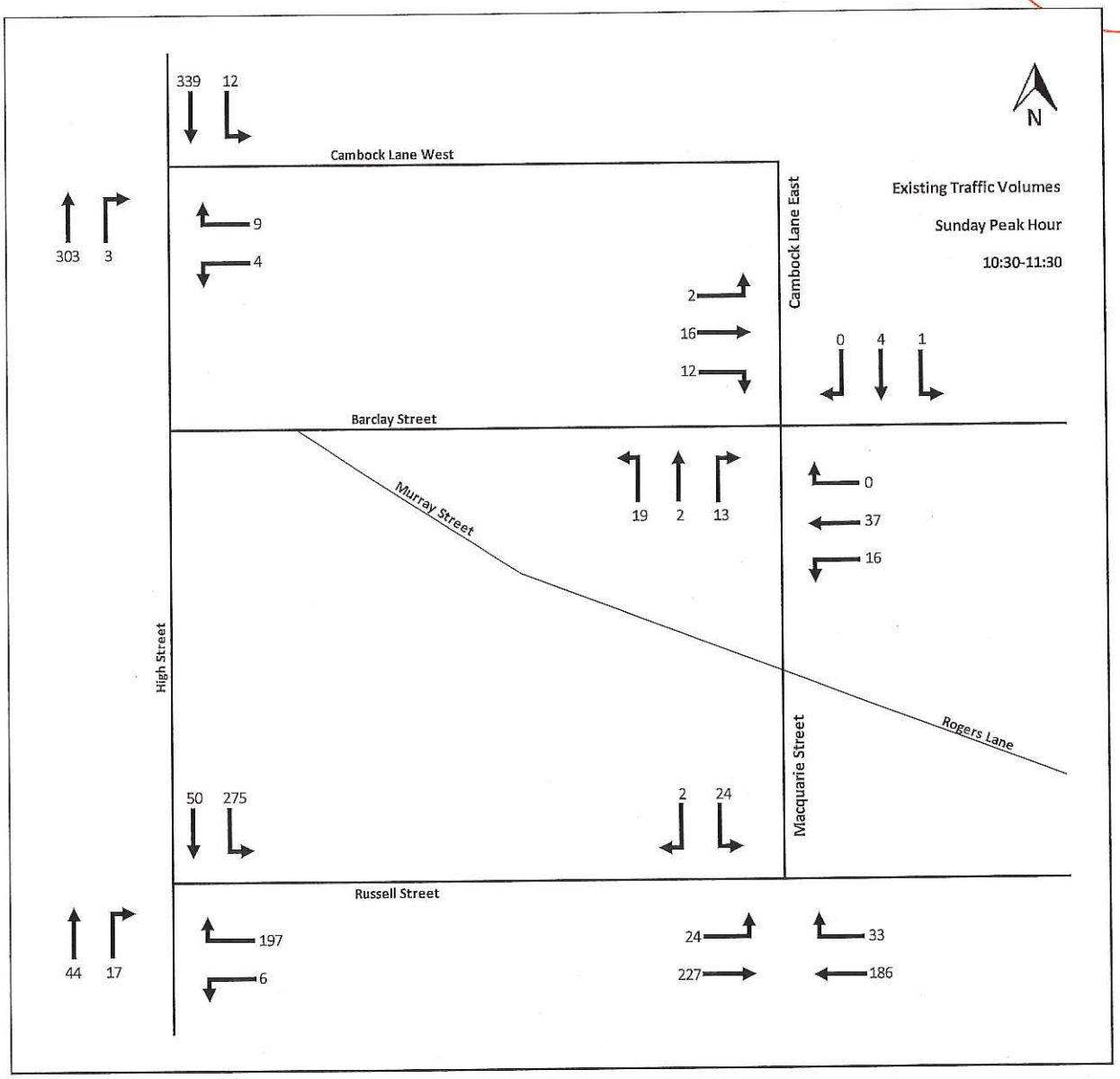

Figure 20: Existing (2019) Sunday Peak Hour Traffic Volumes

2.3.2 Daily Mid-Block Traffic Volumes

Daily mid-block traffic volume data is available based on the intersection turning movement counts and tube count data from June 2018 which was provided by the client. The daily mid-block traffic volumes are shown in Table 3.

Table 3: Daily Mid-Block Traffic Volumes

Road	Road Link	Data Source	Weekday Traffic Volume (vpd)	Sunday Traffic Volume (vpd)
Ridgeside Lane	White Hills Road to proposed development boundary	Estimate	10	10
White Hills Road	West of Ridgeside Lane	Tube count	517	438
	East of Ridgeside Lane	Tube count	487	391
Barclay Street	High Street to Murray Street	Turning movement count	1,472	1,500 (estimate)
	Murray Street to Macquarie Street	Turning movement count	877	767
	Macquarie Street to White Hills Road	Turning movement count	741	677
Cambock Lane	East of High Street	Turning movement count	258	251
	North of Barclay Street	Turning movement count	132	124
Logan Road	West of No. 58	Tube count	176	271
	East of No. 58	Tube count	133	173
Russell Street	High Street to Scone Street	Turning movement count	1,645	3,117
	Scone Street to Macquarie Street	Turning movement count	1,401	2,770
	Macquarie Street to Logan Road	Turning movement count	1,508	2,844

2.4 Intersection Performance

2.4.1 Traffic Modelling Software

The operation of the counted intersections has been modelled using SIDRA Intersection traffic modelling software. SIDRA Intersection rates the performance of the intersections based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of operation. Table 4 shows the criteria that SIDRA Intersection adopts in assessing the LOS.

Table 4: SIDRA Intersection Level of Service (LOS) Criteria

LOS	Delay per Vehicle (secs)		
	Signals	Roundabout	Sign Control
A	10 or less	10 or less	10 or less
B	10 to 20	10 to 20	10 to 15
C	20 to 35	20 to 35	15 to 25
D	35 to 55	35 to 50	25 to 35
E	55 to 80	50 to 70	35 to 50
F	Greater than 80	Greater than 80	Greater than 50

2.4.2 Traffic Modelling Intersection Layouts

The geometry of the intersections used for the SIDRA intersection traffic models was developed with reference to aerial photography obtained from LISTmap. The aerial photography informed the number, width and length of trafficable lanes as well as speed limits.

It is noted that for a number of intersections, the model has been developed with two lanes on the minor approach to the intersection. The second lane is a short lane that provides sufficient width for two vehicles to queue side by side at the intersection.

2.4.3 Traffic Modelling Results – Weekday

High Street/ Cambock Lane Intersection

The LOS for each approach for the High Street/ Cambock Lane intersection is shown in Figure 21 and Figure 22. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 5. Full results are presented in Appendix B.

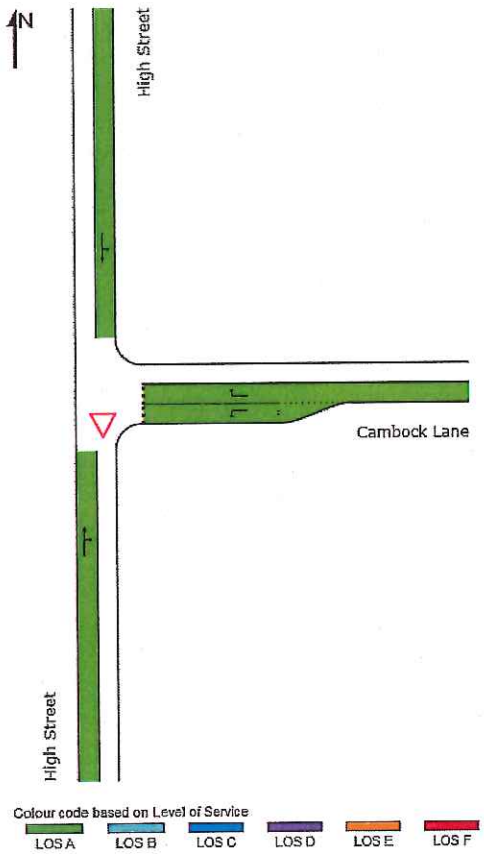

Figure 21: High Street/ Cambock Lane - Existing Weekday AM Peak Hour Approach LOS

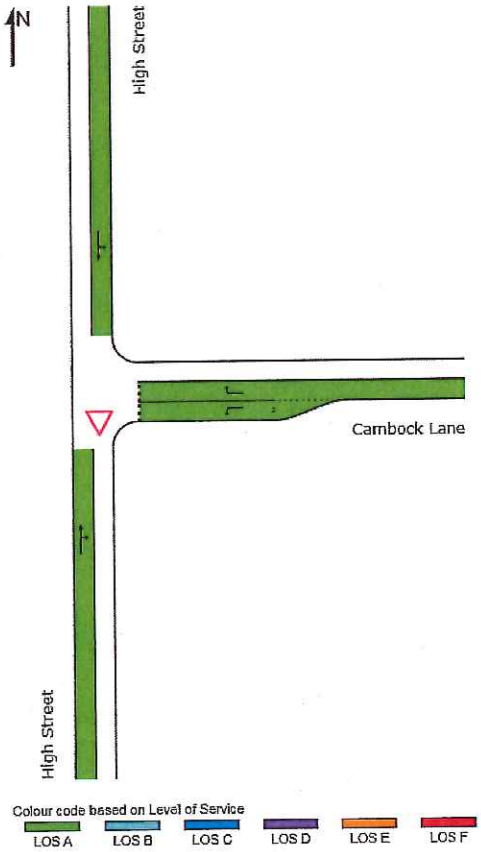

Figure 22: High Street/ Cambock Lane Existing Weekday PM Peak Hour Approach LOS

Table 5: High Street/ Cambock Lane Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.09	0	0
East (Cambock Lane)		0.01	5	0
North (High Street)		0.07	0	0
All Movements		**0.09**	**0**	**0**
South (High Street)	PM	0.06	0	0
East (Cambock Lane)		0.01	5	0
North (High Street)		0.12	0	0
All Movements		**0.12**	**0**	**0**

High Street/ Barclay Street Intersection

The LOS for each approach for the High Street/ Barclay Street intersection is shown in Figure 23 and Figure 24. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 6. Full results are presented in Appendix B.

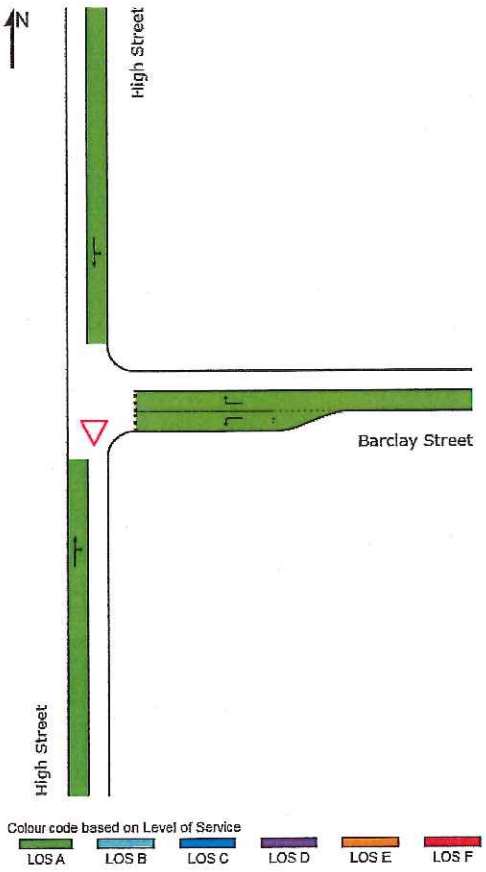

Figure 23: High Street/ Barclay Street Existing Weekday AM Peak Hour Approach LOS

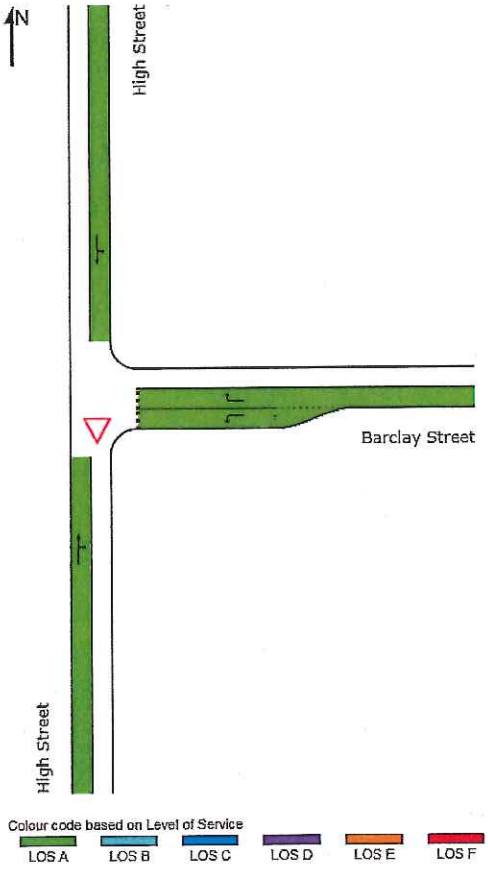

Figure 24: High Street/ Barclay Street Existing Weekday PM Peak Hour Approach LOS

Table 6:High Street/ Barclay Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.07	1	1
East (Barclay Street)		0.05	5	1
North (High Street)		0.07	3	0
All Movements		**0.07**	**3**	**1**
South (High Street)	PM	0.05	1	0
East (Barclay Street)		0.03	5	1
North (High Street)		0.12	2	0
All Movements		**0.12**	**2**	**1**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 25 and Figure 26. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 7. Full results are presented in Appendix B.

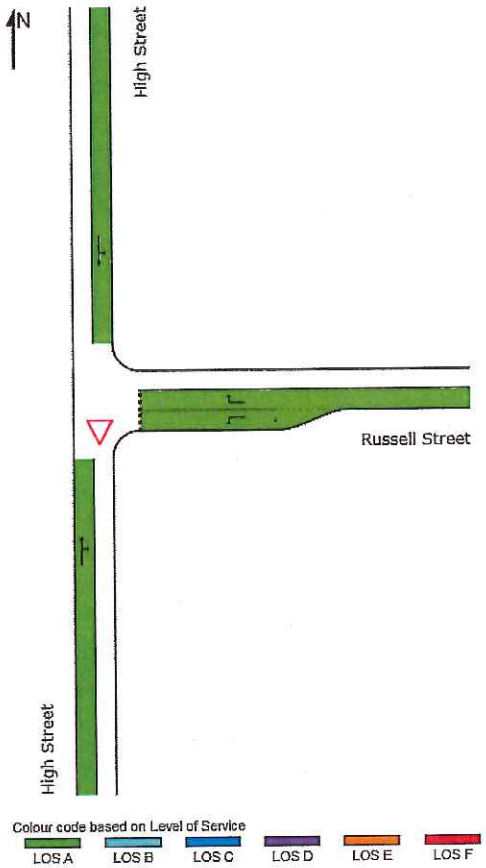

Figure 25: High Street/ Russell Street Existing Weekday AM Peak Hour Approach LOS

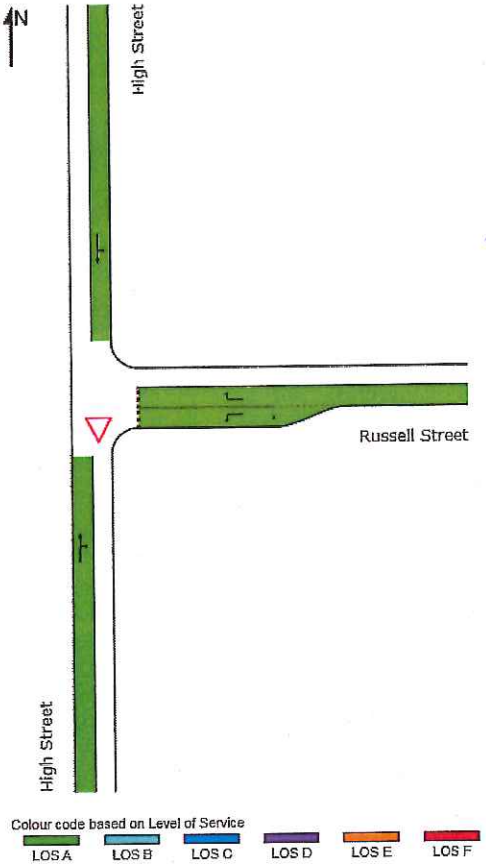

Figure 26: High Street/ Russell Street Existing Weekday PM Peak Hour Approach LOS

Table 7: High Street/ Russell Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.03	1	0
East (Russell Street)		0.05	5	1
North (High Street)		0.04	3	0
All Movements		**0.05**	**3**	**1**
South (High Street)	PM	0.02	1	0
East (Russell Street)		0.04	5	1
North (High Street)		0.08	4	0
All Movements		**0.08**	**4**	**1**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 27 and Figure 28. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided inTable 8. Full results are presented in Appendix B.

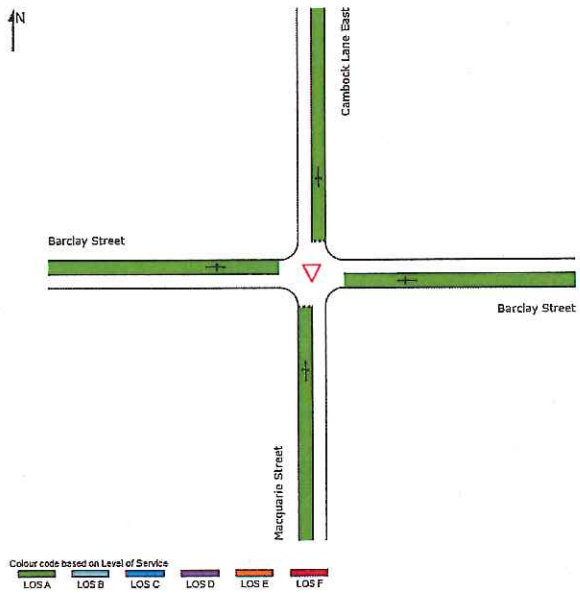

Figure 27: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday AM Peak Hour Approach LOS

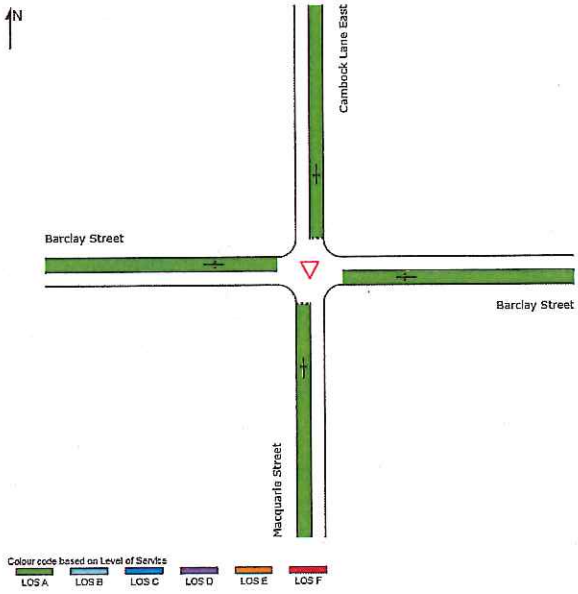

Figure 28: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday PM Peak Hour Approach LOS

Table 8: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	AM	0.01	1	0
East (Barclay Street)		0.00	4	0
North (Cambock lane East)		0.01	0	0
West (Barclay Street)		0.01	5	0
All Movements		**0.01**	**1**	**0**
South (Macquarie Street)	PM	0.01	1	0
East (Barclay Street)		0.00	4	0
North (Cambock lane East)		0.01	0	0
West (Barclay Street)		0.01	5	0
All Movements		**0.01**	**1**	**0**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 29 and Figure 30. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 9. Full results are presented in Appendix B.

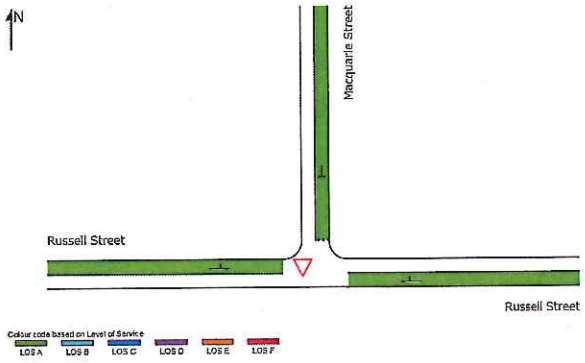

Figure 29: Russell Street/ Macquarie Street Existing Weekday AM Peak Hour Approach LOS

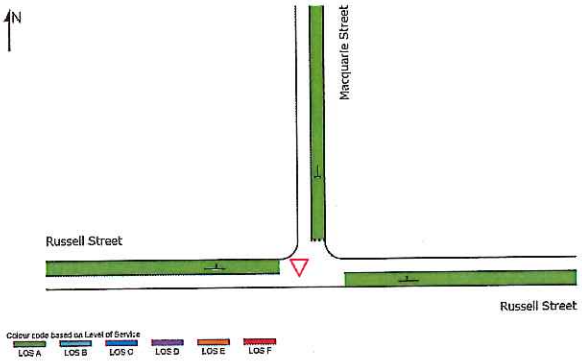

Figure 30: Russell Street/ Macquarie Street Existing Weekday PM Peak Hour Approach LOS

Table 9: Russell Street/ Macquarie Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	AM	0.04	2	1
North (Macquarie Street)		0.01	2	0
West (Russell Street)		0.02	1	0
All Movements		**0.04**	**2**	**1**
East (Russell Street)	PM	0.03	1	1
North (Macquarie Street)		0.02	2	0
West (Russell Street)		0.05	0	0
All Movements		**0.05**	**1**	**1**

Discussion

Based on the results above, all modelled intersections currently operate within minimal queues and delays. All intersections operate at LOS A during both the weekday AM and PM peak hours.

2.4.4 Traffic Modelling Results – Sunday

High Street/ Cambock Lane Intersection

The LOS for each approach for the High Street/ Cambock Lane intersection is shown in Figure 31. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 10. Full results are presented in Appendix C.

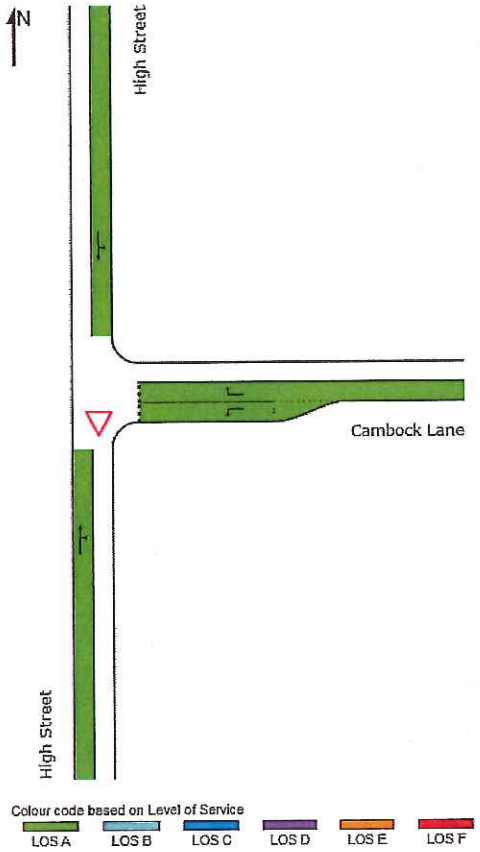

Figure 31: High Street/ Cambock Lane Existing Sunday Peak Hour Approach LOS

Table 10:High Street/ Cambock Lane Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	Sunday	0.17	0	0
East (Cambock Lane)		0.01	6	0
North (High Street)		0.19	0	0
All Movements		**0.19**	**0**	**0**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 32. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 11. Full results are presented in Appendix C.

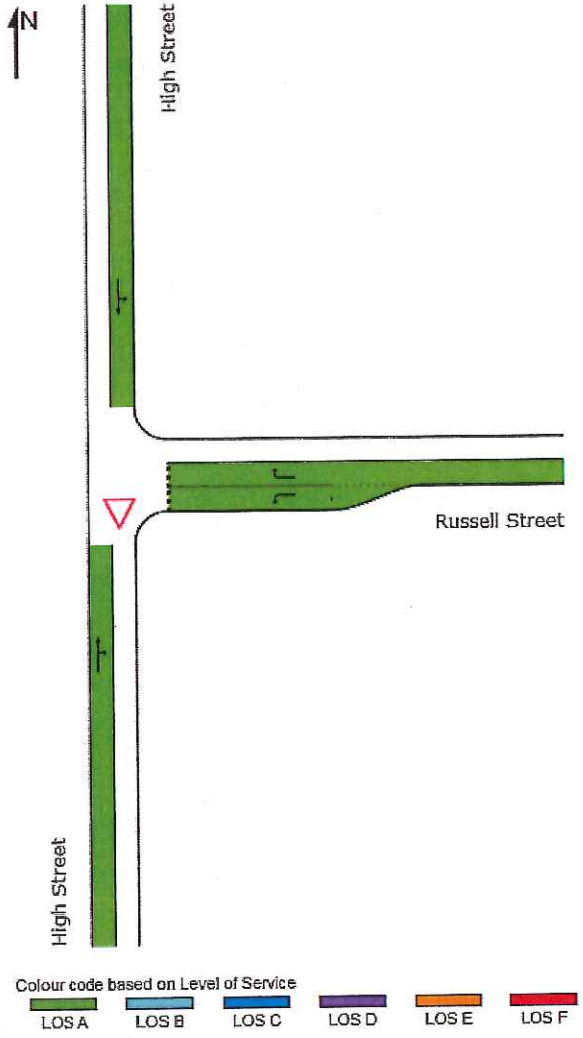

Figure 32: High Street/ Russell Street Existing Sunday Peak Hour Approach LOS

Table 11:High Street/ Russell Street Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	Sunday	0.04	2	1
East (Russell Street)		0.15	5	3
North (High Street)		0.19	5	0
All Movements		**0.19**	**5**	**3**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 33. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 12. Full results are presented in Appendix C.

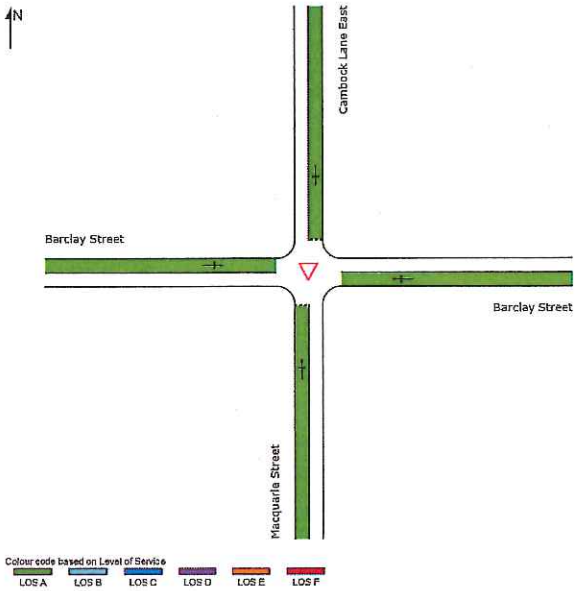

Figure 33: Barclay Street/ Macquarie Street/ Cambock Lane Existing Sunday Peak Hour Approach LOS

Table 12: Barclay Street/ Macquarie Street/ Cambock Lane Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	Sunday	0.02	5	1
East (Barclay Street)		0.03	2	0
North (Cambock lane East)		0.01	5	0
West (Barclay Street)		0.02	2	0
All Movements		**0.03**	**3**	**1**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 34. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 13. Full results are presented in Appendix C.

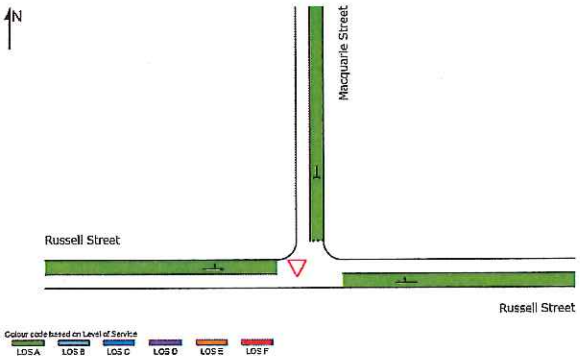

Figure 34: Russell Street/ Macquarie Street Existing Sunday Peak Hour Approach LOS

Table 13: Russell Street/ Macquarie Street Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	Sunday	0.12	1	2
North (Macquarie Street)		0.02	3	1
West (Russell Street)		0.14	1	0
All Movements		**0.14**	**1**	**2**

Discussion

Based on the results above, all modelled intersections currently operate within minimal queues and delays. All intersections operate at LOS A during the Sunday peak hour.

2.5 Mid-Block Capacity

2.5.1 Parking Demand - Weekday

Parking occupancy surveys were completed on Barclay Street and Russell Street on Wednesday 5 December 2018 which represents a typical weekday. The parking occupancy surveys were undertaken at regular intervals - 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 result of the parking occupancy surveys is discussed in detail below.

Barclay Street

Parking occupancy surveys were taken along the length of Barclay Street. In order to understand how the parking demand changed along the road, the survey recorded the section of the road the car was parked on as well as the side of the road the car was parked on (north or south). The sections of the road where parking surveys were recorded along Barclay Street is shown in Figure 35 while the results of the parking surveys are summarised in Table 14.

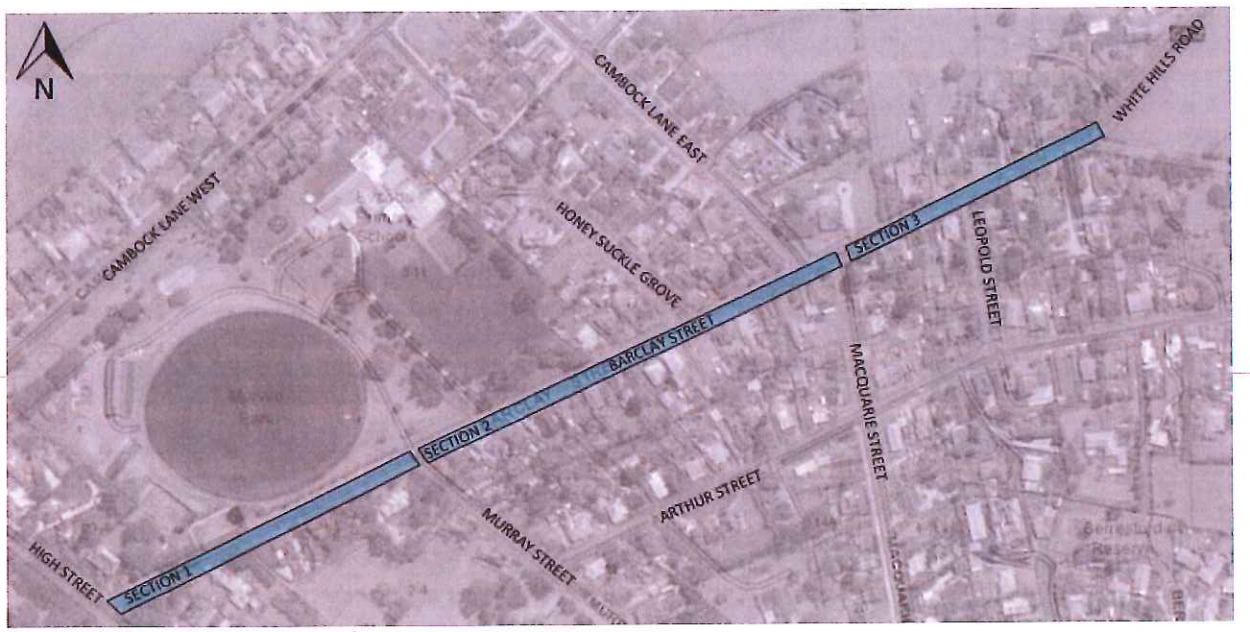

Figure 35: Barclay Street Parking Survey Locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 14: Barclay Street Parking Survey Results - Weekday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Murray Street	08:30	30	20	0	0	0	0%
	09:00			0	1	1	2%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			0	0	0	0%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			0	0	0	0%
	18:00			0	0	0	0%
2 – Murray Street to Macquarie Street	08:30	19	12	0	1	1	3%
	09:00			0	2	2	6%
	10:00			0	1	1	3%
	11:00			1	1	2	6%
	12:00			0	1	1	3%
	13:00			0	1	1	3%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			1	1	2	6%
	18:00			1	1	2	6%
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 low with less than 10% occupancy always on all sections.

Russell Street

Parking occupancy surveys were also taken along the length of Russell Street. In order to understand how the parking demand changed along the road, the survey recorded the section of the road the car was parked on as well as the side of the road the car was parked on (north or south). The sections of the road where parking surveys were recorded along Barclay Street is shown in Figure 36 while the results of the parking surveys are summarised in Table 15.

Figure 36: Russell Street Parking Survey Locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 15: Russell Street Parking Survey Results - Weekday

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%

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
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.

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.

2.5.2 Parking Demand – Sunday

In addition to the weekday parking occupancy surveys presented above, parking occupancy surveys were also completed on Sunday 14 April 2019 on Barclay Street, Russell Street and Cambock Lane. Similar to the Weekday parking occupancy surveys, Sunday parking occupancy surveys were taken at regular intervals at least every hour between 8:00am and 2:00pm. The parking supply was determined by measuring the road length where vehicles can parallel park and then dividing the length by 6 metres. The result of the parking occupancy surveys on the Sunday is discussed in detail below.

Barclay Street

Parking surveys were completed along the length of Barclay Street. Similar to the weekday parking surveys, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of the road the car was parked. The sections for Barclay Street is shown in Figure 35 while the results of the Sunday parking occupancy survey are summarised in Table 16.

Table 16: Barclay Street Parking Survey Results - Sunday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Murray Street	08:00	30	20	0	0	0	0%
	09:00			0	0	0	0%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			0	0	0	0%
2 – Murray Street to Macquarie Street	08:00	19	12	0	1	1	5%
	09:00			0	1	1	5%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			1	0	1	5%
3 – Macquarie Street to White Hills Road	08:00	21	13	0	1	1	3%
	09:00			0	1	1	3%
	10:00			1	1	2	6%
	11:00			0	1	1	3%
	12:00			0	1	1	3%
	13:00			0	0	0	0%

Based on the above, the parking demand on Barclay Street is considered to be low with less than 10% occupancy at all times on all sections.

Russell Street

Parking surveys were completed along the length of Russell Street. Similar to the weekday parking surveys, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of the road the car was parked. The sections for Russell Street is shown in Figure 36 while the results of the Sunday parking occupancy survey are summarised in Table 17.

Table 17: Russell Street Parking Survey Results - Sunday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Scone Street	08:00	12	14	2	1	3	12%
	09:00			4	4	8	31%
	10:00			9	7	16	62%
	11:00			10	12	22	85%
	12:00			11	12	23	88%
	13:00			9	11	20	77%
2 – Scone Street to Macquarie Street	08:00	21	19	1	4	5	13%
	09:00			19	11	30	75%
	10:00			19	15	34	85%
	11:00			19	16	35	88%
	12:00			19	11	30	75%
	13:00			19	14	33	83%
3 – Macquarie Street to White Hills Road	08:00	13	22	10	6	16	46%
	09:00			10	6	16	46%
	10:00			11	7	18	51%
	11:00			11	11	22	63%
	12:00			11	6	17	49%
	13:00			13	3	16	46%

Based on the above, the overall parking demand on Russell Street is generally high with demand typically exceeding 80% between 11:00am and 2:00pm.

It was noted during the parking survey that in Section 3 (between Huxtables Lane and Coachmans Road), a bus zone operated on the north side of the road on Sundays between 7:00am and 3:00pm and a parking restriction was present on the south side of the road between 7:00am and 3:00pm. It was also noted that a number of parking spaces in Section 1 were occupied with road works signage.

Cambock Lane

In addition to Barclay Street and Russell Street, Sunday occupancy parking surveys were also taken along the length of Cambock Lane West and East. 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 along Cambock Lane West and east and west along Cambock Lane East) and which section of road the car was parked. The sections for Cambock Lane West and East are shown in Figure 37 while results of the parking surveys are summarised in Table 18.

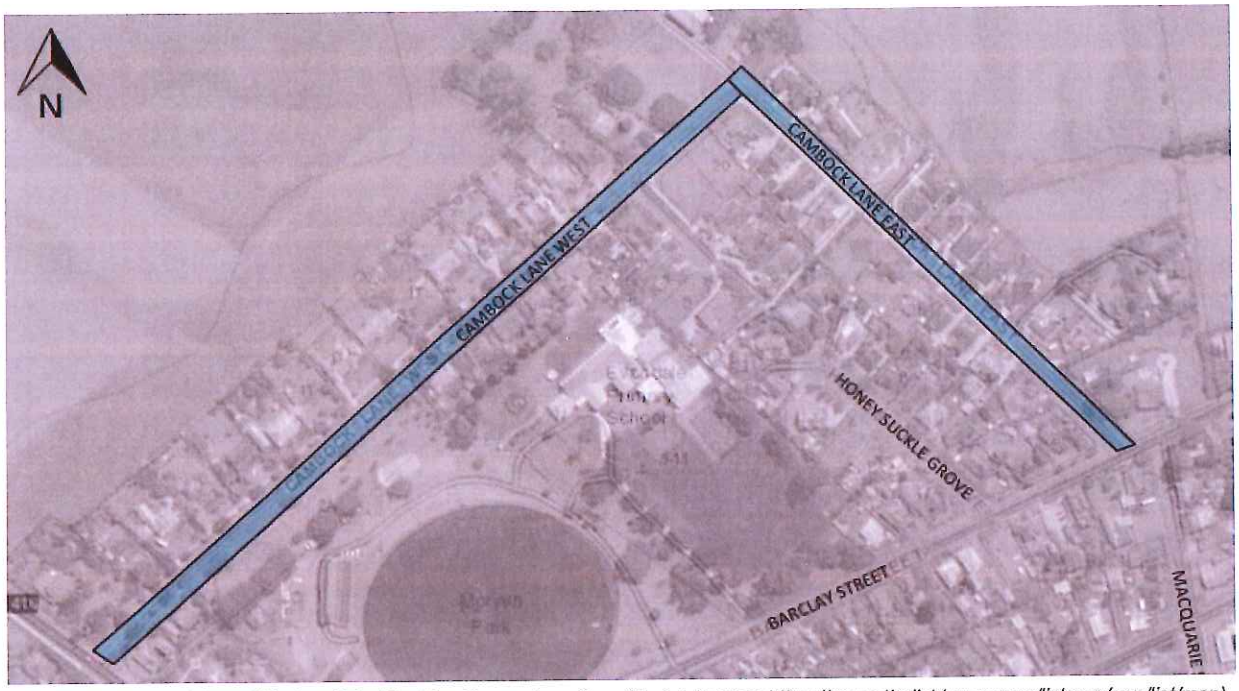

Figure 37: Cambock Lane West and East Parking Survey Locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 18: Cambock Lane Parking Survey Results - Sunday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
Cambock Lane West	08:00	57	63	5	4	9	8%
	09:00			5	5	10	8%
	10:00			6	5	11	9%
	11:00			5	4	9	8%
	12:00			5	5	10	8%
	13:00			5	4	9	8%
Cambock Lane East	08:00	24	32	1	0	1	2%
	09:00			1	0	1	2%
	10:00			1	1	2	4%
	11:00			1	0	1	2%
	12:00			1	0	1	2%
	13:00			2	2	4	7%

Based on the above, the parking demand on Cambock Lane West and East is considered to be low with less than 10% occupancy at all times.

2.5.3 Mid-Block Traffic Capacity – Urban Roads

Urban Roads

The traffic capacity of a road is generally 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 38.

Based on this, the parking data above assists with determining the road traffic mid-block demand. 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.

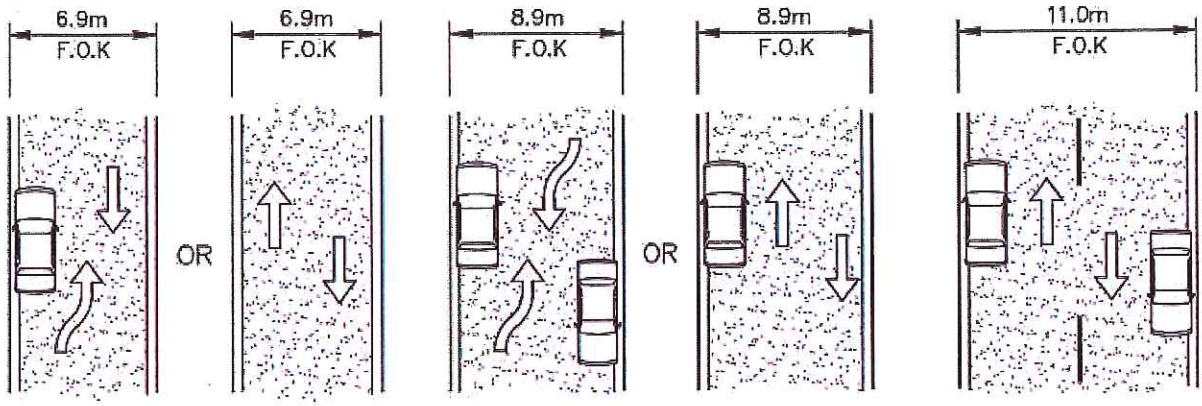

Figure 38: Typical Carriageway Forms (Source: LGAT Standard Drawing TSD – R06 – v1))

The Tasmanian Local Government Road Hierarchy, shown in Figure 16, 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. It is noted that the 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.

In addition, Table 4.6 in the *RMS Guide to Traffic Generating Developments* provides guidance regarding environmental capacity performance standards on residential streets. An excerpt of Table 4.6 from the RMS Guide is shown in Figure 39.

Table 4.6
Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Figure 39: Excerpt of RMS Environmental Capacity Performance Standards on Residential Streets

The hierarchy, combined with the parking data above, has been used as the basis for determining the road capacity of the urban roads.

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.

2.5.4 Mid-Block Traffic Capacity – 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 summarised in Table 19.

Table 19: Rural Road Traffic Capacity

Code	AADT	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)

2.5.5 Mid- Block Capacity and Demand

Based on the information above, the mid-block capacity and demand for each road section is shown in Table 20 to Table 23.

Table 20: Existing Road Capacity - Weekday

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	Existing Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (weekday) (vpd)
Ridgeside Lane	White Hills Road to proposed development boundary	Rural – S1	N/A	1	30	10 (estimate)	20
White Hills Road	East of Barclay Street	Rural – S4	N/A	2	2,000	517	1,483
Barclay Street	High Street to Murray Street	Urban – Link	7%	2	3,000	1,472	1,528
	Murray Street to Cambock Lane	Urban – Link	6%	2	3,000	877	2,123
	Cambock Lane to White Hills Road	Urban – Link	9%	2	3,000	741	2,259
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	258	742
	North of Barclay Street	Urban – Local Access	7%	2	1,000	132	868
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	176	1,824
	East of No. 58	Rural – S2	N/A	2	100	133	0
Russell Street	High Street to Scone Street	Urban – Link	46%	2	3,000	1,645	1,355
	Scone Street to Macquarie Street	Urban – Link	45%	2	3,000	1,041	1,959
	Macquarie Street to Logan Road	Urban – Link	13%	2	3,000	1,508	1,492

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Table 21: Existing Road Capacity – Weekday AM and PM Peak Hour

Road Name	Location	Road Classification	Traffic Capacity (vph)	AM Peak Hour				PM Peak Hour			
				Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)	Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)
Ridgeside Lane	White Hills Road to proposed development boundary	Rural – S1	100	N/A	1	1 (estimate)	9	N/A	1	1 (estimate)	9
White Hills Road	West of Ridgeside Lane	Rural – S4	300	N/A	2	50	250	N/A	2	50	250
	East of Ridgeside Lane	Rural – S4	300	N/A	2	50	250	N/A	2	50	250
Barclay Street	High Street to Murray Street	Urban – Link	500	2%	2	155	345	0%	2	117	383
	Murray Street to Cambock Lane	Urban – Link	500	6%	2	67	433	6%	2	69	431
	Cambock Lane to White Hills Road	Urban – Link	500	9%	2	59	441	6%	2	47	453
Cambock Lane	East of High Street	Urban – Local Access	300	9%	2	19	281	9%	2	18	282
	North of Barclay Street	Urban – Local Access	300	7%	2	14	286	7%	2	8	292
Logan Road	West of No. 58	Rural – S5	300	N/A	2	20	280	N/A	2	20	280
	East of No. 58	Rural – S2	300	N/A	2	15	285	N/A	2	15	285

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Road Name	Location	Road Classification	Traffic Capacity (vph)	AM Peak Hour				PM Peak Hour			
				Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)	Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)
Russell Street	High Street to Scone Street	Urban – Link	500	46%	2	131	369	8%	2	150	350
	Scone Street to Macquarie Street	Urban – Link	500	10%	2	100	400	30%	2	140	360
	Macquarie Street to Logan Road	Urban – Link	500	4%	2	115	385	4%	2	166	334

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Table 22: Existing Road Capacity – Sunday Daily

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	Existing Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (weekday) (vpd)
Ridgeside Lane	White Hills Road to proposed development boundary	Rural – S1	N/A	1	30	10 (estimate)	20
White Hills Road	West of Ridgeside Lane	Rural – S4	N/A	2	2,000	438	1,562
	East of Ridgeside Lane	Rural – S4	N/A	2	2,000	438	1,562
Barclay Street	High Street to Murray Street	Urban – Link	0%	2	3,000	1500 (approx.)	1,500
	Murray Street to Cambock Lane	Urban – Link	5%	2	3,000	767	2,233
	Cambock Lane to White Hills Road	Urban – Link	6%	2	3,000	677	2,323
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	251	749
	North of Barclay Street	Urban – Local Access	7%	2	1,000	124	876
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	271	1,729
	East of No. 58	Rural – S2	N/A	2	100	173	0
Russell Street	High Street to Scone Street	Urban – Link	85%	1	3,000	3,117	0
	Scone Street to Macquarie Street	Urban – Link	88%	1	3,000	2,770	230
	Macquarie Street to Logan Road	Urban – Link	63%	1	3,000	2,844	156

Table 23: Existing Road Capacity – Sunday Peak Hour

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vph)	Existing Traffic Volume (weekday) (vph)	Spare Traffic Capacity (weekday) (vph)
Ridgeside Lane	White Hills Road to proposed development boundary	Rural – S1	100	N/A	1	1 (estimate)	9
White Hills Road	West of Ridgeside Lane	Rural – S4	N/A	2	300	45	255
	East of Ridgeside Lane	Rural – S4	N/A	2	300	45	255
Barclay Street	High Street to Murray Street	Urban – Link	0%	2	500	180 (approx.)	320
	Murray Street to Cambock Lane	Urban – Link	5%	2	500	86	414
	Cambock Lane to White Hills Road	Urban – Link	3%	2	500	83	417
Cambock Lane	East of High Street	Urban – Local Access	8%	2	300	28	272
	North of Barclay Street	Urban – Local Access	2%	2	300	9	291
Logan Road	West of No. 58	Rural – S5	N/A	2	300	30	270
	East of No. 58	Rural – S2	N/A	2	300	20	280
Russell Street	High Street to Scone Street	Urban – Link	85%	1	500	495	5
	Scone Street to Macquarie Street	Urban – Link	88%	1	500	439	61
	Macquarie Street to Logan Road	Urban – Link	4%	2	500	470	30

Based on the results above, all road sections have spare capacity during the weekday AM peak, weekday PM peak and Sunday peak. With the exception of Logan Road east of no.58, all road sections also have spare capacity during the weekday daily and Sunday daily scenarios.

The spare traffic capacity is the number of vehicles that can be added to the road without unreasonably compromising the amenity, safety and efficiency of the road.

It is noted that Logan Road east of no.58 does not have spare capacity during the weekday daily and Sunday daily scenarios as it is currently carrying higher daily traffic volumes than that allowable under the LGAT guidance metrics. The Ridgeside Lane development would add more traffic at this location from the 17 rural residential lots. Traders in Purple are committed to widening Logan Road 0.7m up to the eastern site boundary by 0.7m to provide a 6.0m road width and subsequently significant additional road capacity.

Ridgeside Lane currently provides access to a small number of properties and has a single travel lane.

2.6 Public Transport

Public transport options within Evandale are limited with only one bus route available. The bus route is operated by Tassielink and travels between Launceston, Evandale, Perth, Longford and Cressy.

During weekdays, three buses in each direction operate on the Launceston – Evandale – Perth – Longford – Cressy Route.

2.7 Pedestrian and Cycling Facilities

Pedestrian and cycling facilities along White Hills Road and Logan Road in the vicinity of the site are limited as there are no footpaths or bike routes available.

Near the Evandale town centre, footpaths are present on one side of the road along all roads. No on-road cycle lanes are available in Evandale.

3. Development Proposal

3.1 Overview

It is proposed to develop the 242-hectare land parcel at Ridgeside Lane in Evandale into a mixed-use development. The majority of the development will be accessed from Ridgeside Lane via Barclay Street and White Hills Road. The 17 Rural 'Zone B' lots will be accessed from Logan Road, with most of these vehicles expected to use Russell Street. Ridgeside Lane is currently a single lane laneway. There is space within the road reserve to upgrade this road to a 2-lane collector road to accommodate the development traffic.

It is intended to build a proportion of the residential lots first, based on the available capacity of the roads in Evandale. After this an Evandale Bypass Road will be constructed and then the remainder of the land developed.

The development schedule relevant to the TIA is shown in Table 24 and the Masterplan for the development is included in Appendix A.

Table 24: Development Schedule

Masterplan Item Number	Use	Quantity/ Land Area/ Floor Area
Residential		
11, 12	Small residential lots	70 lots
14	General residential lots	346 lots
15	Super lots for smaller housing	160 dwelling
17, 27	Low density residential lots	81 lots
31	Rural 'Zone A' lots	27 lots
32	Rural 'Zone B' lots	17 lots
Hotel and Conference Facility		
21	4.5-star hotel	100 rooms
	Conference and wedding facility	100 guests
	Bar	N/A
	Café	N/A
	Education and training facility	25 students
Retirement Village		
22	Specialist aged care facility	45 beds
23,24	Independent living units	45 units
Health and Wellbeing		
25	Health and wellbeing retreat	N/A
Eco Accommodation		
26	Eco resort accommodation	20 villas

Masterplan Item Number	Use	Quantity/ Land Area/ Floor Area
Sustainability, Education and Artisan Hub		
8	Café	N/A
	Restaurant	N/A
	Cellar door	N/A
	Studios	N/A
	Workshops	N/A
	Classroom facilities	N/A
Northern Tasmanian Demonstration Farm and Agribusiness Facility		
9	Organic co-op store	N/A
	Plant nursery	N/A
	Farm workshop	N/A
	Café	N/A
Childcare Centre		
10	Childcare centre	N/A
AFL/ Cricket Oval		
7	AFL/ cricket oval	N/A
Botanical Gardens		
19	Botanical gardens	N/A
Neighbourhood Parklands and Gardens		
6	Linear neighbourhood parkland	N/A
13	Ornamental garden	N/A
18	Native garden	N/A

3.2 Baker Group Development

It is understood that a 110-lot residential development is proposed to the west of the Ridgeside Lane site. Based on the publicly available subdivision layout and the existing traffic movement patterns within Evandale, it would be expected that the majority of vehicles would use the Cambock Lane access point and that the impact to White Hills Road and Barclay Street would be minimal.

4. Traffic Impact Assessment

4.1 Traffic Generation Rates

Indicative traffic generation rates based on the provided Ridgeside Lane land uses are included in Table 25. Traffic Generation have been sought from the NSW Roads and Maritime Services *RMS Guide to Traffic Generating Developments 2002* (RMS Guide). The traffic generation rate for the residential dwellings has been sought from the *RMS Technical Direction TDT2013/04a* (RMS Technical Direction)

Where the RMS Guide does not supply rates, the *ITE Trip Generation Manual* from the United States of America has instead been used.

It is noted that the table below is included to provide guidance regarding the traffic generation for the overall development. This TIA is limited in scope to the assessment of the residential development possible with use of the existing Evandale road network.

Table 25: Traffic Generation Rates

Use	Quantity	Source	Design Generation Rates			
			AM Peak Hour	PM Peak Hour	Sunday Peak Hour	Daily Weekday
Residential						
Small residential lots	70 lots	RMS	0.71 trips per dwelling	0.78 trips per dwelling	N/A	7.4 trips per dwelling
General residential lots	346 lots					
Super lots for smaller housing	160 dwelling					
Low density residential lots	81 lots					
Rural 'Zone A' lots	27 lots					
Rural 'Zone B' lots	17 lots					

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Use	Quantity	Source	Design Generation Rates			
			AM Peak Hour	PM Peak Hour	Sunday Peak Hour	Daily Weekday
Hotel and Conference Facility						
4.5-star hotel	100 rooms	ITE	0.47 trips per room	0.60 trips per room	0.56 trips per room	8.36 trips per room
Conference and wedding facility	100 guests	ITE	1.96 trips per 100m^2	2.57 trips per 100m^2	1.64 trips per 100m^2	32.02 trips per 100m^2
Bar	-	ITE	N/A	12.62 trips per 100m^2	N/A	N/A
Café	-	RMS	5 trips per 100m^2	5 trips per 100m^2	N/A	60 trips per 100m^2
Education and training facility	25 students	ITE	0.11 trips per student	0.11 trips per student	N/A	1.15 trips per student
Retirement Village						
Specialist aged care facility	45 beds	ITE	0.19 trips per bed	0.26 trip per bed	0.28 trips per bed	2.60 trips per bed
Independent living units	45 units	RMS	0.40 trips per unit	0.40 trips per unit	N/A	2.10 trips per unit
Health and Wellbeing						
Health and wellbeing retreat	N/A	ITE	1.46 trips per 100m^2	3.83 trips per 100m^2	N/A	N/A
Eco Accommodation						
Eco resort accommodation	20 villas	ITE	0.32 trips per room	0.41 trips per room	N/A	N/A
Sustainability, Education and Artisan Hub						
Café	-	RMS	5 trips per 100m^2	5 trips per 100m^2	N/A	60 trips per 100m^2
Restaurant	-	RMS	N/A	5 trips per 100m^2	N/A	60 trips per 100m^2
Cellar door	-	ITE	2.30 trips per 100m^2	8.12 trips per 100m^2	41.83 trips per 100m^2	51 trips per 100m^2
Studios	-	ITE	0.11 trips per student	0.11 trips per student	N/A	1.15 trips per student
Workshops	-	ITE	0.11 trips per student	0.11 trips per student	N/A	1.15 trips per student
Classroom facilities	-	ITE	0.11 trips per student	0.11 trips per student	N/A	1.15 trips per student

Use	Quantity	Source	Design Generation Rates			
			AM Peak Hour	PM Peak Hour	Sunday Peak Hour	Daily Weekday
Northern Tasmanian Demonstration Farm and Agribusiness Facility						
Organic co-op store[1]	-	ITE	62.49 trips per 100m^2	54.6 trips per 100m^2	82.6 trips per 100m^2	847.0 trips per 100m^2
Plant nursery	-	ITE	2.70 trips per 100m^2	7.71 trips per 100m^2	20.84 trips per 100m^2	75.56 trips per 100m^2
Farm workshop	-	ITE	2.18 trips per 100m^2	2.50 trips per 100m^2	18.09 trips per 100m^2	N/A
Café	-	RMS	5 trips per 100m^2	5 trips per 100m^2	N/A	60 trips per 100m^2
Childcare Centre						
Childcare centre	-	RMS	0.80 trips per child	0.70 trips per child	N/A	N/A
AFL/ Cricket Oval						
AFL/ cricket oval	-	ITE	0.99 trips per field	16.43 trips per field	28.78 trips per field	71.33 trips per field
Botanical Gardens						
Botanical gardens	-	ITE	0.01 trips per 100m^2	0.01 trips per 100m^2	0.01 trips per100m^2	0.02 trips per 100m^2
Neighbourhood Parklands and Gardens						
Linear neighbourhood parkland	-	ITE	0.01 trips per 100m^2	0.01 trips per 100m^2	0.01 trips per100m^2	0.02 trips per 100m^2
Ornamental garden	-					
Native garden	-					

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[1] Traffic generation calculated assuming a convenience store. This use may generate less depending on the exact nature of the co-op store.

4.2 Traffic Impact

4.2.1 Directional Split of Traffic

The directional split of traffic (i.e. ratio between inbound and outbound traffic movements) that has been adopted for the residential lots development is as follows:

- AM Peak Hour 25% in/ 75% out
- PM Peak Hour 60% in/ 40% out

4.2.2 Traffic Distribution and Assignment

The distribution of the traffic generated by the development is based on a number of factors including:

- The location of major distribution roads around the site
- The location of traffic generating developments; and
- Existing traffic patterns.

Based on this, the expected distribution of movements to and from the development are shown in Figure 40.

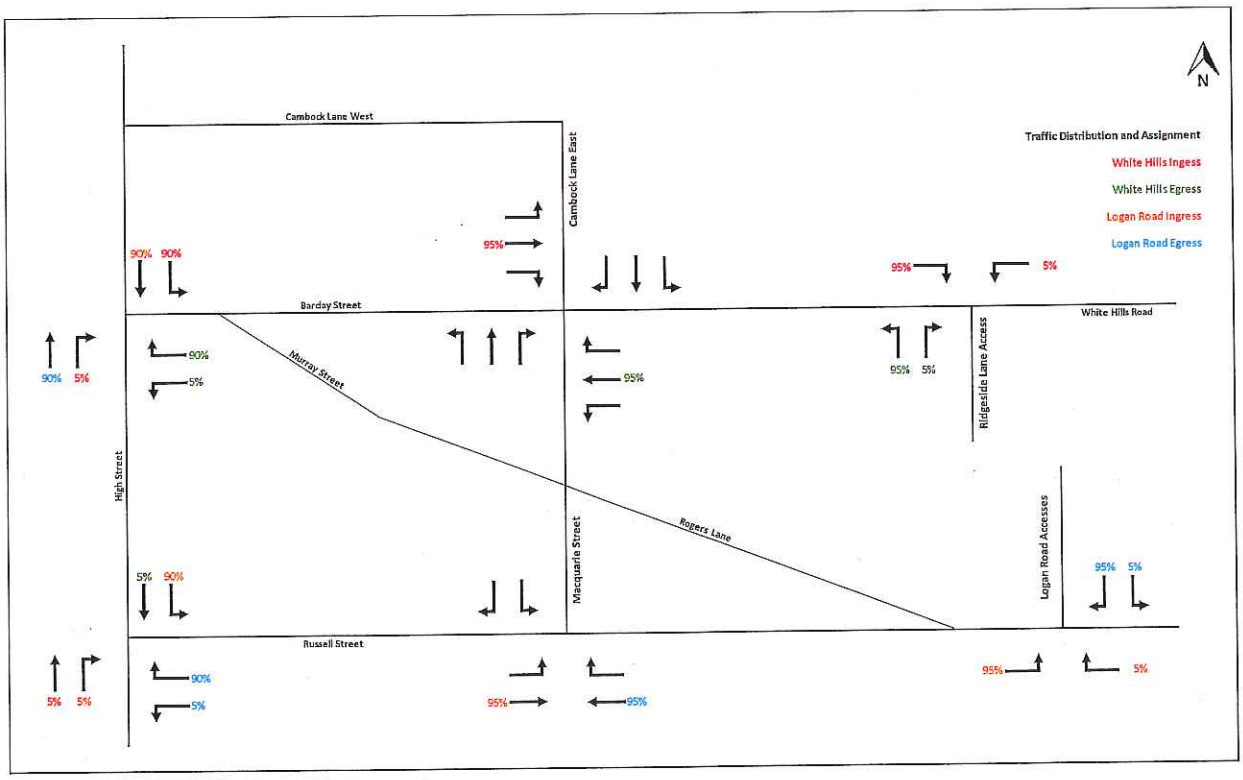

Figure 40: Traffic Distribution and Assignment

4.2.3 Level of Development to Reach Mid-Block Capacity

As discussed, it is intended to build a proportion of the residential lots first, based on the available capacity of the roads in Evandale.

Based on the traffic distribution shown in Figure 40, 95% of traffic would be expected to travel to and from High Street to the west and 5% would be expected to travel from the east. Based on this, 95% of all traffic generated by the initial development would be expected to travel through the Evandale Town Centre.

The number of residential lots than can be accommodated based on the available capacity of the roads, and taking into account that 95% of traffic is expected to travel through the Evandale Town Centre, is shown in Table 26.

Table 26: Residential Lots That Can be Developed Before Reaching Capacity

Road Name	Location	Weekday		Sunday		AM Peak Hour		PM Peak Hour		Sunday Peak Hour	
		Spare Traffic Capacity	Residential Lots that Can be Developed	Spare Traffic Capacity	Residential Lots that Can be Developed	Spare Traffic Capacity	Residential Lots that Can be Developed	Spare Traffic Capacity	Residential Lots that Can be Developed	Spare Traffic Capacity	Residential Lots that Can be Developed
Ridgeside Lane	White Hills Road to development boundary	To be upgraded									
White Hills Road	East of Barclay Street	1,483	211	1,562	2222	250	371	250	337	255	344
Barclay Street	High Street to Murray Street	1,528	217	1,500	213	345	511	383	517	320	432
	Murray Street to Cambock Lane	2,123	302	2,233	318	433	642	431	582	414	559
	Cambock Lane to White Hills Road	2,259	321	2,323	330	441	654	453	611	417	563
Logan Road	West of No. 58	1,824	211	1,729	246	280	415	280	378	270	364
	East of No. 58	0	0	0	0	285	423	285	385	280	378
Russell Street	High Street to Scone Street	1,355	193	0	0	369	547	350	472	5	7
	Scone Street to Macquarie Street	1,959	279	230	33	400	593	360	486	61	82
	Macquarie Street to Logan Road	1,492	212	156	22	385	571	334	451	30	40

Based on Table 26, up to 1,560 additional traffic movements (or in the order of 150 vehicle movements in a peak hour) could reasonably be accommodated on the road network. This is equivalent to approximately 211 residential dwellings.

The 17 lots accessing directly onto Logan Road would be expected to generate approximately 126 additional traffic movements on Logan Road and Russell Street per day. The proposed upgrades to Logan Road would be expected to accommodate the additional traffic.

Russell Street has spare capacity to accommodate the 126 additional traffic movements on a weekday. On a Sunday, when the market is taking place, there is no spare capacity to accommodate the additional traffic movements from an amenity perspective. However, the additional movements generated by the residential dwellings is considered to be minimal. It is also worth noting that when the market is taking place the traffic generation of the residential dwellings would be expected to be significantly lower than that one a weekday as many residents would likely attend the market, and many may walk or cycle.

The Ridgeside Lane road reserve is approximately 12.0 to 14.0m wide. It is proposed to convert Ridgeside Lane into a rural collector road to accommodate the development traffic. The LGAT standards specify that a rural road can carry high volumes of traffic (>2000 vehicles per day) with the following travel lane and shoulder widths:

- 7.0m trafficable width (two lanes)
- 0.5m sealed shoulder on each side
- 0.5m of gravel verge on each side.

The above results in a total of 9.0m of road pavement width with 1.5m to 2.5m of clearance on each side. Based on this there is sufficient space to accommodate a rural road at Ridgeside Lane that can carry the traffic that is expected to be generated by the site.

4.2.4 Intersection Operation

Based on the table above, 211 lots could reasonably be accommodated along White Hills Road in addition to the 17 lots along Logan Road. The expected intersection operation of all counted intersections under the 211 residential lots along White Hills Road and 17 residential lots along Logan Road scenario is shown below.

High Street/ Barclay Street Intersection

The LOS for each approach for the High Street/ Barclay Street intersection is shown in Figure 23 and Figure 24. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 6. Full results are presented in Appendix D.

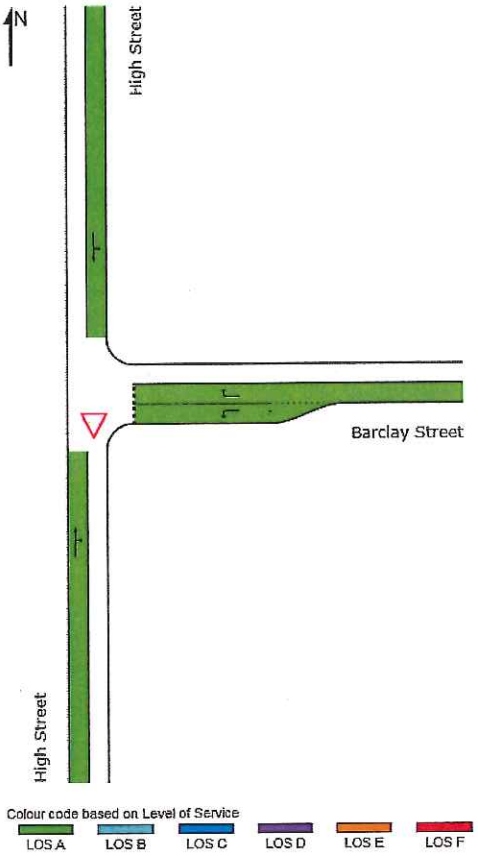

Figure 41: High Street/ Barclay Street – Post Residential Development Weekday AM Peak Hour Approach LOS

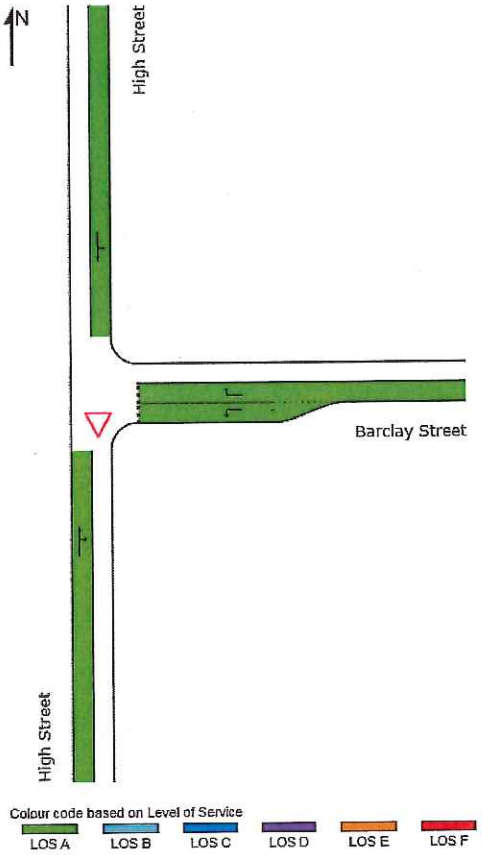

Figure 42: High Street/ Barclay Street – Post Residential Development Weekday PM Peak Hour Approach LOS

Table 27: High Street/ Barclay Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.07	1	1
East (Barclay Street)		0.15	5	3
North (High Street)		0.09	3	0
All Movements		**0.15**	**4**	**3**
South (High Street)	PM	0.05	1	1
East (Barclay Street)		0.07	5	1
North (High Street)		0.18	3	0
All Movements		**0.18**	**3**	**1**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 25 and Figure 26. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 7. Full results are presented in Appendix D.

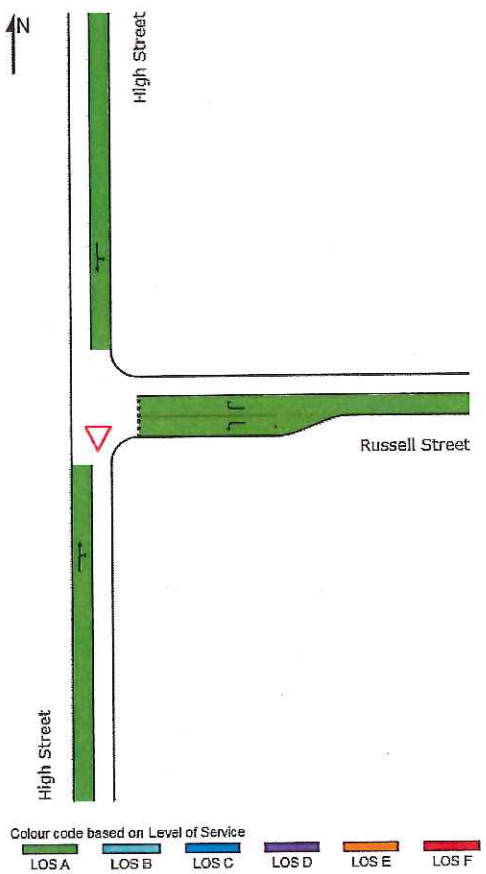

Figure 43: High Street/ Russell Street – Post Residential Development Weekday AM Peak Hour Approach LOS

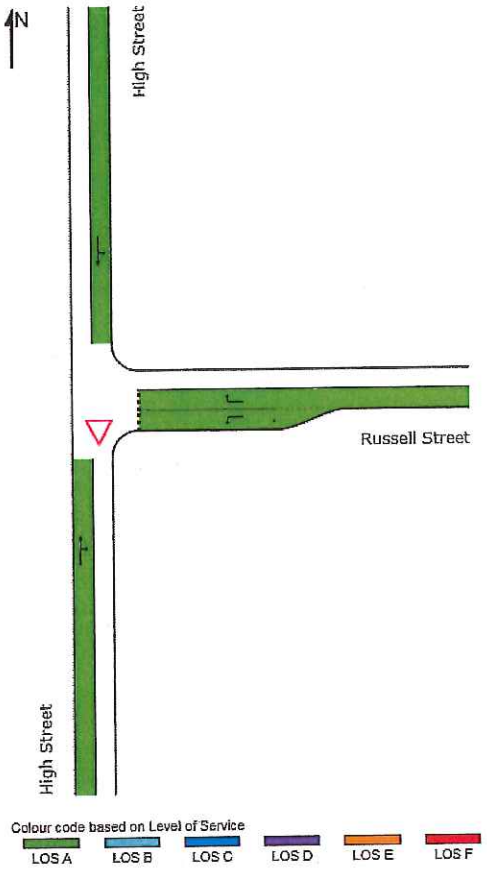

Figure 44: High Street/ Russell Street – Post Residential Development Weekday PM Peak Hour Approach LOS

Table 28: High Street/ Russell Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.03	1	0
East (Russell Street)		0.06	5	1
North (High Street)		0.05	3	0
All Movements		**0.06**	**3**	**1**
South (High Street)	PM	0.02	1	0
East (Russell Street)		0.04	5	1
North (High Street)		0.09	4	0
All Movements		**0.09**	**3**	**1**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 27 and Figure 28. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided inTable 8. Full results are presented in Appendix D.

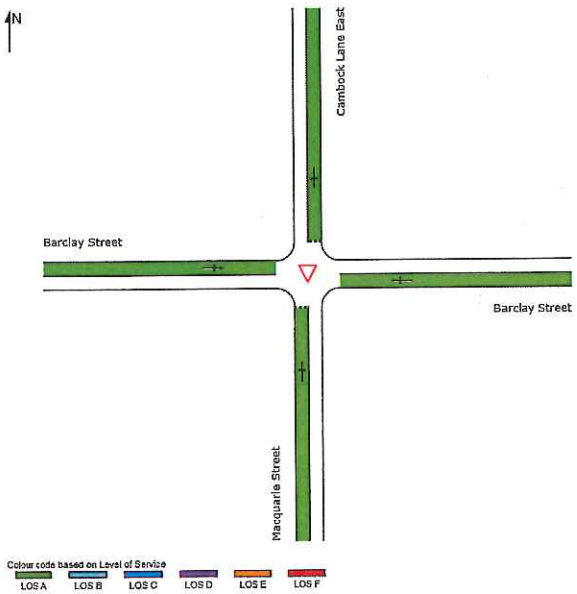

Figure 45: Barclay Street/ Macquarie Street/ Cambock Lane – Post Residential Development Weekday AM Peak Hour Approach LOS

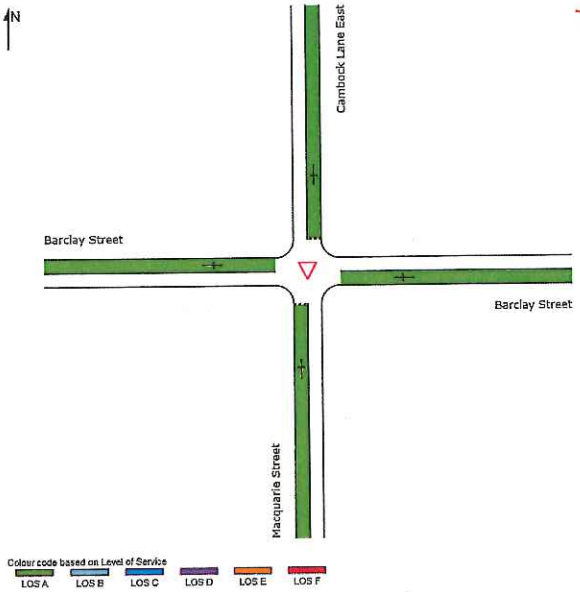

Figure 46: Barclay Street/ Macquarie Street/ Cambock Lane – Post Residential Development Weekday PM Peak Hour Approach LOS

Table 29: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	AM	0.02	5	1
East (Barclay Street)		0.09	1	0
North (Cambock lane East)		0.01	6	0
West (Barclay Street)		0.04	1	0
All Movements		**0.09**	**1**	**1**
South (Macquarie Street)	PM	0.02	5	0
East (Barclay Street)		0.06	1	0
North (Cambock lane East)		0.00	6	0
West (Barclay Street)		0.07	1	0
All Movements		**0.07**	**1**	**0**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 29 and Figure 30. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 9. Full results are presented in Appendix D.

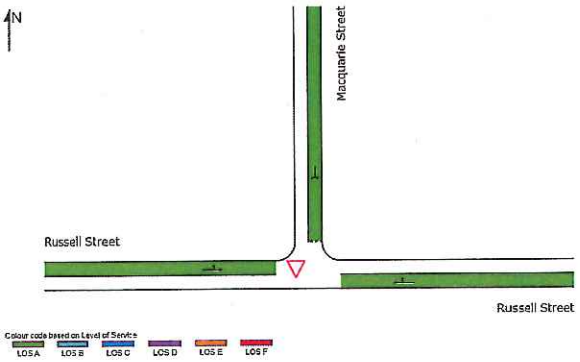

Figure 47: Russell Street/ Macquarie Street – Post Residential Development Weekday AM Peak Hour Approach LOS

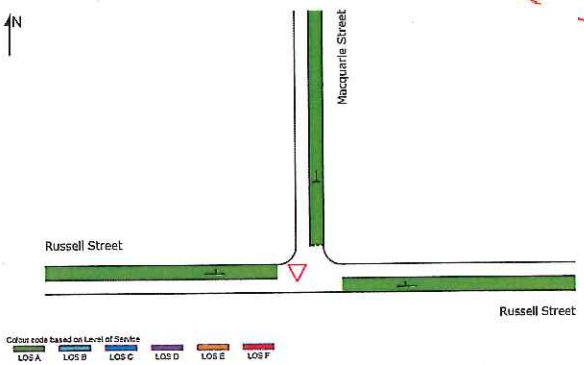

Figure 48: Russell Street/ Macquarie Street – Post Residential Development Weekday PM Peak Hour Approach LOS

Table 30: Russell Street/ Macquarie Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	AM	0.05	2	1
North (Macquarie Street)		0.02	2	0
West (Russell Street)		0.02	1	0
All Movements		**0.05**	**2**	**1**
East (Russell Street)	PM	0.04	1	1
North (Macquarie Street)		0.02	2	0
West (Russell Street)		0.06	0	0
All Movements		**0.06**	**1**	**1**

Discussion

Based on the results above, all modelled intersections are expected to continue to operate with minimal queues and delays at LOS A in the peak hours with the additional 1,560 vehicle movements per day.

5. Parking Assessment

5.1 Parking Provision

The Planning Scheme parking rate requirement for each of the land uses is shown in Table 31.

It is noted that this table is included to provide guidance regarding parking supply requirements for the overall development.Table 31: Parking Rate Requirement

Use	Quantity	Parking Use Name	Car Parking Rate	Bicycle Parking Rate
Residential				
Small residential lots	70 lots	Residential	2 spaces per dwelling + 1 visitor space per 4 dwellings	1 space per unit
General residential lots	346 lots			
Super lots for smaller housing	160 dwelling			
Low density residential lots	81 lots			
Rural 'Zone A' lots	27 lots			
Rural 'Zone B' lots	17 lots			
Hotel and Conference Facility				
4.5-star hotel	100 rooms	Hotel Industry	1 space per 20m2 of net public area + 1 space per bedroom + 6 spaces for drive-in bottle shop	1 space per 100m2 net floor area
Conference and wedding facility	100 guests	Community meeting and entertainment - conference	1 space per 20m2 of public area or 1 space per 4 seats, whichever is greater	1 space per 50m2 net floor area or 1 space per 40 seats, whichever is greater
Bar	N/A	Food services	1 space per 15m2 net floor area + 6 queuing spaces for drive through	1 space per 75m2 net floor area
Café	N/A			
Education and training facility	25 students	Educational and occasional care	1 space per employee + 1 space per 6 tertiary or training students	1 space per 5 staff and students

Use	Quantity	Parking Use Name	Car Parking Rate	Bicycle Parking Rate
Retirement Village				
Specialist aged care facility	45 beds	N/A		
Independent living units	45 units	N/A		
Health and Wellbeing				
Health and wellbeing retreat	N/A	Community meeting and entertainment - conference	1 space per 20m2 of public area or 1 space per 4 seats, whichever is greater	1 space per 50m2 net floor area or 1 space per 40 seats, whichever is greater
Eco Accommodation				
Eco resort accommodation	20 villas	Visitor Accommodation	1 space per unit or 1 space per 4 beds, whichever is greater	1 space per 10 beds
Sustainability, Education and Artisan Hub				
Café	N/A	Food services	1 space per 15m2 net floor area + 6 queuing spaces for drive through	1 space per 75m2 net floor area
Restaurant	N/A			
Cellar door	N/A			
Studios	N/A	Educational and occasional care	1 space per employee + 1 space per 6 tertiary or training students	1 space per 5 staff and students
Workshops	N/A			
Classroom facilities	N/A			

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Use	Quantity	Parking Use Name	Car Parking Rate	Bicycle Parking Rate
Northern Tasmanian Demonstration Farm and Agribusiness Facility				
Organic co-op store	N/A	Retail and hire	1 space per 20m2 net floor area	1 space per 100m2 net floor area
Plant nursery	N/A			
Farm workshop	N/A	Service Industry	1 space per 80m2 or 2 spaces per 3 employees, whichever is greater	1 space per 5 employees
Café	N/A	Food services	1 space per 15m2 net floor area + 6 queuing spaces for drive through	1 space per 75m2 net floor area
Childcare Centre				
Childcare centre	N/A	Educational and occasional care	1 space per employee + 1 space per 6 tertiary or training students	1 space per 5 staff and students
AFL/ Cricket Oval				
AFL/ cricket oval	N/A	Sportsground	1 space per 5 spectator places and a drop-off and pickup area	1 space per 50 spectator places
Botanical Gardens				
Botanical gardens	N/A	N/A		
Neighbourhood Parklands and Gardens				
Linear neighbourhood parkland	N/A	N/A		
Ornamental garden	N/A	N/A		
Native garden	N/A	N/A		

3-691

5.2 Car Parking Dimensional Requirements

The car parking layouts provided throughout the development are required to comply with the *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)* car parking requirements. The Australian Standard car parking requirements for 90-degree parking for the various uses are shown in Table 32.

It is noted that this table is included to provide guidance regarding car parking dimensional requirements for the overall development.

Table 32: Car Parking Dimension Requirements

Use	Australian Standard User Class	Car Parking Width	Car Parking Length	Car Parking Aisle Width
Hotel and Conference Facility				
4.5-star hotel	2	2.5m	5.4m	5.8m
Conference and wedding facility				
Bar	3	2.6m	5.4m	5.8m
Café				
Education and training facility	2	2.5m	5.4m	5.8m
Retirement Village				
Specialist aged care facility	1A	2.4m	5.4m	5.8m
Independent living units				
Health and Wellbeing				
Health and wellbeing retreat	1A	2.4m	5.4m	5.8m
Eco Accommodation				
Eco resort accommodation	1A	2.4m	5.4m	5.8m
Sustainability, Education and Artisan Hub				
Café	3	2.6m	5.4m	5.8m
Restaurant				
Cellar door				
Studios	2	2.5m	5.4m	5.8m
Workshops				
Classroom facilities				

Use	Australian Standard User Class	Car Parking Width	Car Parking Length	Car Parking Aisle Width
Northern Tasmanian Demonstration Farm and Agribusiness Facility				
Organic co-op store	3	2.6m	5.4m	5.8m
Plant nursery				
Farm workshop	2	2.5m	5.4m	5.8m
Café	3	2.6m	5.4m	5.8m
Childcare Centre				
Childcare centre	1	2.4m	5.4m	6.2m
AFL/ Cricket Oval				
AFL/ cricket oval	2	2.5m	5.4m	5.8m
Botanical Gardens				
Botanical gardens	2	2.5m	5.4m	5.8m
Neighbourhood Parklands and Gardens				
Linear neighbourhood parkland	2	2.5m	5.4m	5.8m
Ornamental garden				
Native garden				

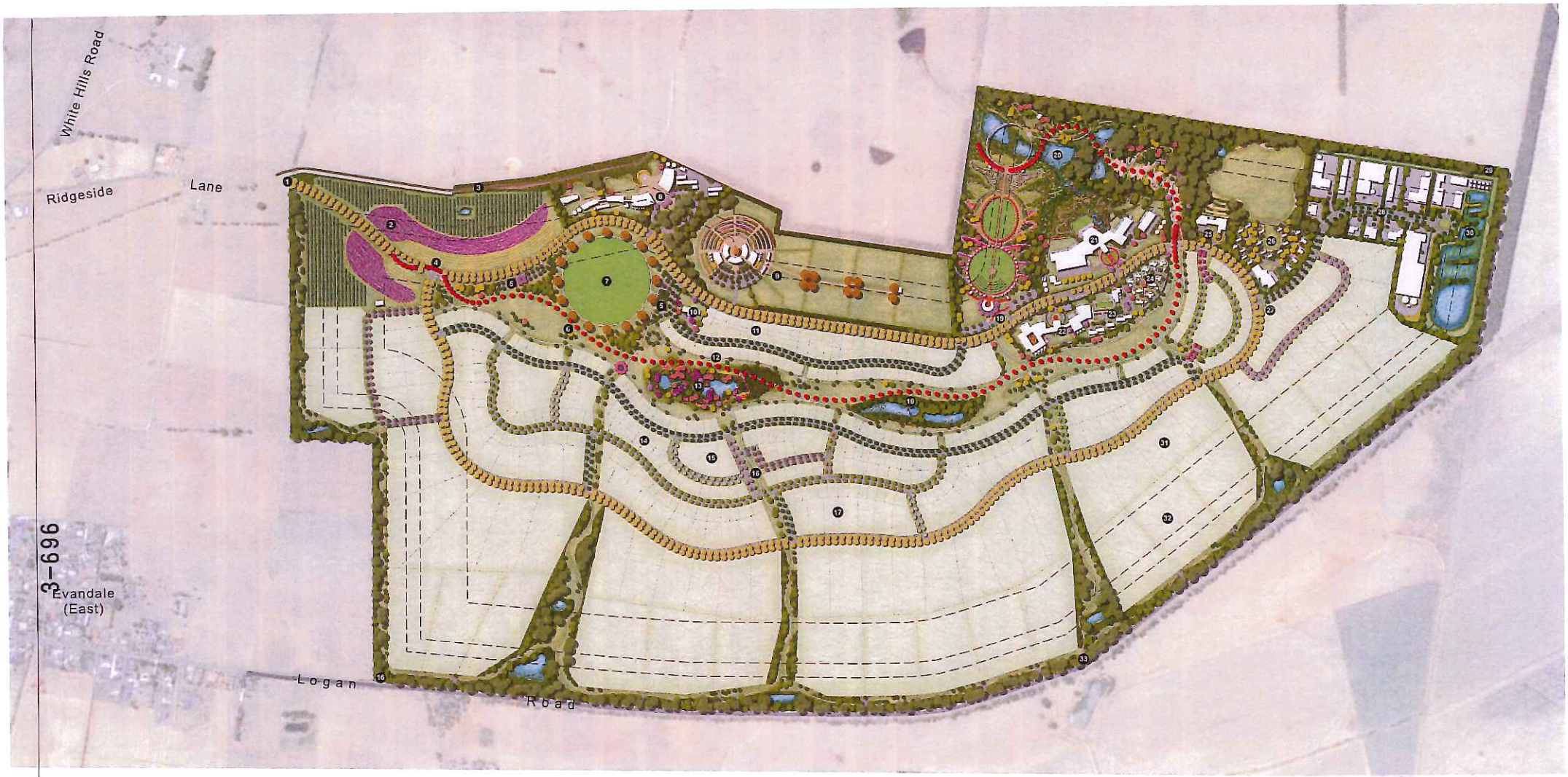
6. Conclusion

A TIA has been undertaken for the Ridgeside Lane Development in Evandale. The TIA assesses the level of development that can be built with traffic using the existing Evandale Road network to access the development, taking into consideration impacts to the safety, function and amenity of the existing Evandale road network. The analysis and discussions presented in this report can be summarised as follows:

- There is spare capacity to accommodate an additional 1,560 vehicle movements on White Hills Road and Barclay Street, which is equivalent to approximately 211 residential lots
- All modelled intersections in Evandale continue to operate with minimal queues and delays after 211 lots are developed
- Logan Road, to the east of No. 58, is currently carrying higher traffic volumes that the road's capacity due to its narrow width, Traders in Purple are committed to widening Logan Road 0.7m up to the eastern site boundary by 0.7m to provide a 6.0m road width and subsequently significant additional road capacity
- With the proposed widening of Logan Road, both Logan Road and Russell Street have spare capacity to accommodate the proposed 17 lots
- Ridgeside Lane currently provides access to a small number of properties and has a single travel lane. There is sufficient space within the road reservation to widen Ridgeside Lane to accommodate the expected vehicle movements that would be generated by the development
- Parking for the proposed development will need to be provided in accordance with the *Northern Midlands Council Interim Planning Scheme 2013*
- All provided parking spaces will need to comply with with the *Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)* car parking requirement.

Appendix A

Development Masterplan



3-696

PLAN LEGEND

- **Contours** Existing 0.2m contours.
- **Set Backs** Designated 70m, 100m and 200m setback to provide an agricultural buffer from adjoining land uses.
- **Residential Allotments** Proposed residential allotments varying from traditional housing to 2.65 ha rural residential lots.
- **Existing Residential Areas** 'The LIST' topographic map.
- **Internal Roadways** 20m (w) Road reserves with ornamental street trees allowing shade in summer and solar access to homes during winter.
- **Shared Pedestrian / Cycle Paths** 2.8m (w) pathway network throughout the neighbourhood to encourage a healthy and active lifestyle.
- **Open Space Boundary Corridor** 10m (w) Native vegetation strip with an open grass area to provide an effective buffer from adjoining land uses.
- **Water Sensitive Urban Design (WSUD)** Existing and additional water bodies utilised to capture, store and filter storm-water for reuse throughout the parklands.

NUMBER LEGEND

1. **Primary Connector Road** linking the neighbourhood loop road to White Hills Road and beyond. The primary road will be highlighted by an avenue of ornamental trees along the entire loop road to provide seasonal change as well as shade during summer and solar access for the adjoining homes during winter. The primary road will also include separated pedestrian and cyclist lanes that connect the boundary walking tracks with the residential and tourism areas.
2. **Broad planting of Chamomile and Lavender** with an Olive tree grove backdrop flank the entry road providing a unique experience entering the neighbourhood.
3. Ridgeside Lane 'Right of way' access to the Ridgeside' Estate to be retained with each side planted with small trees and shrubs to provide additional buffering between adjoining uses.
4. A line of decorative Maple trees commence at the intersection of the entry road and and loop road and meander through the parklands and botanical gardens.
5. Off street car parking areas for the community oval and parklands.
6. The linear Neighbourhood Parkland extends through the middle of the residential and tourism areas providing passive and active recreational opportunities for residents and visitors. The parkland includes shared pedestrian/cycle paths, seating and picnic facilities, play and exercise nodes, and feature gardens.
7. Full size **Cricket / AFL Oval** lined with large shade trees, shared pedestrian and cycle path and a traditional white picket fence.
8. **Sustainability, Education and Artisan Hub** consisting of Green Star rated buildings that accommodate a cafe, restaurant and cellar door specialising in local produce. The hub will also consist of studios, workshops and classroom facilities for sustainable living, backyard growing, small-holder farm courses, culinary arts, and art and craft courses.
9. **Demonstration Farm and Agribusiness Facility** including organic vegetable gardens, fruit and nut trees, livestock paddocks, and poly-tunnels set around the main 'Grow Hub' which includes an organic co-op store, plant nursery, farm workshops and Cafe.
10. **Child Care Centre** positioned across from the parkland and towards the neighbourhood entry for easy access.
11. Small residential lots with vehicle access restricted to the secondary street only, and arranged around a central driveway to limit garage frontages along the street front.
12. Small residential lots with parkland frontage provides a frontyard environment free from vehicle traffic and street infrastructure. Garages along the street frontage will be staggered and presentation controlled to ensure the built forms do not dominate the streetscape.
13. **Ornamental Gardens** with WSUD ponds, reticulated streams, accessible pathways, themed built forms, seating, garden features and ornamental planting.
14. **General Residential** consisting of 346 lots ranging in size from 450m² to 696m² including many with exclusive parkland frontage.
15. **Large General Residential** lots for the development of up to 100 economically and sustainably designed small affordable housing opportunities (spread across seven sites).
16. A network of shared pedestrian/cycle pathways provide links throughout the neighbourhood as well as non-vehical access to the Evandale village.
17. 81 x **Low Density Residential** lots ranging from 1,500m² to 5,500m², provide a transition in living opportunities between the general residential areas and the rural living lots.
18. **Native Garden** consisting entirely of Tasmanian native plants, set around stormwater ponds and wetlands.
19. Primary entry into the **Botanical Gardens** consisting of a large car parking area, bus drop-off/pick up lay-by, and Botanical Centre that overlooks the gardens. A central axial path provides access to all gardens and leads to the circular elevated walkway overlooking to WSUD ponds. The gardens will include a large amphitheater, picnic facilities and seating areas.
20. **WSUD Ponds** that captures and store all the stormwater flows coming into and throughout the neighbourhood, as well as regulating outflows into the adjoining farms, to ensure pre-development volumes are maintained.
21. 4.5 star 100 room **Hotel and Conference Centre**, including restaurant, bar and cafe. A hotel management education facility will also provide training for up to 25 students.
22. **Retirement Village Care Centre** including specialist aged care, palliative care and dementia care facilities set within a one building for ease of management and servicing.
23. Retirement Village Hub with lawn bowls court, activities centre, private vegetable gardens, 'Man's shed and 10 x Independent Living Units.
24. 10 x **Independent Living Homes** with private garages, yards and gardens.
25. **Health and Wellbeing Retreat** surrounded by tranquil gardens for quiet rejuvenation, rehabilitation and meditation.
26. **Eco Accommodation** with a central communal hub and 20 various sized villas set within a landscape of native trees, gardens and lawn areas overlooking an open paddock for petting animals.
27. Low Density Residential lots that Back onto the loop road and Utilities access road shall have a 5m (w) vegetation buffer along the fully length the boundary to provide a visual screen and to prevent secondary vehicle access to those lots.
28. **Utilities Precinct** to accommodate the neighbourhoods recycling centre, green-waste processing and composting facility, renewable energy storage, resident storage sheds, parklands and botanical gardens depot, and small scale sustainable product manufacturing ventures.
29. 18m (w) Native vegetation strip with an open grass area to surround the utilities precinct to provide an effective buffer from adjoining land uses.
30. **Sewerage and Waste Water** Facility utilising state-of-the-art treatment technologies to ensure odorless processing activities and natural biological filtration of the secondary treated water for public and private re-use throughout the neighbourhood.
31. 27 x **Rural 'Zone A'** lots ranging in size from 1ha to 1.95ha.
32. 17 x **Rural 'Zone B'** lots ranging in size from 2ha to 2.64ha with exclusive private access off Logan Road.
33. **Emergency Vehicle Access off** Logan Road through the open space corridors.

RIDGESIDE LANE

Ridgeside Lane Evandale Tasmania

Concept Master Plan

NORTH

0 50 100m

27 April 2019
Issue H

TRADERS IN PURPLE

LANGE design

Appendix B

Existing Conditions SIDRA Results – Weekday

MOVEMENT SUMMARY

▽ Site: 101 [High Street/ Cambock Lane Intersection - Existing Weekday AM Peak]

8:30-9:30
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	169	10.0	0.094	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
6	R2	2	2.0	0.094	5.9	LOS A	0.0	0.1	0.01	0.01	0.01	53.6
Approach		172	9.9	0.094	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
East: Cambock Lane												
7	L2	2	2.0	0.001	4.8	LOS A	0.0	0.0	0.21	0.47	0.21	49.2
9	R2	8	2.0	0.006	5.0	LOS A	0.0	0.1	0.21	0.55	0.21	48.8
Approach		11	2.0	0.006	5.0	LOS A	0.0	0.1	0.21	0.53	0.21	48.9
North: High Street												
10	L2	7	2.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.9
11	T1	119	10.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		126	9.5	0.069	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		308	9.5	0.094	0.3	NA	0.0	0.1	0.01	0.04	0.01	59.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

▽ Site: 101 [High Street/ Barclay Street Intersection - Existing Weekday AM Peak]

8:30-9:30
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	99	10.0	0.065	0.1	LOS A	0.1	0.9	0.10	0.10	0.10	58.7
6	R2	21	10.0	0.065	6.0	LOS A	0.1	0.9	0.10	0.10	0.10	52.5
Approach		120	10.0	0.065	1.1	NA	0.1	0.9	0.10	0.10	0.10	57.5
East: Barclay Street												
7	L2	15	10.0	0.008	4.8	LOS A	0.0	0.3	0.16	0.49	0.16	49.0
9	R2	72	10.0	0.054	5.0	LOS A	0.1	0.9	0.18	0.56	0.18	48.5
Approach		86	10.0	0.054	5.0	LOS A	0.1	0.9	0.18	0.55	0.18	48.6
North: High Street												
10	L2	56	10.0	0.069	5.7	LOS A	0.0	0.0	0.00	0.27	0.00	55.6
11	T1	67	10.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		123	10.0	0.069	2.6	NA	0.0	0.0	0.00	0.27	0.00	56.7
All Vehicles		329	10.0	0.069	2.7	NA	0.1	0.9	0.08	0.28	0.08	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.