



Design Considerations

The geotechnical design of the RE wall aims to obtain a global Factor of Safety (FoS) of 1.5 for the structures, which has necessitated the following design components:

- It is understood that the proposed RE walls for the bridge abutments will use steel straps/ladders for reinforcement.
- To reduce the risk of erosion of the existing embankment slope above the wing wall, surface water runoff from above road level must not run over the top of the RE wall, and down the existing embankment slope.
- A drainage layer is to be located behind the proposed RE wall to prevent the build-up of hydrostatic pore water pressure on the RE wall. The drainage layer should comprise gravel (5–20 mm in size), wrapped in geofabric (e.g. Bidim A24 or similar). Fill soils for the RE wall will need to comply with the RE wall supplier specifications.
- All retaining wall designs must incorporate some form of drainage, and retaining walls supporting natural ground were designed to consider the prevailing groundwater conditions.

3.4 Cut Slope Batter

There will be significant cutting required to achieve the design road level in a few sections, including the areas near the southern roundabout and immediately to the west, and a section for both MCO0 from chainage 2740 to 3220 and MCC0 from 180 to 480 within rock profile along Illawarra Main Road on the northern side of Western Interchange.

A satisfactory Factor of Safety of 1.5 can be achieved for a slope 2.5H:1.0V for stiff or better clay materials. Based on the rock strength and joints encountered in BH07, the proposed cutting slope within rock profiles is expected to be 1H:3V. Where fractured rock to be encountered, rock face shotcrete may be required to stabilise the cutting face.

This is based on a surcharge of 20 kPa and water table of approximately 1.0m above the cut toe.

However, surface erosion may occur for above design batter if sandy materials are encountered at the surface.

3.5 Embankment Batter

It is understood the road and bridge approach embankments will be constructed using compacted rock and Type A fill.

The maximum embankment height is expected to be approximately 12.2m. It is understood that embankment will be constructed using imported rock fill of various grading (500, 300, 150, 75 and 37.5) as specified in Table 205.031 of Section 205. Separation layer using geofabric will be included below the Type A fill. Slope stability was analysed using RocScience software package – Slide 7.0. The geotechnical parameters for the embankment materials and foundation materials are summarised below in Table 22.

Table 22: Geotechnical parameters for retaining embankment fill and foundation materials

| Description | γ_c (kN/m ³) | c' (kPa) | ϕ' (deg) | s_u (kPa) | E (MPa) |
|--------------------------|---------------------------------|------------|---------------|-------------|---------|
| Embankment Fill (Type A) | 20 | 2 | 36 | - | 60 |
| Rock Fill | 22 | 5 | 48 | - | 150 |
| Foundation Sandy Clay | 19 | 7 | 30 | 100 | 30 |



A satisfactory Factor of Safety of greater than 1.5 can be achieved for a slope 1.5H:1.0V for Rockfill embankment. This is based on a surcharge of 20 kPa and water table of approximately 1.0m above the embankment toe.

4. Risk Assessments

4.1.1 Geotechnical Risks Associated with Bridges

A preliminary assessment of geotechnical risks associated with bridge abutments and foundations was undertaken as part of the design. The risks and mitigation measures are outlined in Table 23 below.

Table 23: Risks and mitigations

| Risk | Mitigation measures |
|---|---|
| Ground conditions being different to those assumed in the design due to limited ground investigations being carried out adjacent to bridge foundation locations | Additional investigations to be carried out to support detailed design |
| Drainage failure behind the abutment retaining walls resulting in a build-up of groundwater pressure | Use of drainage behind the reinforced block and use of free draining backfill where possible |
| Geotechnical borehole information not extended to the pile foundation depth | Additional investigations to be carried out for deeper borehole with minimum 5m depth below pile toe levels to support detailed design. |
| Foundation materials being weaker/softer for embankment / RE walls | More sensitive assessments to be carried out during detailed design and more undercuts if required |

5. Instrumentation and Monitoring

Instrumentation will need to be installed at bridge abutments and retaining walls to monitor potential movements and settlements during construction. Settlement monitoring pins and survey markers will need to be installed to monitor horizontal and vertical movement, with settlement plates used to monitor settlement.

Groundwater monitoring wells will need to also be installed to monitor groundwater levels near bridge abutments and retaining walls.

Geotechnical inspections will need to take place at regular intervals during the construction of bridge abutments and retaining walls to ensure that construction is carried out in accordance with the design intent and to verify the ground conditions encountered during piling, to confirm pile lengths and founding materials.

Further details regarding the instrumentation philosophy will need to be provided as an input to detailed design.



6. Further Information and Investigation

Due to the very limited subgrade investigation data and poor representative lab test results for pavement design. It is recommended that further subgrade investigation and laboratory tests to be carried out to inform detailed design.

It is also recommended that further geotechnical investigation and testing be undertaken to inform detailed design. Further geotechnical investigation is proposed to provide supplementary geotechnical information to support detailed design of retaining structures and pavements.

This would include:

- Durability risk assessments for all buried structures, including foundations based on the measured soil and groundwater aggressiveness at the relevant part of each site
- Excavating test pits for culvert foundation and road subgrade conditions
- Undertaking in-situ and laboratory tests.

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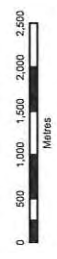
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NORTHERN MIDLANDS INTERIM PLANNING SCHEME - 2013 - PRIORITY HABITAT, URBAN GROWTH BOUNDARY OVERLAYS



Map 3 of 46



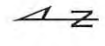
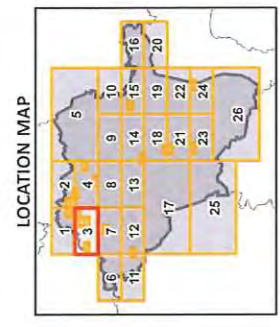
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 As amended at 06/09/2022
 Topographic data from the LIST © State of Tasmania
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Overlays

- Priority Habitat
- Urban Growth Boundary

Parcels

- Parcels



Department of State Growth

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Northern Midlands Council
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LONGFORD TAS 7301

By email: planning@nmc.tas.gov.au

Draft amendment 03/2022 – rezoning to General Residential Zone and combined subdivision application Folio of the Register 173776/1 - Drummond Street, Perth

Thank you for the opportunity to comment on the draft amendment and combined subdivision application at Drummond Street, Perth (folio of the Register 173776/1). The Department of State Growth (State Growth) has the following comments.

Noise

State Growth notes that the land proposed to be rezoned to the General Residential Zone is adjacent to the Midland Highway (Perth bypass). Prior to construction of the Perth bypass, State Growth noise modelling identified that, once constructed, noise impacts may occur beyond the 50-metre road or railway attenuation area.

As part of the assessment of the suitability of the land for residential purposes, a contemporary noise assessment should be undertaken by the proponent to determine the actual extent of noise impacts. Without such an assessment, State Growth considers the draft amendment does not demonstrate consistency with policy RIN-P4 and actions RIN-A7 and RIN-A8 of the Northern Tasmania Regional Land Use Strategy (regional strategy).

Strategic Land Use Planning

The land is identified within the Urban Growth Area (Priority Consolidation Area) under the regional strategy. The Perth Structure Plan identifies the land as providing strategic reserves for future residential growth over the long term, with other areas (South Perth and Sheepwash Creek) providing supply in the short to medium term.

Land immediately to the north of Phillip Street, currently within the Future Urban Zone, has not been included in the proposed rezoning, despite being closer to the town centre and with better access to the existing road network.

State Growth recommends Council consider whether the proposed rezoning provides a logical sequence of residential development within Perth.

Passenger Transport

Bus services in Perth were rerouted after construction of the Perth bypass. Services between Cressy, Longford and Launceston travel via the Midland Highway instead of Drummond Street which no longer connects to Illawarra Road.

Services between Evandale and Launceston travel via Clarence Street. All services then travel along Main Road, where the main attractors such as shops and services are located. Bus services would not deviate into the western side of Perth as it is not a logical extension of the network.

The nearest bus stop for the northern part of the subdivision is Main Road/Phillip Street which is 750 metres from the corner of Napoleon Street and Phillip Street. The nearest bus stop for the southern part of the subdivision will be approximately 1.2-1.6 kilometres away depending on the walking path taken to either Scone Street or Main Road/Phillip Street.

In rural areas bus stops are typically 800 metres apart however some people may have to travel further to the bus stop.

Future subdivisions should be designed to ensure good connections to Main Road where the bus routes are. Access to the bus stops on Main Road can be improved by providing good pedestrian amenity such as cut-throughs, footpaths and pedestrian crossings.

Please do not hesitate to contact Claire Armstrong, Senior Strategic Planner on (03) 6166 3397 or email planningpolicy@stategrowth.tas.gov.au who can coordinate engagement with relevant State Growth officers.

Yours sincerely



James Verrier
Director, Transport Systems and Planning Policy

19 January 2023

Paul Godier

From: Planning Policy <planningpolicy@stategrowth.tas.gov.au>
Sent: Thursday, 15 June 2023 12:44 PM
To: Paul Godier
Subject: RE: Attention: Claire Armstrong - Draft Amendment 03-2022 to Northern Midlands Local Provisions Schedule - Folio of the Register 173776/1 - Drummond Street, Perth
Attachments: Noise Assessment - for DA Report.PDF

Hi Paul,

Thanks for your email. Please see attached the noise assessment that was submitted with the development application for the Perth Link Roads, and was referred to in our submission on this draft amendment. Yes you may include that noise assessment in your report to council.

Kind regards,

Claire

Claire Armstrong (she/her) | Senior Strategic Planner
Transport Systems and Planning Policy | Infrastructure Tasmania | Department of State Growth
Level 1, 2 Salamanca Square, Hobart TAS 7000 | GPO Box 536, Hobart TAS 7001
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In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past, and present custodians of the Land.

Please note I do not work Fridays.

From: Paul Godier
Sent: Wednesday, 14 June 2023 12:49 PM
To: Planning Policy <planningpolicy@stategrowth.tas.gov.au>
Cc: info stategrowth <info@stategrowth.tas.gov.au>
Subject: Attention: Claire Armstrong - Draft Amendment 03-2022 to Northern Midlands Local Provisions Schedule - Folio of the Register 173776/1 - Drummond Street, Perth

Dear Claire,

In its letter dated 3 April 2023 the Tasmanian Planning Commission has required the planning authority to provide 'confirmation of the planning authority's position in relation to the draft amendment, i.e. whether it continues to support the certified draft amendment, whether the certified draft amendment ought to be modified (and if so how?) or alternatively that it no longer supports the draft amendment'.

This will be considered at the Council meeting of 26 June 2023.

Would you be able to provide the noise modelling referred to in the Department of State Growth's submission (attached)?

May I include that noise modelling in the report to council?

Regards,

Paul Godier



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Department of State Growth

Perth Links Road Noise Assessment

June 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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Appendices

Appendix A – Unattended monitoring charts

1. Introduction

1.1 Introduction

The Department of State Growth (DSG) has engaged GHD Pty Ltd (GHD) to undertake a baseline noise monitoring and modelling assessment as part of the Perth Links (the project).

1.2 Scope of work

The noise assessment involved a noise survey to establish the existing noise environment parameters and noise contour modelling to generate traffic noise predictions. The detailed scope of work is presented below.

1.2.1 Baseline noise survey

The baseline noise survey involved the following tasks:

- An initial desktop review was conducted to identify key environmental noise sources and receivers from aerial photography, proposed alignment drawings. Potential noise logging and monitoring locations were also identified at this stage.
- During the site visits unattended noise logger equipment were deployed to conduct a noise survey with consideration to the *Environment Protection Policy (Noise), 2009* (Noise EPP) and Noise Measurement Procedure Manual, Second Edition 2008 (NMPM), both publications of the Tasmanian Government Department of Primary Industries, Parks, Water and Environment.
 - The monitoring was conducted using noise loggers concurrently at six locations within the study area.
 - Logger results were used to establish the existing ambient noise environment and also capture existing road traffic noise for assessment of impacts and for noise model validation.
 - Two 15-minute duration operator attended noise measurements were undertaken adjacent to each logger on deployment for identification of specific local noise sources and their relative noise levels.
- Noise was assessed and filtered to remove invalid data due to extraneous noise or adverse weather conditions. Concurrent weather data was captured from the Bureau of Meteorology's Launceston Airport automatic weather station (approximately four km east of the study area).
- The noise goals set in the *State Noise Strategy* (DIER 2011) and the *Tasmanian State Road Traffic Noise Management Guidelines* (DSG 2015) have been outlined in this report.

1.2.2 Noise contour modelling

The following noise modelling scenarios have been prepared for the study area:

An existing traffic noise model was prepared to predict the existing level of road traffic noise in the vicinity of the project for the current year of noise logging (Year 2017). The current year existing noise model was used for the road traffic noise model verification process considering data obtained from the road traffic noise monitoring.

- Build 'Opening Year' and '10 Year Horizon' scenarios. Opening year was modelled based on anticipated traffic volumes within one year of the project becoming operational while the *horizon* scenario was based on traffic volumes at least 10 years from opening.
- No Build 'Opening Year' and '10 Year Horizon' scenarios – The 'No Build' scenarios were developed to assess the increase in total traffic noise associated with the project. These models were based on the existing alignment and corresponding traffic volumes if the project were to not proceed.

The predicted noise levels from the detailed noise modelling were assessed against the noise criteria with a brief discussion of the results.

1.2.3 Operational noise mitigation options

The predicted noise levels from the detailed noise modelling were assessed against the noise criteria. Where the noise criteria were predicted to be exceeded, mitigation options have been discussed.

1.3 Limitations

This report has been prepared by GHD for Department of State Growth and may only be used and relied on by Department of State Growth for the purpose agreed between GHD and the Department of State Growth as set out in Section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than Department of State Growth arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in Sections 4.1.1 and 4.1.2 of this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by Department of State Growth and others who provided information to GHD, which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

The findings of this report represent the findings apparent at the date and time of the assessment. It is the nature of environmental assessments that all variations in environmental conditions cannot be accessed and all uncertainty concerning the conditions of the ambient noise environment cannot be eliminated. Professional judgement must be exercised in the investigation and interpretation of observations.

Site conditions (including the presence of insect noise or other noise sources) may change after the date of this report. GHD does not accept responsibility arising from, or in connection with, any change to the site conditions. GHD is also not responsible for updating this report if the site conditions change.

2. Existing Environment

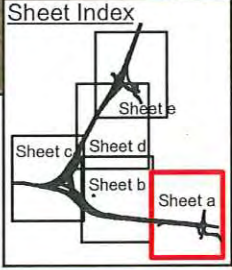
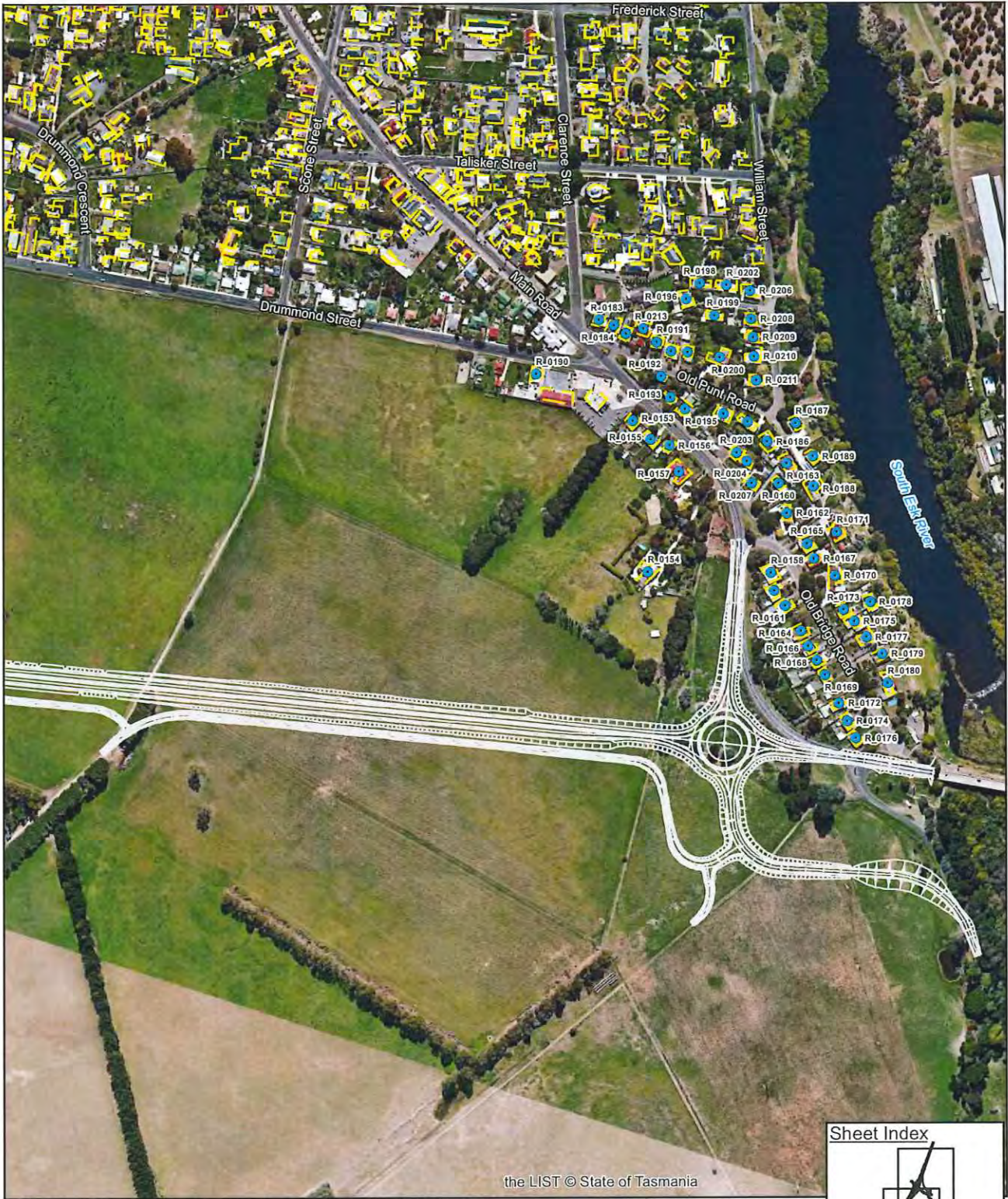
The project is located adjacent to the Midland Highway near the town of Perth.

The study area for this operational road traffic noise assessment is an area of a nominal distance of 300 m either side of the road project, as required by the TNMG.

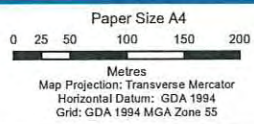
Receivers near to the project consist of the residential receivers located within the town of Perth and several rural/residential receivers located around Perth.

The nearest sensitive receiver locations are identified in Figure 2-1 with residential receivers denoted by 'R_####'.

Figure 2-1 Proposed road alignment and receiver locations



- LEGEND**
- Receivers
 - Buildings
 - Proposed road alignment



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 Perth Links Road
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**Proposed road alignment
 and receiver locations**

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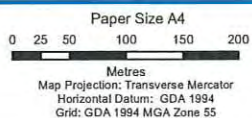
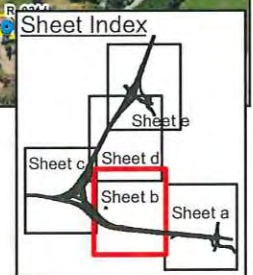
Figure 2-1a

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Figure 2-1b

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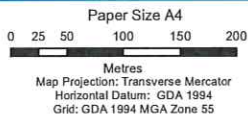
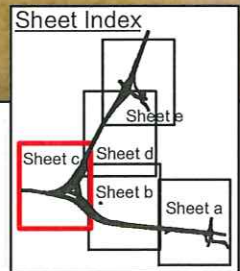
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Figure 2-1c

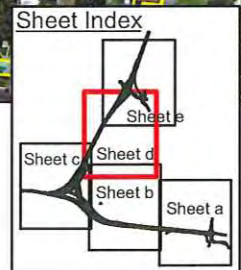
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LEGEND
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 □ Buildings
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 Grid: GDA 1994 MGA Zone 55



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 Perth Links Road
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 and receiver locations**

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Figure 2-1d

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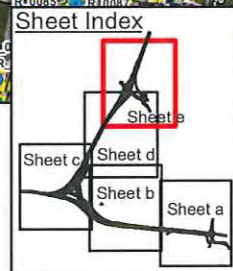
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Figure 2-1e

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2.1 Noise monitoring methodology

2.1.1 Unattended noise monitoring

Unattended noise monitoring was undertaken between 7 April 2017 and 26 April 2017 at six monitoring locations (L01 to L06). These locations were considered to be representative of the existing ambient noise environment at nearby sensitive receivers and suitable to capture road traffic noise levels from the Midland Highway. Additionally, the monitoring locations were on private properties identified as being a safe and secure place for unattended equipment.







Noise monitoring was undertaken using SVAN 955 and SVAN 977 environmental noise loggers within current calibration, capable of measuring continuous sound pressure levels and L_{A90} , L_{A10} and L_{Aeq} noise descriptors. The instruments were programmed to accumulate environmental noise data continuously for the entire monitoring period.

Field calibration checks were undertaken immediately before and after the monitoring period with a sound pressure level of 94 dB at 1 kHz using a Larson Davis CAL200 acoustic calibrator (serial number 9193).

The data collected by the loggers was downloaded and analysed and any invalid data removed. Concurrent weather data for the monitoring period was sourced from the nearest Bureau of Meteorology Station in Launceston (approximately four kilometres east of the study area).

Details of the noise loggers and locations are provided in Table 2-1. All sampling activities were undertaken with consideration to the Noise EPP and NMPM.

Table 2-1 Unattended Noise Monitor Details

| | L01 | L02 | L03 |
|-------------------------|---|--|---|
| Location | 114 Main Rd | 35 Drummond St | 390 Illawarra Rd |
| Equipment type (serial) | SVAN 955 (27621) | SVAN 955 (27622) | SVAN 977 (36820) |
| Measurement started | 7/04/2017, 09:30 | 7/04/2017, 10:10 | 7/04/2017, 13:35 |
| Measurement ceased | 19/04/2017, 14:00 | 12/04/2017, 12:40 | 25/04/2017, 18:00 |
| Frequency weighting | A | A | A |
| Time Response | Fast | Fast | Fast |
| Photo |  |  |  |
| | L04 | L05 | L06 |
| Location | 168 Illawarra Rd | 1 Napoleon St | 6 Partington Place |
| Equipment type (serial) | SVAN 955 (27624) | SVAN 955 (27625) | SVAN 977 (45748) |
| Measurement started | 7/04/2017, 14:30 | 7/04/2017, 16:30 | 7/04/2017, 15:30 |
| Measurement ceased | 22/04/2017, 22:00 | 12/04/2017, 6:30 | 26/04/2017, 20:00 |
| Frequency weighting | A | A | A |
| Time Response | Fast | Fast | Fast |
| Photo |  |  |  |

2.1.1 Attended noise monitoring

Attended noise measurements were conducted at each logger location on deployment of the loggers. Attended monitoring was conducted for two measurements of 15 minute durations in order to identify ambient noise sources and validate logger data. Instantaneous noise levels for operator identified noise sources were observed and noted during measurements.

The attended measurements were taken using the noise loggers deployed. Field calibration checks were undertaken immediately before the survey with a sound pressure level of 94 dB at 1 kHz using a Larson Davis CAL200 acoustic calibrator (serial number 9193).

2.2 Summary of noise monitoring results

2.2.1 Unattended noise monitoring

A summary of the calculated background L_{A90} (day, evening and night) noise levels, ambient L_{Aeq} (day, evening and night) noise levels and road traffic descriptors for the monitoring period at the unattended logger locations with all invalid weather affected data removed are provided in Table 2-2. Noise monitoring charts are presented in Appendix A.

Table 2-2 Unattended noise monitoring results

| Logger location | Background L_{A90} noise levels | | | Ambient noise levels L_{Aeq} | | | | Road traffic noise descriptor $L_{A10(18hr)}$ (6am to 12am) |
|-----------------|-----------------------------------|-----------------------|----------------------|--------------------------------|-----------------------|----------------------|------------------|---|
| | Day (7am to 6pm) | Evening (6pm to 10pm) | Night (10 pm to 7am) | Day (7am to 6pm) | Evening (6pm to 10pm) | Night (10 pm to 7am) | 16 hr (7am-11pm) | |
| L01 | 39 | 33 | 24 | 49 | 46 | 45 | 48 | 47 |
| L02 | 35 | 30 | 22 | 48 | 47 | 41 | 48 | 44 |
| L03 | 46 | 35 | 22 | 70 | 68 | 63 | 70 | 72 |
| L04 | 45 | 32 | 21 | 65 | 52 | 58 | 64 | 66 |
| L05 | 35 | 30 | 22 | 50 | 45 | 43 | 48 | 42 |
| L06 | 44 | 34 | 20 | 57 | 54 | 50 | 56 | 56 |

2.2.2 Attended monitoring results

A summary of the calculated background L_{A90} (day, evening and night) noise levels, ambient L_{Aeq} (day, evening and night) noise levels and road traffic descriptors for the monitoring period at the attended logger locations is provided in Table 2-3.

Table 2-3 Attended monitoring results

| Monitoring location | Date | Measurement time | | Measured noise levels | | | Observed noise sources, dB(A) L_p range |
|---------------------|------------|------------------|-------|-----------------------|-----------|-----------|--|
| | | Start | Stop | L_{Aeq} | L_{A10} | L_{A90} | |
| L1 114 Main Rd | 07/04/2017 | 10:33 | 10:43 | 48 | 50 | 40 | Birds 42-60 Road traffic- 43-57 Siren- 43-63 |

| Monitoring location | Date | Measurement time | | Measured noise levels | | | Observed noise sources, dB(A) L _p range |
|-----------------------------|------------|------------------|-------|-----------------------|------------------|------------------|--|
| | | Start | Stop | L _{Aeq} | L _{A10} | L _{A90} | |
| | | 10:47 | 10:57 | 47 | 49 | 39 | Road Traffic, 40-49 Birds- 40-60 Plane, 46-61 |
| L2 35 Drummond St | 07/04/2017 | 9:30 | 9:40 | 56 | 43 | 32 | Tractor, 43-79 Sprinkler, 32-42 Birds, 32-47 Vehicle, 37-40 |
| | 07/04/2017 | 9:40 | 9:50 | 49 | 46 | 35 | Sprinkler, 36-42 Vehicle, 39-42 Birds, 36-43 Tractor, 42-69 Cows, 36-42 |
| L3 390 Illawarra Rd | 07/04/2017 | 13:41 | 13:51 | 72 | 75 | 53 | Road traffic, 59-78 Insects, 49 |
| | | 13:53 | 14:03 | 72 | 76 | 53 | Road traffic, 60-78 Insects, 48 |
| L4 168 Illawarra Rd | 07/04/2017 | 14:30 | 14:40 | 64 | 68 | 53 | Road traffic, 56-74 |
| | | 14:40 | 14:50 | 66 | 69 | 54 | Road traffic, 62-81 |
| L5 1 Napoleon St | 07/04/2017 | 8:44 | 8:56 | 42 | 40 | 30 | Birds, 33-43 Road traffic, 30-60 Frogs, 35-40 Resident noise, 38-47 |
| | | 8:56 | 9:06 | 38 | 39 | 29 | Distant road noise, 30-39 Birds, 36-46 Resident noise, 35-39 Dog barking, 42-45 Insects, 32-33 |
| L6 6 Partington Place | 07/04/2017 | 15:32 | 15:42 | 59 | 61 | 51 | Road traffic noise, 55-67 Dog barking, 54-74 |
| | | 15:45 | 15:55 | 59 | 61 | 52 | Road traffic noise, 56-70 |

3. Noise Criteria

3.1 Road traffic noise criteria

In Tasmania, transport related noise emissions on State roads are managed in accordance with the *Environmental Management and Pollution Control Act 1994* (EMPCA) under a subsidiary policy, *Noise EPP* (DEPHA 2009).

The *State Noise Strategy* (DIER 2011) and the *Tasmanian State Road Traffic Noise Management Guidelines* (DSG 2015) (TNMG) set the target criteria for State roads and provide guidance to road and land use planners, road designers and the community on how traffic noise on the state road network is managed.

The TNMG (DSG 2015) discusses an assessment location of 1.5 metres above ground at 1 metre from the most exposed façade of a dwelling. However as there are multiple two-storey residential dwellings present in the study area this assessment includes calculated noise levels at 4.5 metres height at identified two-storey residence locations. While these additional locations are not specified by the TNMG (DSG 2015), it is recommended that they be considered when formulating noise mitigation measures.

The target criteria adopted for this assessment for new and major road upgrades is shown in Table 3-1.

Table 3-1 Target traffic noise criteria for new roads and major road upgrades, dB(A) (DSG 2015)

| Target traffic noise level | Application | Comments |
|------------------------------|---|---|
| L _{A10(18 hour)} 63 | On road construction and upgrade projects, the Department will aim to meet a design traffic noise level of L _{A10(18 hour)} 63 dB(A) or below for noise sensitive land uses, subject to what is considered reasonable, practical and cost-effective. | A traffic noise level of 63 dB(A) or less (measured at the building façade), is considered by the Department to be acceptable for most adjacent uses for most people. |
| L _{A10(18 hour)} 68 | Outside road construction and upgrade projects, where increases in traffic noise levels occur the Department will consider an operation traffic noise level of L _{A10(18 hour)} 68 dB(A) to be a practical upper limit | As levels increase above 63 dB(A) impacts become less acceptable to more people. A level above 68 dB(A) (measured at building façade) is considered by the Department to be undesirable for sensitive uses. |

4. Road traffic noise assessment

4.1 Noise modelling methodology

Acoustic modelling was undertaken using Computer Aided Noise Abatement (CadnaA) to predict the traffic noise levels generated from the project within the study area.

CadnaA is a computer program for the calculation, assessment and prognosis of noise propagation. The CadnaA noise model was configured using The United Kingdom Department of Environment's Calculation of Road Traffic Noise (CoRTN). Using the physical properties of traffic volume and mix, ground topography, road gradient, air and ground absorption and source and receiver height, scenarios were modelled using CoRTN to predict the $L_{10(18hr)}$ noise indices.

Three scenarios were modelled:

- An existing traffic noise model – 'No Build' Year 2017 - to verify the operational noise model with reference to data obtained from the road traffic noise monitoring. Once verified, this noise model provides existing road traffic noise levels at identified receivers.
- A traffic noise model for the year of anticipated project completion – 'Build' Year 2019 - to assess compliance with the noise criteria and assess any increases in road traffic noise resulting from the project.
- A traffic noise model for 10 years after the project completion – 'Build' Year 2029 - to assess compliance with the noise criteria and assess any increases in road traffic noise resulting from the project.

The noise models incorporate three-dimensional alignments of the proposed road upgrades, noise sensitive buildings and receivers, traffic volumes, vehicle posted speeds, heavy vehicle percentages and road surface characteristics.

The existing traffic noise model validated without application of road surface corrections for chip-seal. It is expected that this is due to wear and smoothing of the surface on the existing roads over time. To accommodate the potential for higher noise levels due to new chip-seal on the proposal, road surface corrections have been applied to the "Build" scenario models for chip-seal road sections undergoing redevelopment or construction works.

The assessment has been modelled based on available data at the time of assessment.

4.1.1 Model inputs and assumptions

The inputs and assumptions included in the noise models are outlined below and presented in Table 4-1.

Table 4-1 Noise model inputs

| Inputs | Assumption |
|----------------|--|
| Traffic speeds | Existing roads <ul style="list-style-type: none"> • Signposted speeds |
| | Design roads <ul style="list-style-type: none"> • 110 km/h for main highway • 100 km/h for ramps • 40km/h for roundabouts |

| Inputs | Assumption |
|---|---|
| Australian Road Research Board corrections for Australian conditions (standard corrections) | -1.7 dB(A) for 'façade' -0.7 dB(A) for 'free-field' |
| Façade correction | +2.5 dB(A) to account for sound reflected from the façade |
| Surface Corrections | Design Roads: <ul style="list-style-type: none"> DGA = +0dB 14mm Chip Seal = +4dB |
| Source heights above road surface | Light vehicles and heavy vehicle tyre interaction noise – 0.5 m Heavy vehicle engines – 1.5 m Heavy vehicle exhaust – 3.6 m |
| Receiver heights | Ground floor – 1.5 m above building ground level |
| Ground topography, existing alignment and design | Existing: LIDAR 1 m contours and 5 m contours (Design: DXF design strings and terrain |
| Road gradient | Taken into account based on road design model and road survey |
| Ground absorption | G = 0.75 |
| Atmospheric conditions | 10°C and 70 % humidity |

4.1.2 Traffic volumes

The CoRTN algorithm calculates traffic noise emissions levels based on traffic flows, heavy vehicle percentages, vehicle speeds, road gradients and road pavement types. The CoRTN algorithm requires 18-hour traffic volumes (6.00 am to 12.00 am (midnight)).

The traffic volumes used in the noise models are summarised in Table 4-2.

Table 4-2 Noise modelling traffic volumes

| Segment | 2017- Existing | | 2019 No Build | | 2019 Build | | 2029 No Build | | 2029 Build | |
|----------------------------------|----------------|-------|---------------|-------|------------|-------|---------------|-------|------------|-------|
| | Total | HV | Total | HV | Total | HV | Total | HV | Total | HV |
| Perth Link South | 0 | 0 | 0 | 0 | 8,947 | 1,312 | 0 | 0 | 9,902 | 1,451 |
| Perth Link West | 0 | 0 | 0 | 0 | 11,423 | 1,137 | 0 | 0 | 12,834 | 1,250 |
| Drummond Street | 2,567 | 508 | 2,608 | 518 | 493 | 14 | 2,815 | 570 | 567 | 14 |
| Youl Road | 4,994 | 350 | 5,167 | 354 | 1,040 | 45 | 6,032 | 375 | 1,674 | 49 |
| Midland Highway (North of Perth) | 12,423 | 1,088 | 12,776 | 1,111 | 3,319 | 65 | 14,540 | 1,226 | 4,227 | 67 |
| Illawarra Main Road | 8,145 | 899 | 8,327 | 911 | 8,316 | 911 | 9,235 | 971 | 9,232 | 971 |
| Midland Highway South | 7,555 | 1,224 | 7,737 | 1,251 | 7,726 | 1,247 | 8,645 | 1,388 | 8,614 | 1,376 |

4.1.1 Model validation

The predicted noise levels from the Year 2017 existing traffic noise model were verified against measured noise levels at three noise monitoring locations located near to existing roads. Other logger locations were located too far from existing roads for validation purposes. Noise levels were predicted at the same location and height as the noise logger microphone position. The model is deemed to be verified if the difference between the measured and calculated values of the descriptors is within +/- 2.0 dB(A).

Verification of calculated noise receivers at noise monitoring locations are shown in Table 4-3. The average difference between the measured and calculated results are well within 2.0 dB(A) therefore the noise model is considered to be verified.

Table 4-3 Noise Model Validation, dBA

| Location | Measured L _{A10,18 hour} | Calculated L _{A10,18 hour} | Difference (measured – calculated) |
|---------------------------|--------------------------------------|--|--|
| L03 | 72.0 | 71.3 | 0.7 |
| L04 | 66.2 | 66.4 | -0.2 |
| L06 | 56.1 | 57.7 | -1.6 |
| Average difference | | | -0.4 |

4.1 Predicted noise levels

Predicted noise contours are presented in Figure 4-1, for the L_{A10(18 hour)} 63 dB(A) contour for 2017 'existing', 2029 'no build' and 2029 'build scenarios.

The modelling indicates that the future project road traffic noise levels are expected to comply with the 63 dB(A) L_{A10 18hr} target criteria at the majority of the nearest sensitive receivers. In particular:

- 46 receivers are currently predicted to be above the 63 dB(A) L_{A10 18hr} target criteria for the year 2017 existing scenario.
- Four receivers are predicted to exceed the 63 dB(A) L_{A10 18hr} target criteria for year 'Build' 2029 traffic noise model.
- Many of the receivers with predicted traffic noise levels above 63 dB(A) L_{A10 18hr} for the existing road configuration at 2017, 2019 or 2029 are predicted to be subject to traffic noise levels lower than 63 dB(A) L_{A10 18hr} if the proposal is to proceed. This is because the proposal generally has a greater separation distance to sensitive receiver locations than existing traffic carrying roads.
- Two of the four receivers exceeding 63 dB(A) L_{A10 18hr} target criteria for year 'Build' 2029 traffic noise model currently exceed 63 dB(A) L_{A10 18hr} and do not exceed the upper limit target of 68 dB(A) L_{A10 18hr}.
- One receiver (R_0176) is predicted to exceed the upper limit target of 68 dB(A) L_{A10 18hr} for year 2029 traffic volumes.
- One receiver (R_0103) is predicted to meet the 63 dB(A) L_{A10 18hr} target criteria.

Under the TNMG (DSG 2015) an exceedance of the target criterion may trigger the requirement of noise mitigation measures. Road traffic noise mitigation measures are discussed in Section 5.1.

The results indicate that noise levels are anticipated to increase over the 10 year period by between 0 dB and approximately 1 dB due to natural traffic volume growth. This increase in noise would also be expected if the project did not proceed.

Figure 4-1 Existing – Year 2017, ‘no build’ – Year 2029 and ‘build’ Year 2029 noise contours



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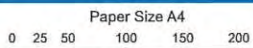
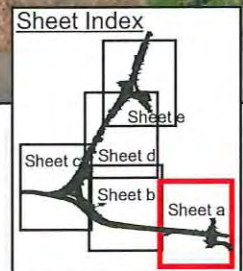
● Receivers

Proposed road alignment

— 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included

— 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included

— Existing 63 dBA contour, +2.5 dB(A) façade effect correction included



Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55



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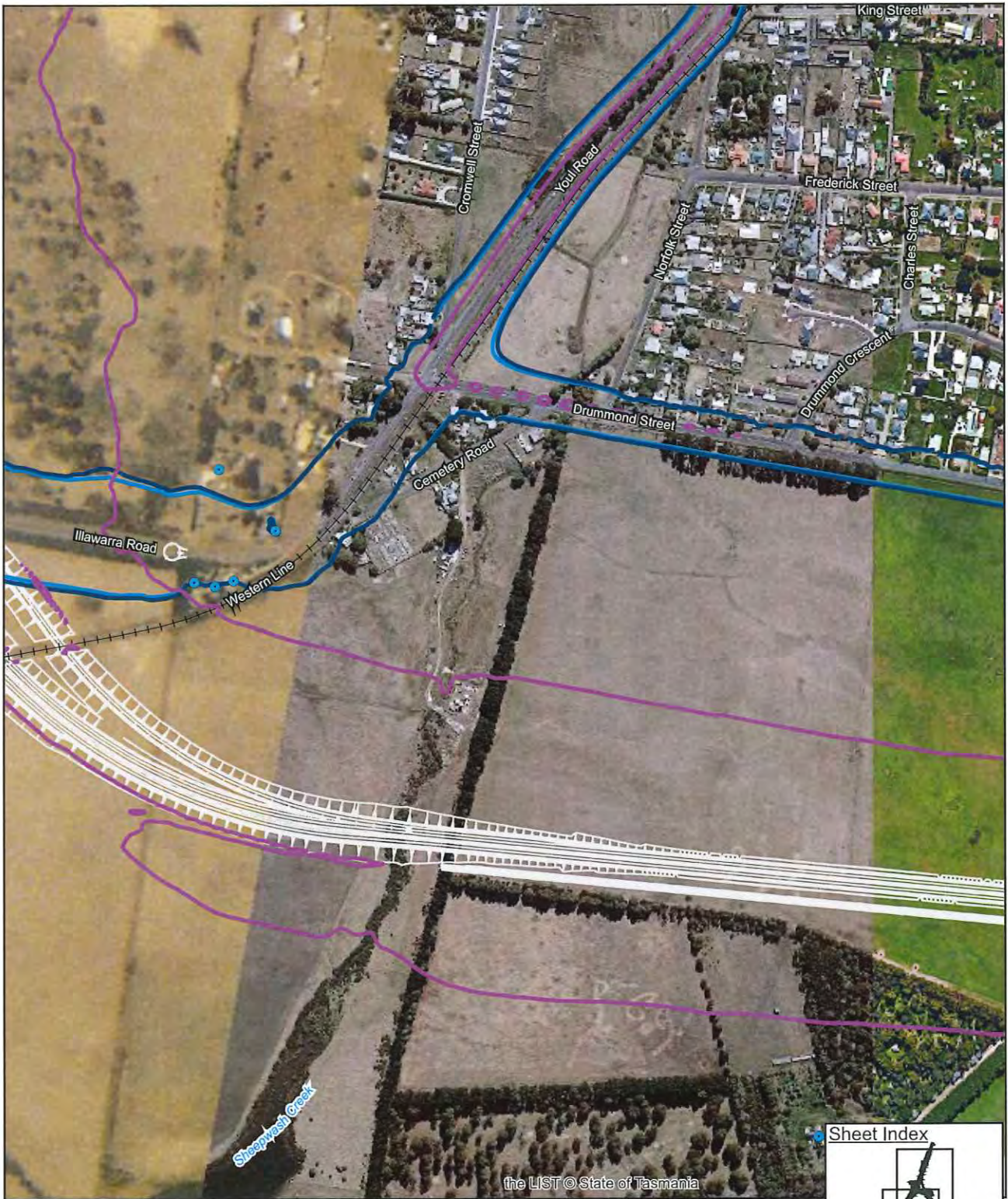
Figure 4-3a

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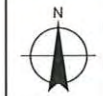
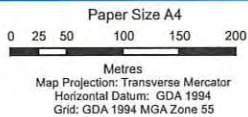
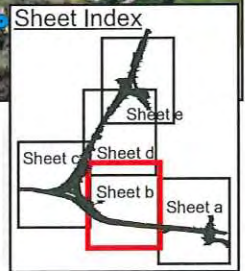
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LEGEND

- Receivers
- Proposed road alignment
- 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- Existing 63 dBA contour, +2.5 dB(A) façade effect correction included
- 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included



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Figure 4-3b

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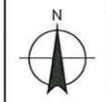
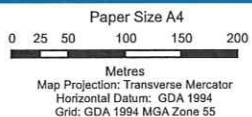
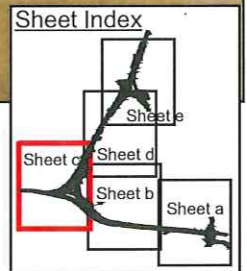
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- Receivers
- 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- Existing 63 dBA contour, +2.5 dB(A) façade effect correction included
- 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- Proposed road alignment



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Figure 4-3c

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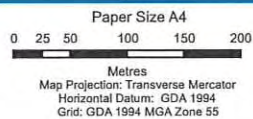
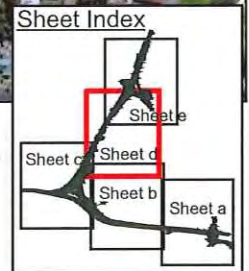
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LEGEND

- Receivers
- Proposed road alignment
- 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included
- Existing 63 dBA contour, +2.5 dB(A) façade effect correction included



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Figure 4-3d

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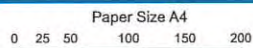
● Receivers

Proposed road alignment

— 2029 Build 63 dBA contour, +2.5 dB(A) façade effect correction included

— 2029 No-Build 63 dBA contour, +2.5 dB(A) façade effect correction included

— Existing 63 dBA contour, +2.5 dB(A) façade effect correction included



Paper Size A4
Metres
Map Projection: Transverse Mercator
Horizontal Datum: GDA 1994
Grid: GDA 1994 MGA Zone 55



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Figure 4-3e

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5. Mitigation measures

5.1 Road traffic noise mitigation

The TNMG (DSG 2015) presents a step by step process for identification of buildings that are eligible for noise mitigation treatments, *Table 12: Identification of eligible buildings*, which is reproduced as Table 5-1.

Table 5-1 TNMG (DIER 2011), Table 12: identification of eligible buildings

| Step | |
|-----------------|--|
| 1 | Identify all sensitive use buildings within the traffic noise assessment area, being an area out to a nominal distance of 300 m either side of the road |
| 2 | Where there is an existing approved but undeveloped residential subdivision within the noise assessment area, assume a reasonable location for future sensitive use building and adopt those locations as presumed sensitive use buildings. |
| 3 | Exclude from further assessment all buildings that are less than 50 m away from the edge of the road corridor and which were built subsequent to the construction of the road or the proclamation of the road corridor or the depiction of the road corridor in a planning scheme. |
| 4 | Measure existing LA10(18 hour) traffic noise and traffic counts at representative locations(s) along the road or, in the case of a greenfield situation, measure LAeq(16 hour) ambient noise at representative locations along the proposed road alignment. |
| 5 | Determine (by measurement or modeling) existing LA10(18 hour) traffic noise at assessment building facades (allowing for the 2.5 dB(A) façade effect**). |
| 6 | Predict LA10(18 hour) noise at assessment building facades (allowing for the 2.5 dB(A) façade effect) for 10 years in the future for existing roads or 10 years after the completion of the road works for future roads. |
| 7 | Identify all 63-plus buildings, being assessment buildings where the existing LA10(18 hour) traffic noise at the building façade is less than or equal to 63 dB(A) but at which the 10-year future noise will be greater than 63 dB(A). |
| 8 | Exclude from further assessment all 63-stet buildings, being assessment buildings where the existing LA10(18 hour) traffic noise is already greater than 63 dB(A) but at which the 10-year future LA10(18 hour) traffic noise will be less than or equal to 68 dB(A). |
| 9 | Identify all 68-plus buildings, being assessment buildings where the existing LA10(18 hour) traffic noise is already greater than 63 dB(A) and at which the 10-year future LA10(18 hour) traffic noise will be greater than 68 dB(A). |
| 10 ¹ | For a greenfield situation, identify all 15-delta buildings, being assessment buildings where the 10-year future LA10(18 hour) traffic noise will be more than 15 dB(A) greater than the existing LAeq(16 hour) ambient noise. |
| 11* | Identify any 45-heavy buildings where a permanent increase in the proportion of heavy vehicles as a result of a Departmental decision will take 10-year future night time heavy vehicle traffic noise on a category 1, 2 or 3 road above LAeq(8 hour) 45 dB(A). |
| 12 | Carry all 63-plus , 68-plus , 15-delta and 45-heavy buildings forward as eligible buildings and apply Table 13 (see Table 5-2) to develop mitigation solutions. |

Note *: step 11 not relevant for this assessment

Using the TNMG (DSG 2015) 'Table 12' method, analysis of mitigation eligibility was undertaken. Following the eligibility check process, two assessed receiver locations was

¹ The lowest measured ambient level, LAeq16hr (48 dBA), has been adopted for this project to assess greenfield sites in order to provide a conservative assessment.

identified as being eligible for noise mitigation. The corresponding noise mitigation target levels have also been presented and are based on whether the predicted future level at a receiver is greater than 63 dB(A) $L_{A10(18hr)}$ or 68 dB(A) $L_{A10(18hr)}$ as per Table 13 of the TNMG (DSG 2015).

The TNMG (DSG 2015) also presents 'Table 13 Development of mitigation solutions for eligible buildings'. A step by step process to aid in development of noise mitigation solutions for receiver buildings that have been identified as being eligible from the Table F process. Table G of the TNMG (DSG 2015) is reproduced in Table 5-2.

Table 5-2 TNMG (DSG 2015), Table 13 Development of mitigation solutions for eligible buildings

| Step | |
|------|---|
| 1 | For 63-plus buildings, determine the external noise mitigation requirements (speed changes, road seal type, noise barriers, noise mounds etc) that would be required to reduce the external 10 year future road traffic noise at the most exposed sensitive use building façade to $L_{A10(18\text{ hour})}$ 63 dB(A) or less |
| 2 | For 68-plus buildings, determine the external noise mitigation requirements (speed changes, road seal type, noise barriers, noise mounds etc) that would be required to reduce the external 10 year future road traffic noise at the most exposed sensitive use building façade to $L_{A10(18\text{ hour})}$ 68 dB(A) or less. |
| 3 | For 15-delta buildings, determine the external noise mitigation requirements (speed changes, road seal type, noise barriers, noise mounds etc) that would be required to reduce the external 10 year future road traffic noise increase at the most exposed sensitive use building façade to $L_{A10(18\text{ hour})}$ 15 dB(A) or less. |
| 4 | Assess the reasonableness and practicality of the required noise mitigation to determine whether the relevant noise criterion can be achieved within the budget. |
| 5 | Where the external noise targets at the most exposed façade of a 63-plus , 68-plus or 15-delta building cannot be achieved, determine the reasonableness, practicality and desirability of achieving the alternative external noise criterion of $L_{A10(18\text{ hour})}$ 52 dB(A) in any existing outdoor living area located on the opposite side of the sensitive use building to the façade most exposed to road traffic noise. |
| 6 | Where external noise criteria can reasonably and practicably be achieved for a 63-plus , 68-plus or 15-delta building, proceed with the road design on that basis. |
| 7 | Where external noise criteria cannot reasonably and practicably be achieved for a 63-plus , 68-plus or 15-delta building, develop any reasonable and practicable acoustic treatment solutions calculated to achieve a nominal daytime internal traffic noise design criterion of $L_{Aeq(16\text{ hour})}$ 35 dB(A). |
| 8 | For any 45-heavy buildings, develop any reasonable and practicable acoustic treatment solutions calculated to achieve a nominal internal night time traffic noise design criterion of $L_{Aeq(8\text{ hour})}$ 30 dB(A). |
| 9 | For any building where acoustic treatment is proposed, offer that treatment to the sensitive use building owner and, if the offer is accepted, enter into a corresponding agreement. |
| 10 | Proceed with the project, incorporating all reasonable and practicable external noise mitigations and agreed acoustic treatments. |

Steps relating to 68-plus buildings have been followed in developing possible mitigation measures in relation to the project.

5.1.1 Description of mitigation options considered

The following sections presenting noise mitigation options address the relevant steps of the TNMG (DSG 2015) Table G mitigation process.

Pavements

Section 8.8 of the TNMG (DSG 2015) provides information regarding noise from various pavement types. Table 5-3 provides a comparison of surface noise from different seal types.

Table 5-3 Relative surface noise of pavement types

| Surface type | Noise variation dB(A) |
|----------------------------|-----------------------|
| 14 mm chip seal | + 4 |
| 10 mm chip seal | + 4 |
| 7 mm chip seal | + 2 |
| Tyned/broomed concrete | + 1 to + 4 |
| Dense graded asphalt | 0 |
| Exposed aggregate concrete | - 1 to + 1 |
| Open graded asphalt | - 2 |

The TNMG (DSG 2015) states that the “*quietest road surface is open graded asphalt; however, it is also expensive and more subject to wear and tear comparable to surfaces such as chip seal.*”

Although noise is a consideration in determining pavement type, it is typically only one of several competing factors, such as:

- The likely users of the pavement e.g. light vehicle, heavy vehicles
- The performance of the surface over time.
- The capital and maintenance costs.

Principle 24 of the TNMG (DSG 2015) states:

“When selecting seal type, DIER will include noise minimisation amongst its design objectives but the final choice of seal will be one that achieves the best overall balance of all objectives.”

In the context of the project, there is one area where road traffic is predicted to exceed the target criteria. Pavement such as open graded asphalt has the potential for a noise reduction of up to 2 dB in this area when compared to dense graded asphalt proposed in the vicinity of the nearby roundabout. This would however not be sufficient to reduce project traffic noise to meet the 68 dB(A) $L_{A10\ 18hr}$ target criteria at this receiver for the design year 2029.

Factors other than noise would also need to be considered when determining if quieter pavement types are a reasonable and feasible option.

Speed reduction

A small reduction in traffic speed of 10 to 20% has the potential to reduce noise levels by 1 to 2 dB while a larger reduction of 50% may provide a 5 to 6 dB reduction in noise levels. However, one of the aims of a road project would generally be to improve traffic flow and reduce travel times; therefore speed reductions are usually not favoured.

In the case of this project, the required speed reductions along the main carriageway would not be feasible to mitigate traffic noise at the 68-plus receiver.

R_0176 is at the southern end of the project, not far from reduced speeds through the township of Perth. A noise reduction of 3 dB is required at this sensitive receiver to achieve the 68 dB(A) $L_{A10-18hr}$ target criterion. A significant reduction in traffic speed in this area adjacent to the receiver would achieve the required reduction, however is not preferred at this stage.

Noise barriers / mounds

Noise barriers or mounds are usually the most cost effective where road noise targets are exceeded for groups of houses close together as multiple residences and their outdoor areas are able to benefit from the single barrier. In addition, earth mounds and noise walls are most effective when the receiver is close (e.g. within 100 m) to the traffic noise source and are subject to adequate space within the corridor and access to fill material. For an individual receiver, architectural treatment would generally be the recommended option.

At the southern end of the project, a single receiver has been identified as being eligible for mitigation; therefore the implementation of a noise barrier is not considered a reasonable option for this receiver.

Receiver building treatments

Where noise targets cannot be reasonably and practically achieved through the abovementioned options, for '63-plus' and '68-plus' eligible receivers, the TNMG (DSG 2015) states that the Department will develop any reasonable and practicable acoustic treatment solutions.

Where other measures are deemed not reasonable or practical, building treatments would be offered to the owner of the eligible property by the proponent and if accepted, an agreement would then be negotiated.

Building treatments aim to reduce internal noise levels. Typical building treatments include upgrades to window glazing, doors and/or sealing of air gaps. A typical allowance of \$30,000 - \$50,000 is made for building treatments, per property. Based on the one identified receiver, the total cost of building treatment would be in the order of \$50,000. The cost of building treatment is likely to be less expensive than pavement or noise wall options; however, it should be acknowledged that building treatment does not provide mitigation to areas external to the building envelope. This should be considered when determining reasonable and feasible measures.

Consideration of suitable building treatments would be determined with consideration to the TNMG (DSG 2015) *Chapter 8.12 Building treatments* and following appropriate consultation with property owner. The existing condition of the building and the realistic effectiveness of building treatment would also need to be considered.

6. Conclusion

A baseline noise monitoring and modelling assessment has been undertaken on behalf of the Department of State Growth for the Perth Links project. This assessment has led to the following conclusions, which are subject to the limitations outlined in Section 1.3:

- Existing road traffic noise at identified receivers is generally under the 63 dB(A) $L_{A10\ 18hr}$ target criteria. Existing road traffic noise exceeded the 63 dB(A) $L_{A10\ 18hr}$ criterion at 46 receivers.
- Project road traffic noise is predicted to exceed the 63 dB(A) $L_{A10\ 18hr}$ target criteria at four receivers for the year 2029 traffic noise model.
 - Existing noise levels at two of these receivers are greater than 63 dB(A), and 2029 project levels less than 68 dB(A), therefore they are not eligible for mitigation under the TNMG.
 - Project traffic noise at one receiver (R_0176) is predicted to exceed the upper limit target of 68 dB(A) $L_{A10\ 18hr}$ by 3 dB(A). This receiver was found to be eligible for noise mitigation.
- Options for road traffic noise mitigation measures have been considered and discussed:
 - Two receivers have been identified as being eligible for consideration of noise mitigation measures as a '68-plus' receiver with one '63-plus' receivers identified.
 - Building treatment has been identified as a potentially reasonable and feasible option for these receivers. Existing noise attenuating architectural features of this property should be investigated and considered.

Appendix A – Unattended monitoring charts

Appendices

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Document Status

| Revision | Author | Reviewer | | Approved for Issue | | |
|----------|-----------|------------|-----------|--------------------|-----------|------|
| | | Name | Signature | Name | Signature | Date |
| Draft A | J. Vallis | S. Ritchie | | | | |
| Draft B | | S. Ritchie | | | | |
| | | | | | | |

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Our Ref: 45018

14 February 2023

Ms Claire Hynes
Delegate (Chair)
TASMANIAN PLANNING COMMISSION

Via Email: tpc@planning.tas.gov.au

Dear Ms Hynes

**Northern Midlands Local Provision Schedule
Draft amendment 03-2022 and permit-11-0056
Lot 1 Drummond Street, Perth.**

I refer to your letter on the 7th of February and comments to the planning authority submission on the 12th of January.

Regarding point a) please see the provided plan showing area outside the road attenuation and the 1% AEP. The areas show that to the north of the site there is an area of 1.97+- outside the overlays and 9439 to the west.

b) the inclusion of clauses within the Perth SAP referencing this title goes against the proposed rezoning to general residential. It will also contradict the Perth Strategic plan as the site was earmarked for future development hence its current zoning of Future Urban. As shown on the plan provided, there is adequate area to be developed outside of the attenuation and 1% AEP event.

c) the mapping provided shows the extent of the 1% AEP with climate change based on 2021 modelling, a report wasn't provided for the modelling but based on the supplied report from 2016, the extent of the flooding is without any proposed mitigation measures and with the Hugh MacKinnon Dam at full capacity. Mitigation measures such as formally changing the Dam to a detention basin, widening Sheepwash creek and site filling haven't been explored. With the proposed mitigation measures implemented, it would decrease the extent of the 1%. The council under the Urban Drainage Act have the power to manage the land as general residential to ensure any future development mitigates the 1% AEP.

Regarding the areas within the Attenuation area should be managed similarly to the previously mentioned 1% AEP event. This is due to any proposed development within the attenuation area will need to address the code specifically. While having the area within a different zone doesn't provide the council with any net benefit and will likely lead to dual-zoned lots or small unsuitable lot zoned as future urban.

Yours faithfully

PDA Surveyors

Allan Brooks

PDA Surveyors, Engineers & Planners

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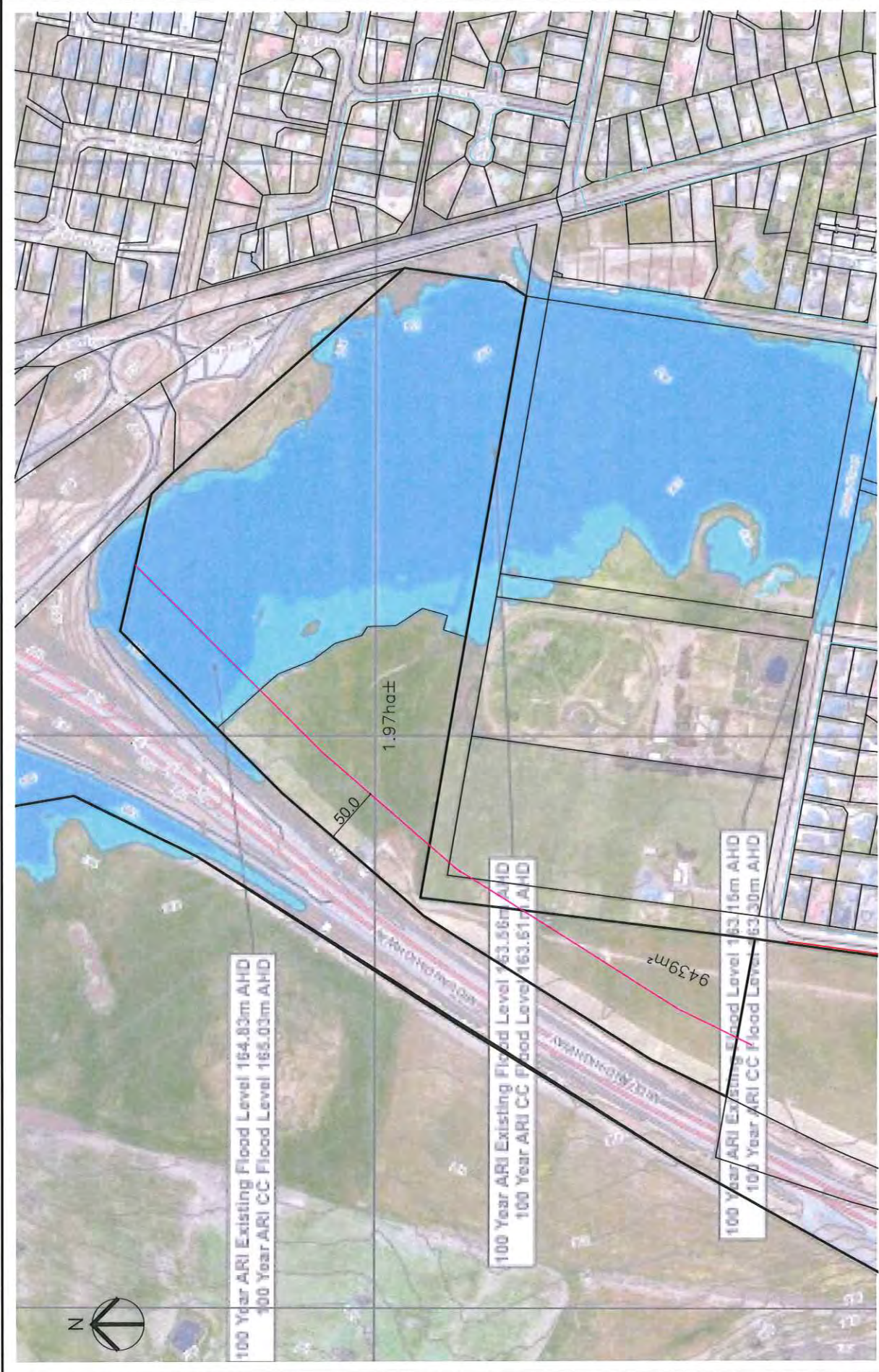
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| | | | | | | | |
|-----|------|----|----------|------|----------|------|----------|
| E | DATE | BY | APPROVED | DATE | APPROVED | DATE | APPROVED |
| D | | | | | | | |
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| REV | | | | | | | |

| | | |
|---------|----|------------|
| PROJECT | NO | DATE |
| DESIGN | AB | 08/02/2023 |
| DATE | JB | |

| | |
|---------|------------------------------|
| SCALE | 1:3000 |
| DATE | 08/02/2023 |
| PROJECT | Hugh Mackinnon Rezoning Area |
| NO | 45018 - P06a |
| DATE | |



Hugh Mackinnon Rezoning Area
1% AEP overlay image and 50m Road offset.

2/23 Billing Street
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Also at: Hobart, Burnie, Devonport & Launceston



ESK - C:\Users\51440\Documents\GIS\Projects\NMC\Working\

Legend

-  50m road attenuation area
-  Cadastral Parcels

Scale (at A3): 1:2,000



Date: 15/06/2023
Author: Esk_Eve Hayden

50 metre Attenuation Area from the Midland Highway on 173776/1



NORTHERN MIDLANDS COUNCIL

LOCAL COMMUNITY STRATEGIES



CONSULTATION REPORT

MAY 2023



Consultation Report – Local Community Strategies

| | |
|-------------|----------------|
| Prepared By | Paul West |
| Reviewed By | Andrew Wardlaw |
| Delivered | 31 May 2023 |

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1. INTRODUCTION

During 2022 the Northern Midlands Council requested its staff develop a series of strategies to further support the Council's Strategic Plan 2021-2027. The initial strategies which were agreed to be developed included:

- Arts and Culture
- Communications and Community Engagement
- Economic Development
- Health and Wellbeing
- Youth

A driving factor to be considered for each of the strategies was that they were to conform with the Northern Midlands Council's Strategic Plan 2021-2027 structure, and further they were to be documented in a maximum of four pages.

The draft strategies were tabled at the 30 January 2023 Council Meeting. The Council endorsed all five strategies as presented and requested an independent community consultation process be implemented.

River Road Consulting Pty Ltd were engaged by the Council to independently facilitate the community consultation and to provide a report to the Council on the results. The arrangements for the consultation meetings including promotion and locations, was a Council responsibility.

The initial project brief requested that the consultation be confined to:

- seven community drop-in sessions, and
- workshops with all local district committees.

Once engaged, River Road Consulting concluded it would be beneficial if an online survey was included as an additional consultation tool.

Face-to-face consultation meetings were held between 8-10 May 2023.

There was confusion surrounding the promotion of the face-to-face consultation sessions with the separate Local District Committee sessions not advised to members well in advance of the scheduled meetings.

Council used its traditional communication methods to promote the consultation sessions, including Facebook, Website and Courier advertisements. Community members attending the sessions advised that in the main they heard about the consultations by 'word of mouth' with short notice. Most indicated they do not subscribe to the Council's Facebook page and do not regularly read the Courier.

Due to confusion with the promotion the survey links were promoted through the consultation sessions and extended to 19 May 2023.

The schedule of the face-to-face consultations was as follows:

Consultation Report – Local Community Strategies

| Date | Town | Time | Venue | Purpose | Number of Attendees |
|--------|---------------|---------------------|---|---------------------------|---|
| 8 May | Perth | 11:00 am – 12:30 pm | Perth Community Centre | Community Drop-in Session | 3 community 2 councillors 1 staff |
| | Evandale | 1:30 pm – 3:00 pm | Evandale Community Centre | Community Drop-in Session | 3 community 1 councillor 1 staff |
| | Evandale | 4:00 pm – 5:30 pm | | District Committee | 4 members |
| | Perth | 6:00 pm – 7:30 pm | Perth Community Centre | District Committee | Cancelled |
| 9 May | Campbell Town | 9:00 am – 10:30 am | Campbell Town War Memorial Oval Multi-Function Centre | District Committee | 3 members |
| | Ross | 11:30 am – 1:00 pm | Ross Reading Room | District Committee | 2 members |
| | Ross | 2:00 pm – 3:30 pm | | Community Drop-in Session | 1 community 1 staff |
| | Campbell Town | 4:00 pm – 5:30 pm | Campbell Town War Memorial Oval Multi-Function Centre | Community Drop-in Session | 2 community 1 staff |
| 10 May | Avoca | 9:00 am – 10:00 am | Avoca Community Centre | Community Drop-in Session | Nil 1 councillor |
| | Avoca | 10:00 am – 11:00 am | | District Committee | Nil |
| | Cressy | 1:00 pm – 2:00 pm | Cressy Community Centre | Community Drop-in Session | Nil 1 staff |
| | Longford | 3:00 pm – 4:30 pm | Riverlands Centre | Community Drop-in Session | 8 community 1 staff |
| | Longford | 5:00 pm – 6:30 pm | | District Committee | 5 members |
| | Cressy | 7:00 pm – 8:30 pm | Cressy Community Centre | District Committee | 6 members |

Local District Committee consultations were held in Evandale, Campbell Town, Ross, Longford, and Cressy.

Due to the late notice the Perth Local District Committee Session was cancelled with members invited to attend either the Longford or Cressy sessions.

No Local District Committee representatives attended the Avoca session.

The overall attendance by community members was disappointing, however those who did participate were forthcoming with their views and demonstrated a keen investment and interest in their local communities.

2. BACKGROUND

The Northern Midlands Council Strategic Plan 2021-2027 focusses on the unique elements of the area which makes it an enviable place to live, work and play.

The Strategic Plan is based on four key priorities:

- 1 *Lead: Serve with honesty, integrity, innovation and pride*
- 2 *Progress: Economic health and wealth – grow and prosper*
- 3 *People: cultural and society – a vibrant future that respects the past*
- 4 *Place: Nurture our heritage environment*

Each priority is supported by four strategic outcomes which describe what Council aims to achieve, and are consistent with its vision of:

Northern Midlands is an enviable place to live, work and play. Connected communities enjoy safe, secure lives in beautiful historical towns and villages. Our clean, green agricultural products are globally valued. Local business and industry is strongly innovative and sustainable.

Further, there are four strategic outcomes under each key priority:

Lead

- 1.1 *Council is connected to the community*
- 1.2 *Councillors serve with integrity and honesty*
- 1.3 *Management is efficient, proactive and responsible*
- 1.4 *Improve community assets responsibly and sustainably*

Progress

- 2.1 *Strategic, sustainable, infrastructure is progressive*
- 2.2 *Proactive engagement drives new enterprises*
- 2.3 *Collaborative partnerships attract key industries*
- 2.4 *Support and attract wealth-producing business and industry*

People

- 3.1 *Sympathetic design respects historical architecture*
- 3.1 *Developments enhance existing cultural amenity*
- 3.3 *Public assets meet future lifestyle challenges*
- 3.4 *Towns are enviable places to visit, live and work*

Place

- 4.1 *Cherish and sustain our landscape*
- 4.2 *Meet environmental challenges*
- 4.3 *Eco-tourism strongly showcases our natural beauties*
- 4.4 *Our heritage villages and towns are high value assets*

Council outlines its values as follows:

| | |
|-------------------|--|
| <i>Honesty</i> | <i>Treat all with honesty, respect and trust.</i> |
| <i>Integrity</i> | <i>Listen, learn and proactively deliver Council's vision.</i> |
| <i>Innovation</i> | <i>Explore, expand and adapt to achieve a shared vision.</i> |
| <i>Pride</i> | <i>Serve community with pride and energy.</i> |

Also outlined in the Strategic Plan are a series of projects under each of the key priority areas, all directly related to the draft strategies developed and subject to the consultation process.

Communications and Engagement Strategy 2022

Strategic Context

This Communication & Engagement Strategy supports objectives in the Northern Midlands Strategic Plan 2021-2027. Effective communication is essential in the delivery of local government services and good governance.

Through strong and effective communication with our community, Council to:

- *Keep all stakeholders, including our residents, councillors, staff, government agencies, non-government community organisations and businesses informed about our plans, policies and decisions*
- *Engage with residents to improve community awareness of our programs, activities and services*

- *Provide mechanisms for effective and timely feedback to encourage active participation and support of projects*
- *Actively promote the municipality widely in Tasmania and Australia as a place to live, invest in existing businesses and new projects, and visit. Council's communication and engagement methods must be inclusive and accessible to all community members.*

Leadership

Northern Midlands Council will engage and connect Councillors and the organisation with the community to maximise participation and increase community satisfaction.

Council wants its audiences to be informed and engaged to build trust and confidence, which will ultimately improve community satisfaction levels, as well as Council's reputation.

Progression

Northern Midlands will improve its standing in the community by:

- 1) *development of an ongoing communication program to keep the community informed about its programs, services and decisions.*
- 2) *building its reputation and identity through consistent messaging and an engaging visual presence.*
- 3) *strengthening partnerships and community involvement through a whole of Council approach to engagement.*
- 4) *building the capacity of staff and councillors to communicate, engage and champion council business.*

People

Effective communication is essential in the delivery of local government services and good governance. Clear communication is essential when working with the community, councillors, staff, external agencies, government bodies and third parties interested in regional issues.

Place

Northern Midlands Council delivers a wide range of services to diverse communities across the municipality. Our aim is to enhance the sense of a common community interest across the municipality while also providing specific information relevant to each town, region or sector.

Arts and Culture Strategy 2022

Strategic Context

The Arts & Culture Strategy reflects the Northern Midlands Council Strategic Plan 2021-2027.

Northern Midlands Council seeks to support the provision of vibrant, inclusive, accessible, innovative and collaborative arts and cultural programs and services, recognising the role arts and culture plays in developing individual wellbeing, building community connectivity, contributing to a vibrant and dynamic community and creating jobs in the arts and tourism sectors.

Liveability is in many ways a response to local culture, how we feel in our living and working neighbourhoods, how we interact with others, and how well we believe our towns and rural landscapes support our identity and values. Northern Midlands is a local government area that is enjoyed and valued by residents, workers and visitors. Culture plays a central role in how it is experienced. Managing and supporting the culture of the Northern Midlands will ensure the area remains desirable to residents and visitors.

Leadership

Council will be a proactive voice in the community to promote and encourage the development of arts and culture activities that contribute to improving the places in which we live, work and play. Council will work with the arts and cultural heritage sector to source financial support, both directly, and indirectly.

Progression

Council will actively support strategic projects that enable the arts and culture activities within the municipality to grow and thrive, adding benefits to the whole community.

People

By sharing in these experiences, we bring communities together to build respect for each other and our past, whilst looking forward to a vibrant future. Council is committed to facilitating innovative and equitable access to arts and culture activities to unite disparate communities, and provide equitable access to all members of the community.

Place

Council will promote and support activities that celebrate and inform us about the rich history of our region, and the diverse experiences of all of its people. Recognition and appreciation of our history, reflected in arts and culture activities, will drive respectful planning to protect our inherent values as we move into the future. Council is committed to supporting arts and culture activities that connect us with the physical places that we cherish, to bring people together to strengthen communities.

Economic Development Strategy 2022

Strategic Context

The Economic Development Strategy reflects the Northern Midlands Council Strategic Plan 2021-2027.

The purpose of local economic development is to further build the economic capacity of a local area to improve its economic future and the quality of life for all. It is a process by which the public, businesses and the non-government sector work collaboratively to create better conditions for economic growth and employment generation.

Council will continue to work in partnership with all stakeholders to ensure the Northern Midlands economy develops in a way that, insofar as it is possible, meets the needs and aspirations of the municipality's people and businesses.

Leadership

Through the development of this strategy, and the implementation of an Annual Plan, Northern Midlands Council endeavours to:

- *attract new and diverse investment to the municipality*
- *work with local, regional, state and national partners to maximise economic outcomes for the Northern Midlands*
- *facilitate partnerships between business and local communities.*

Progression

Northern Midlands Council aims to grow its reputation as a vibrant and inclusive business community in which a diverse range of enterprises share a commitment to innovation, collaboration and sustainability. Council will maintain its aim to be a place where business outcomes align with community needs and Council and businesses work together to attract investment and facilitate new opportunities.

People

To ensure a successful program of community led economic development Council will work in collaboration with a variety of key partners and stakeholders to implement actions outlined in the Annual Plan.

The municipality is unique in its diversity and in the broad mix of industries that operate within close proximity to each other. Northern Midlands Council aims to seize the opportunity to actively promote to local residents, businesses and visitors, the broad range of goods and services on offer within the area. This will contribute to the continued growth and vitality of the municipality, whilst also creating new local opportunities for employment and community engagement.

Place

Northern Midlands Council is home to a thriving and diverse business community, including agriculture, manufacturing, a growing transport and logistics sector, construction industry and vibrant local retail and tourism sector.

Health and Wellbeing Strategy 2022

Strategic Context

The Health & Wellbeing Strategy 2022 reflects the Northern Midlands Council Strategic Plan 2021-2027.

Northern Midlands Council's ambition is that everyone in our community has the opportunity to lead a happy and healthy life. This Strategy sets the direction for achieving this ambition, building on the great strengths within our community, as well as addressing the challenges and causes that lead to poor health outcomes.

Northern Midlands Council is committed to improving the quality of life within the local areas through building strong partnerships, delivering programs, services and events, and providing vital infrastructure and places.

Leadership

Council will take the lead on initiatives that contribute to a healthy community, encouraging healthy lifestyles, physical activity and social engagement.

Progression

Council will actively work to attract greater service presence and offer opportunities for social and service connection with equitable access.

People

Council is committed to ensuring that everyone has a fair opportunity to achieve and maintain their ideal level of health and wellbeing. This is done through access to knowledge, skills and resources to address disadvantage experienced by some groups in our community.

Place

Council promotes resilient, safe and connected places, leading to strong and resilient local networks and a municipality with relevant services, amenities and increased social cohesion.

Youth Strategy 2022

Strategic Context

The Youth Strategy reflects the Northern Midlands Council Strategic Plan 2021-2027.

Council strives to make the Northern Midlands a place where young people are valued, supported and celebrated. To achieve this goal Council will work with young people and their families to enhance their participation across all aspects of life including social, cultural, environmental and economic.

Council's Youth Strategy is designed with young people at its heart, and raising the wellbeing of Northern Midland's young people is its core mission. Council values our young people, and we are committed to supporting and empowering them to develop and thrive.

Leadership

Council acknowledges the fundamental importance of wellbeing in young people's lives and embraces the role local government can play in helping to build wellbeing within its community.

Progression

Council, service providers and the broader community will support and empower our young people, ensuring young people are actively engaged and that the community is responsive to their needs and aspirations.

People

Council will actively engage with young people seeking their opinions and perspectives and valuing their participation.

Place

Council will actively support young people having a sense of connection and belonging to space, their peers and the wider community. Council will achieve this by supporting a positive image of young people within the broader community, identifying and promoting active spaces where young people are welcome and have the opportunity to connect with their peers.

3. SURVEYS

As part of the consultation process two surveys were developed for circulation, the first for 'community' and the second specifically targeted at 'local district committees'.

Community Survey Results

The community survey was available via a link and QR Code on Council's website from 18 April to 19 May 2023. The survey was strongly promoted at the drop-in sessions with attendees asked to share the link within their established networks.

At the close on 19 May 2023 a total of 35 surveys had been completed. The survey was broken down into five sections including:

1. About your community
2. Leadership – Progression – People – Place
3. Values
4. Council's New Strategies
 - Communication and Engagement Strategy
 - Arts and Culture Strategy
 - Economic Development Strategy
 - Health and Wellbeing Strategy
 - Youth Strategy
5. Other Comments

The results of the survey were collated, with the following outlining the views of community members.

Section 1 - About your community

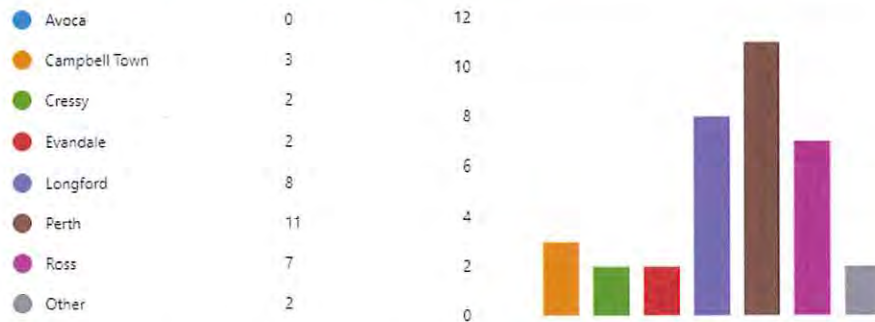
This section asked participants to consider the best things about their local community and which town they classed as their 'local'.

Q1. What is the best thing about your 'local community'?



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Q2. Which town do you class as your 'local community'?



Perth residents were the most invested in the survey with 11 responses, followed by Longford with 8, and Ross with 7.

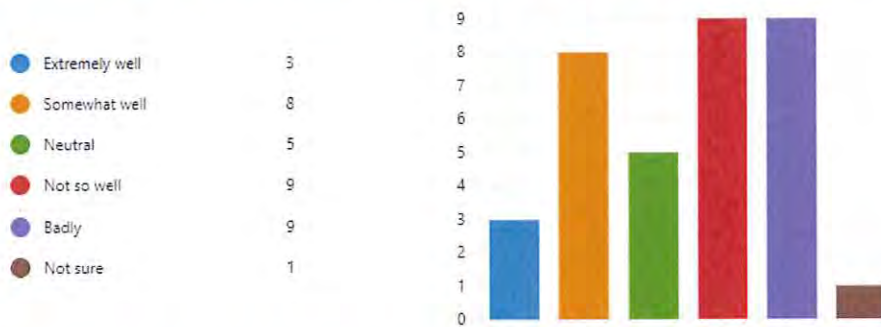
No survey responses were received from Avoca.

Section 2 - Leadership - Progression - People - Place

This section asked participant to rate Council's Strategic Plan's four key priorities of leadership, progression, people, and place. It outlined each priority and Council's mission to meet its goal.

Q3 Priority 1 - Leadership – Serve with honesty, integrity, innovation and pride

"Council is committed to strong advocacy and community collaboration. Living responsibly within our means, through transparent financial planning and governance. Staff culture espouses integrity, honesty and pride".



Q4. What could Council do to improve your rating?

| |
|--|
| Council could be more innovative in the ways they draw people to the Northern Midlands which supports both business and community. |
| Be honest about everything |
| Great integrity and honesty |

Consultation Report – Local Community Strategies

| |
|---|
| I feel council is not very transparent and does not collaborate with community successfully. |
| Focus on Perth for a change, not just Longford and Campbell Town |
| Unfortunately, my dealings with Council management have not shown honesty, integrity, or innovation. |
| Be open, treat the people with respect, listen to their views and act in the interest of the community and not be swayed by big business. |
| Stronger more even community pressure. It seems to be focused on Longford and other towns get sidelined. A councillor from our town would have been a big asset. |
| Need much more financial transparency. Genuine community collaboration before the event not after. Need to improve communication between the Council and community |
| Don't waste our money on stupid things like bollards in Longford that lasted a week, trees in middle of roads. |
| Ensure the General Manager demonstrates honesty when dealing with the local community |
| Sitting on the fence |
| More community engagement and consultation to be done PRIOR to not post consultation. |
| The Council does well in many areas apart from innovation. There are empty buildings in Ross that are Council owned that people have enquired about using and they have been either ignored or told the Council doesn't know what they will be doing with the building. Not innovation! |
| Communicate with their community to see what their real needs are - not foist projects on them that are hastily set up and placed in unsuitable areas! |
| Council does not engage with community in a meaningful way, nor does it communicate well. |
| Communicate better with ratepayers. The local district committee is not a true representation of the local community. |
| More transparency re: funding. Explanation/justification of funds. Presence in the community. Ross feels like an afterthought. |
| Have more community input into things going on in the Council |

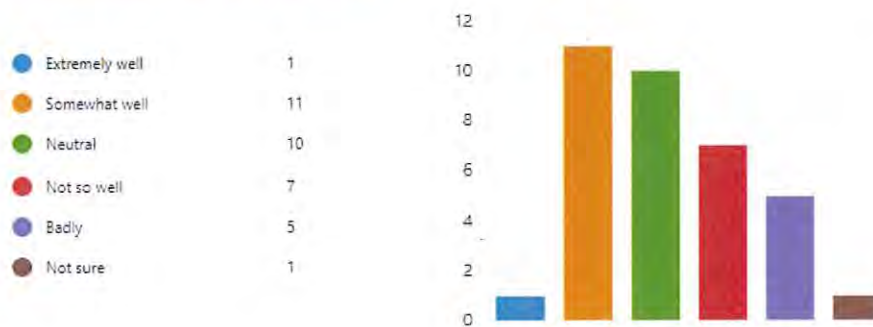
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Respond with positive and timely responses to our concerns

A consistent theme throughout the consultation was the Council is not meeting expectations in relation to how it communicates and consults with its community. Questions around transparency in decision making was also a common theme raised.

Q5. Priority 2 – Progression – Economic health and wealth – grow and prosper.

"Our infrastructure growth builds capacity and economic sustainability. We support diverse, innovative, independent business and industry. We thrive with strong collaborative regional partnerships".



Q6. What could Council do to improve your rating?

| |
|---|
| Reduce changes in decision making that cost. Aim for consultation and correct decision first. |
| Council could be more proactive in encouraging community focused development by business and developers |
| Greater willingness to guide and support planning applications rather than blocking |
| I feel the progress in Perth has funded the Council in recent years, but money has not been put back into Perth, but other Council areas. |
| Improve Perth for a change. Too much talk and no action for years. Can't even get the entry signs sorted out. Someone should have done their homework before approving such incorrect wording. No excuses for this mistake which will cost ratepayers to get it fixed. Where is the new play equipment in the train park? Where is the bicentennial plaque etc? |
| Support more growth and act in a more positive way. I don't think Council "workers" are the issue I think the negative culture is from those in "power". |
| Houses being built without a lot of thought. Transport doesn't meet expectations. The towns losing their heritage vibe. Things done on the cheap. Camper vans parking wherever. Compliance is a joke. |

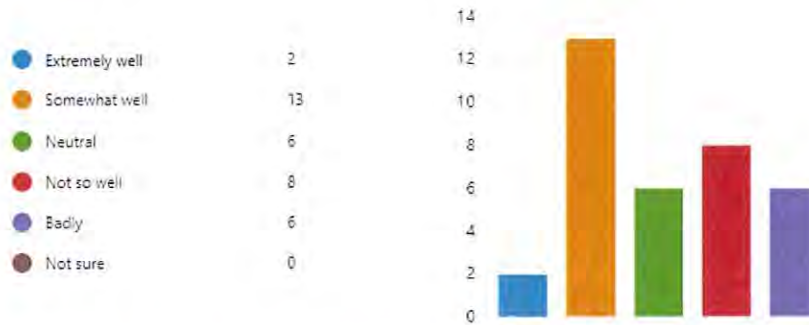
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|---|
| Losing the local doctor in a village where many rely on it was a blow. A mobile or pop-up practice service would be a good start. |
| I am not involved in business but have been told that the Council is not as helpful in supporting new business as it could be. |
| Most of the "growth" has supported individual developers with poor outcomes for the local community. |
| Every other town has exercise equipment, and we don't and we have further to travel to use exercise equipment. An older community needs things to keep us moving. |
| Improve 2-way communication. |
| Grow and prosper means supporting the communities' ideas for attracting new people, businesses, and organisations to the area. I understand that there are certain LGAT requirements and legislative requirements to adhere to, but community consultation would benefit all. Council does not effectively support diverse, innovative, independent business when it ignores and holds empty properties that could be utilised. |
| Develop an economic plan through communicating with the businesses and community groups to highlight the advantages of small towns while dealing with the disadvantages. Heritage is an important driver for activity in Longford. Build on the bread and butter of the town before using tourism jam! |
| Council needs to do more to encourage business to invest within the NMC area. |
| I am a small business owner and do not feel that I have any support from Council. |
| There are small businesses in Ross that have had no support through Covid as they don't make enough money to warrant it - that approach is the opposite of supporting independent business and industry. |
| Traffic flows residential development are far exceeding infrastructure development |

Q7. Priority 3 – People – Culture and society – a vibrant future that respects the past.

"Diverse towns and villages service a rural-based industry. Connectivity challenges are innovatively managed to unite disparate communities. Equitable delivery of quality assets, programs and services supports sustainability".

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Q8. What could Council do to improve your rating?

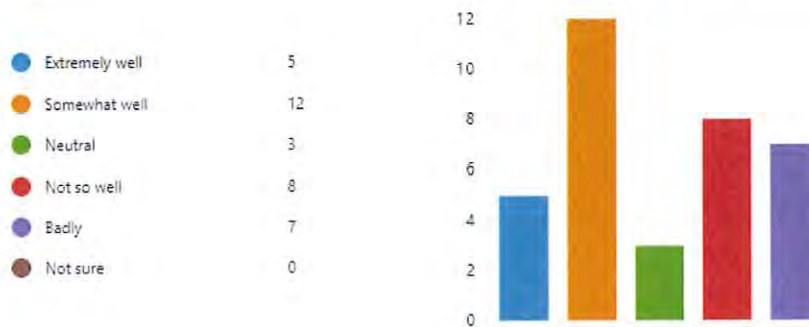
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| Reduce changes in decision making that cost. Aim for consultation and correct decision first. |
| Yes. |
| No respect for the past. Nothing being done in Perth to protect the historic buildings. |
| Unfortunately, I've seen intolerance for respecting and celebrating past cultures and ignorance and non-acceptance for those of different races and cultures. |
| If you are in Longford, it's easy to get things done. If you are one of the more regional towns, you have Buckley's chance. Council only has meetings in Longford. |
| Badly. |
| There is the feeling that Perth is very often last in line for infrastructure and delivery of quality of assets. |
| Sometimes. |
| The new road between Longford and Perth makes uniting both villages difficult. |
| Improve the standard of its aboriginal communications and events and pay a lot of attention to the arts. We need an arts centre and community hub where we can hac an arts collection on display, have U3A classes and other adult education are engagement opportunities. You fail dismally in this area. |
| Equitable delivery means just that, not more for one town and less for another. |
| Communities have many skills - they need to be assisted in using them to build a functioning community and help overcome some of the barriers! |
| Council needs to ensure that there is in fact equitable delivery of assets and services. At the moment it is painfully obvious that that is not the case. |

Consultation Report – Local Community Strategies

| |
|--|
| Some initiative in this area would be great, but I don't see it. |
| Listen to people who have been in the area for long periods of time. |

Q9. Priority 4 – Place – Nurture our heritage environment.

"We cherish the historical heritage of our culture and all its people. It is firmly embedded in planning for the future - an enviable place to live, work and play. We protect our environment and work with business and industry to protect inherent values".



Q10. What could Council do to improve your rating?

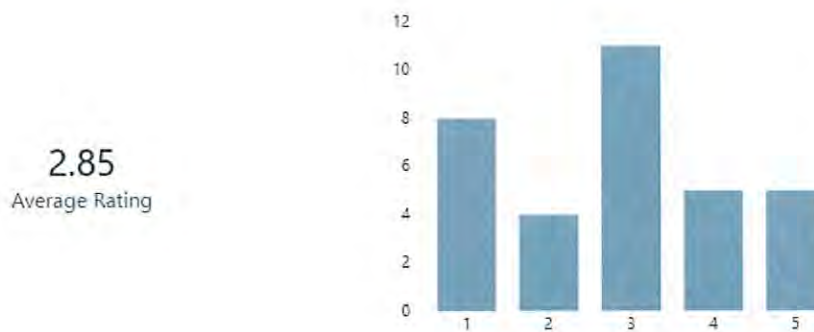
| |
|---|
| I would like to see people treated equally, building projects under more scrutiny. |
| So many historical places are owned privately or by government and not available for the town. Can't even get a place for a history museum. |
| Work with integrity. Stop containers being used for housing. If building plans are approved that the finished product is what was stated in the plan. |
| Ensure that it listens to the people, avoid it becoming metropolis of little boxes on tiny blocks. |
| The environment i.e. the river and environs is badly looked after, I don't feel the heritage value of the town is well respected. |
| Look at the future - putting trees in the places they will cause problems later. |
| Demonstrate real respect for the heritage of the region and not actively destroy heritage by unsuitable developments. |
| Have a dedicated building for the local history collection and changing history displays. You should be ashamed at your lack of performance in this area. |
| Always room for improvement. I commend the Council workers who are consistently emptying bins, cleaning the roads and street sweeping the heritage |

| |
|--|
| town of Ross. Appreciate them. As a Council, it would be great to allow those who have ideas to enhance the heritage appeal to share with you. |
| Actual cherish our heritage, particularly our built heritage. Don't pander to the transport lobby, put in traffic calming, instigate load limits, look for alternative pathways for the heavy traffic. Ensure heritage buildings are valued and maintained; ensure upgrading is fit for purpose, and talk to people about their homes to see how heritage values can be maintained - advice on planning, painting, curtilage protection etc. |
| Council needs to focus not only on our colonial and convict past but also to integrate our Indigenous heritage into the "story" of our area and include all these aspects in any planning for the future so that these roots are not forgotten. There also needs to be more done to protect and preserve heritage buildings within the areas of the NMC so that they are not lost to the sands of time nor removed to make way for more modern structures. |
| Have a plan for the protection of the Ross Bridge, particularly with respect to flood damage from debris. The Female Factory is also not disability access friendly - this needs to be rectified. |
| Council has made no endeavour to protect our main street from developments and continues to use the same Heritage Consultant that always responds to their requirements. |

Section 3 - Values

This section asked participant to 'star rate' how they thought the Council was meeting its own identified values. (1 star being low and 5 stars being high)

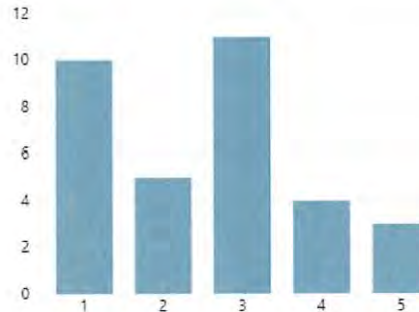
Q11. Value 1 – Honesty – treat all with honesty, respect, and trust



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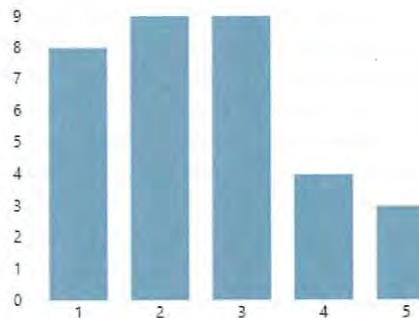
Q12. Value 2 – Integrity – listen, learn, and proactively deliver Council’s vision

2.55
Average Rating



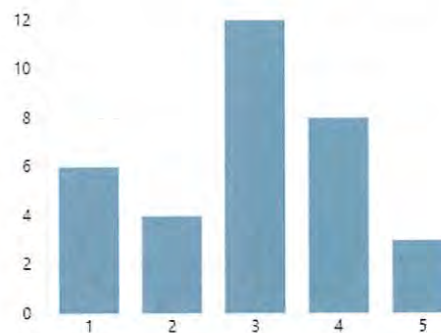
Q13. Value 3 – Innovation – explore, expand, and adapt to achieve a shared vision

2.55
Average Rating



Q14. Value 4 – Pride – serve the community with pride and energy

2.94
Average Rating



Q15. Do you have any feedback for Council about how it can improve its values?

Increase Council’s presence in the community, visit clubs and schools regularly, just to be present not always for special occasions. You may be meeting all these values better than is perceived but if you are not regularly present how do we know?

Consultation Report – Local Community Strategies

| |
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| Transparency. Collaboration. New management. |
| Treat volunteers with respect. |
| Treat the voters with respect and realise that the Council is voted in for the people. Take power away from General Managers. Jobs should be advertised publicly. |
| Don't be in it for yourselves think of the people. |
| Honesty and integrity in the way it deals with people. |
| Innovation: involvement with moves to renewable energy and Transend - village batteries, electric car charging points. Not strictly local govt remit but can contribute. |
| Could always do better, be better. Council is doing what it can with what is has available. Better communication would be good. |
| When we send emails to the Council it would be nice to get a reply or even a generated reply that you have got our email. because we don't know if you have or not. |
| Enable improved communication, consultation, transparency, proactivity and trust. |
| Look at having community consultative committee, where members from each town can meet and talk with Council together, sharing ideas and visions for the future. Make use of Council held buildings and support those who would like to use them to attract new business to the areas. Be more transparent, think of the future you would like to be here in 100 years time, not just in the near future. |
| They are not dishonest, but they are secretive. Integrity requires them to listen to their communities to see what is needed. Innovation can't just be putting in electronic playgrounds, it should be to upgrade all communications on a regular basis, think of alternative ways of delivering services and promoting them; keep in touch with world changes, climate change etc. and have policies to reflect these directions. |
| Council needs to walk the talk, currently this is not the case. Council desperately needs to improve communication and consultation with ratepayers, both residential and business. |
| Listen to people. |
| Consult more before making decisions that affect the community. |

Section 4 - Council's New Strategies

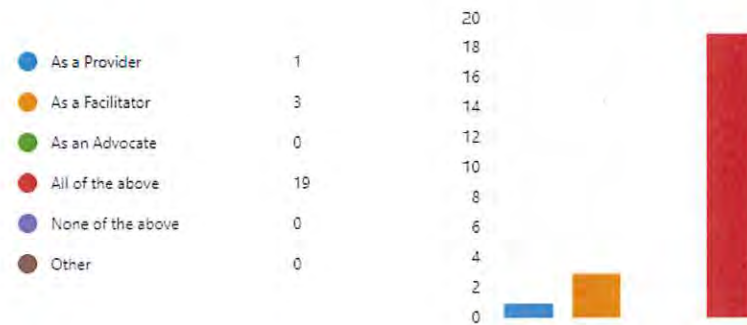
This section asked participant to consider their level of interest in each of the new strategies. If they had an interest they were then asked to rate where they believed the Council's focus should be, as a provider, and/or a facilitator, and/or an advocate. Participants were then asked to consider the suggested 'strategic projects' included under each strategy and to identify their top five.

Communications and Engagement Strategy

Q16. Are you interested in commenting on this strategy?



Q17. When thinking about communications and engagement where should Council's focus be?



Q18. Council has identified 10 suggested new 'strategic projects' under the Communications and Engagement Strategy heading. In your view what are the top 5 priorities for Council to pursue?

The top 5 priorities identified under the Communications and Engagement Strategy were:

| | |
|---|---|
| 1 | Provider - Set up an online engagement hub to make it easier for people to join council-decision making processes and update our intranet (15) |
| 2 | Provider - Continually review communication methods to ensure they are cost effective and meet community needs (12) |

Consultation Report – Local Community Strategies

| | |
|---|---|
| 3 | Advocate - Encourage third parties to pursue services, events, etc (10) |
| 4 | Provider - Continue to develop our website and social media platforms to provide a better user experience, search, and accessibility, and grow our online community (10) |
| 5 | <p>Provider - Review/update our community engagement, customer service and communication guidelines and policies. A new toolkit will help ensure Council works within best practice standards in a coordinated way (9)</p> <p>Provider - Undertake an audit and improve our brand identity and communication methods, to help people understand who we are, what we do and why (9)</p> <p>Provider - Develop an annual communications and content plan to increase awareness about our programs, services, achievements, and progress on Council Plan (9)</p> <p>Provider - Develop an ongoing training program for staff and councillors to embed communication and engagement into everything we do (i.e: media training, plain English writing, community engagement, customer service, business writing, web administration, writing for web and creating accessible documents) (9)</p> |

Q19. Are there other initiatives/projects that Council should be pursuing under the Communications and Engagement Strategy heading?

| |
|---|
| More time for members of the public to state their case at Council meetings. |
| Empower the community - listen to those who are not heard. Young working people and low literacy. |
| Maybe public Wi-Fi in partnership with Telstra. |
| Just being more proactive in communicating with its residents across a variety of means to best get the word out. |
| Nowhere did this include a form of 2-way communication. You totally negate the value of the ratepayers' voice in all areas. |
| Get more local people involved. They are the voice and the future for the area, listen to them. Get greater community engagement. |
| Review and evaluate the strategies regularly, do they work, has the community understood them? |
| Council needs to work much harder at improving communication and consultation with all members of the community. KPIs need to be put into place and if they are not met or can't be met due to current staffing constraints, then perhaps Council needs to consider employing more staff or at the very least |

Consultation Report – Local Community Strategies

changing part-time roles to full-time. Using the excuse that staff only work part-time is not satisfactory and is not a viable or acceptable excuse.

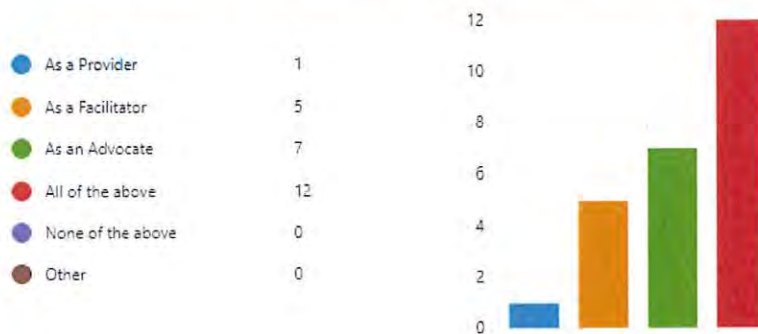
Talk to people in the community face-to-face.

Arts and Culture Strategy

Q20. Are you interested in commenting on this strategy?



Q21. When thinking about arts and culture where should Council's focus be?



Q22. Council has identified the following 14 suggested new 'strategic projects' under the Arts and Culture Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|---|
| 1 | Provider - Dedicated space(s) to exhibit temporary art – indoors and outdoors (14) |
| 2 | Advocate - Public Arts Programs – Seniors Week, NAIDOC Week, Intergenerational Arts (8) |
| 3 | Advocate - Pop-Up Shops - Cultural Displays/ Activities (8) |
| 4 | Advocate - Ten Days on the Island performances in the Northern Midlands (7) |
| 5 | Advocate - Norfolk Plains Convict/Colonial Festival (7) Advocate - Local Produce Showcasing Market/ Festival (7) |

Consultation Report – Local Community Strategies

Q23. Are there other initiatives/projects that Council should be pursuing under the Arts and Culture Strategy heading?

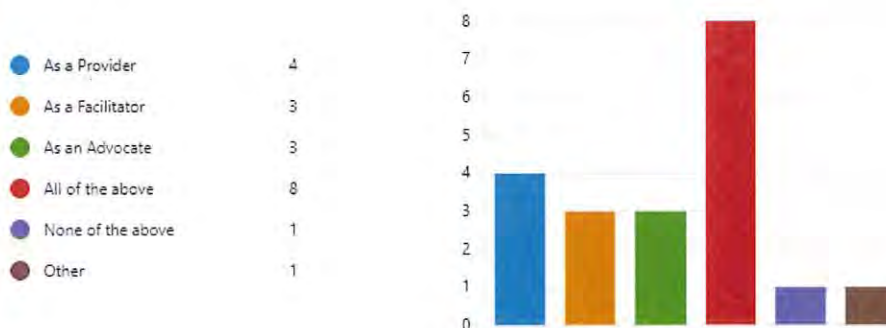
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| Art for youth rather than only mature members of the community. |
| Consider facilitating music events. |
| Street art - the above projects already exist no new ideas in them. Mostly Longford based. Should be in all towns. |
| Realise the value of the entire spectrum of the Arts to the community. Theatre, dance, writing, fine arts, contemporary arts, poetry, painting, sculpture, movement, community arts. Give us an Arts Centre. |
| Heritage self-guided walks in significant towns such as Ross. Signage and brochures of information of houses, buildings etc (more than what is on offer at the Wool Museum). |
| Many of the above are already happening. The Council needs to work with the community to see where assistance is needed e.g. public liability, assistance for grants, road closures for festivals! |
| Promote and support the Norfolk Plains Heritage Collection |

Economic Development Strategy

Q24. Are you interested in commenting on this strategy?



Q25. When thinking about economic development where should Council's focus be?



Consultation Report – Local Community Strategies

Q26. Council has identified the following 16 suggested new 'strategic projects' under the Economic Development Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|--|
| 1 | Provider - Improvement/ Expansion of Road Infrastructure (12) |
| 2 | Provider - Regional Towns Security Camera Project (7) |
| 3 | Advocate - Improved Water Supplies (7) |
| 4 | Advocate - Mobile Voice and Data Blackspots (6) |
| 5 | Advocate - New High School integrated with Perth Primary School (5) Advocate - Access to Affordable Housing (5) Facilitator - Seasonal Worker Support Program (5) Facilitator - Longford Civic Centre and Library (5) |

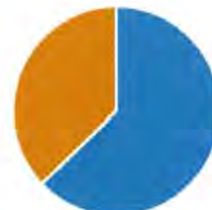
Q27. Are there other initiatives/projects that Council should be pursuing under the Economic Development Strategy heading?

| |
|---|
| Mobile medical practice for Evandale. |
| Looks like there is a big road problem in the making. The northern exit from Ross to the Midland Highway does not seem to have a slow lane for traffic emerging from Ross up the hill. Single lane road / 110kph (?) potential for disaster - especially in early morning fog. Should be like Esk Highway junction with Midland Highway. |
| Up to date database that new enterprises can visit and check the market, advocate for missing tourism infrastructure like an eco-lodge or small motel. If we have 300 people coming for a jazz festival - there is insufficient accommodation on the town for people to stay - Blooms can attract 5000 people - same problem, encourage hospitality businesses to stay open in the summer for tourists and promote them! Encourage through rate structure to have buildings on the Main Street to have businesses rather than letting people buy them for houses! |

Health and Wellbeing Strategy

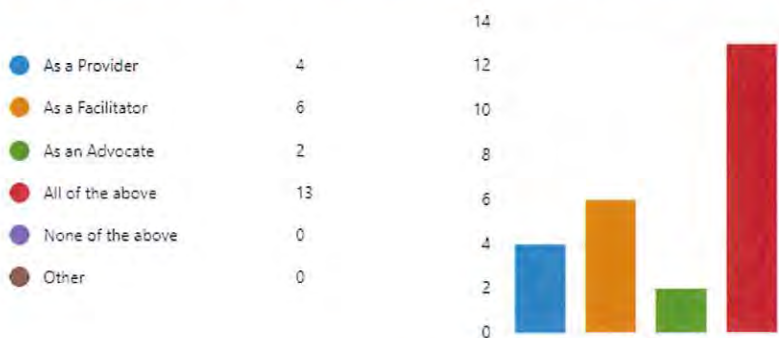
Q28. Are you interested in commenting on this strategy?

- Yes 22
- No 13



Consultation Report – Local Community Strategies

Q29. When thinking about health and wellbeing where should Council’s focus be?



Q30. Council has identified the following 19 suggested new 'strategic projects' under the Health and Wellbeing Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|---|
| 1 | Provider - Accessible places, spaces and programs (12) |
| 2 | Facilitator - Youth & adult mental health (10) |
| 3 | Provider - Develop a Public Open Space strategy (9) |
| 4 | Facilitator - Northern Midlands Community Gardens (7) |
| 5 | Facilitator - Community Safety Plans (6) Facilitator - Healthy Northern Midlands Programs (6) Facilitator - Improve feelings of Safety in and around our Municipality (6) Facilitator - Raise awareness about behaviours that can contribute to climate change and the impacts they have on health & wellbeing (6) |

Q31. Are there other initiatives/projects that Council should be pursuing under the Health and Wellbeing Strategy heading?

| |
|---|
| Cycling network |
| You need to engage the community to assess the needs and provide more holistic services. MENTAL EMOTIONAL PHYSICAL AND SPIRITUAL (not necessarily churches) but other ways to look after that need. |
| Not just primary health care services for Longford- it should be for all health care services including Campbell Town. |
| Support community arts programs to promote community wellbeing and inclusion. Lifelong learning programs and greater library opening hours to assist in safe spaces to be. |

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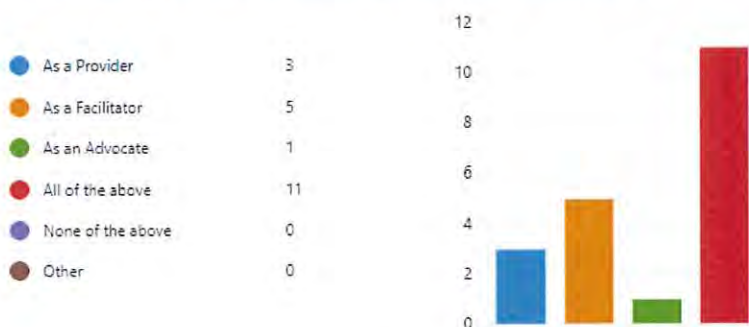
I cannot overstate how much we need GPs and access to health services in the Midlands - it takes weeks to see someone, even when the issue is urgent, which leaves no option but to further clog up the failing hospital system.

Youth Strategy

Q32. Are you interested in commenting on this strategy?



Q33. When thinking about youth where should Council’s focus be?



Q34. Council has identified the following 9 suggested new 'strategic projects' under the Youth Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|--|
| 1 | Provider - Support new infrastructure that is aimed at young people (outdoor rec spaces- bike and pump tracks, basketball hoops, youth appropriate spaces) (12) |
| 2 | Facilitator -Engage with young people about developing outdoor areas to be more youth friendly (artwork etc) (11) |
| 3 | Facilitator -Work in collaboration with the wider community, Police and service providers to identify and support the needs of young people (10) |
| 4 | Advocate - Encourage activity and service providers to provide outreach to young people (9) |
| 5 | Provider - Review and develop better communication methods to support young people (8) Facilitator -Source grants for youth projects (8) |

Q35. Are there other initiatives/projects that Council should be pursuing under the Youth Strategy heading?

Bike (mountain and motor) parks, pump tracks, more innovative larger playgrounds, indoor swimming pools for year-round use.

Engage with schools, develop a Youth Council that mirrors the Council - to help to identify problems and aspirations of local youth. Seek a police contact (like PCYC) and have youth club venues. Drop-in centres and music workshops.

Section 5 - Other Comments

This section asked participants whether they had any other comments the Council should be considering in relation to its proposed strategy documents.

Q36. Do you have any other comments the Council should consider in relation to its proposed strategy documents?

Good luck 😊

What's happening with the old service station in Perth? Would be good to have it for community projects.

It is hard to answer some of these questions. You asked me to rate the Council. I have rated the old Council as I found it. HOPEFULLY WE CAN EXPECT BETTER IN THE FUTURE.

This survey is poor and makes the assumption that the participant knows about the projects. Does not cater for poor literacy. It does not provide equity to all the towns e.g. Perth, Evandale, small villages. This survey is a lost opportunity.

Strategic planning is necessary but feel it is sometimes used to not deliver what is required in the now.

No.

Be honest and demonstrate a real understanding of the concepts and issues, not just use the words in meaninglessly.

Good survey.

No.

Get your act together and modernise your attitudes. Colonial ideals are no longer appropriate.

The biggest thing is to consider all towns, not just Longford as the largest town. Spaces for all, places for all, voices for all!

| |
|--|
| Communicate, communicate, communicate! Take into account all the other reviews that are going on at the moment! |
| The Strategy document NEEDS to be linked back to the Planning Scheme otherwise all of this work is merely a box ticking exercise. |
| Consider the possibility of re-introducing the ward structure for elected representatives, so that smaller communities are better represented. |
| We need more action. Documentation and policy without action are pointless and a further waste of monetary resources. |

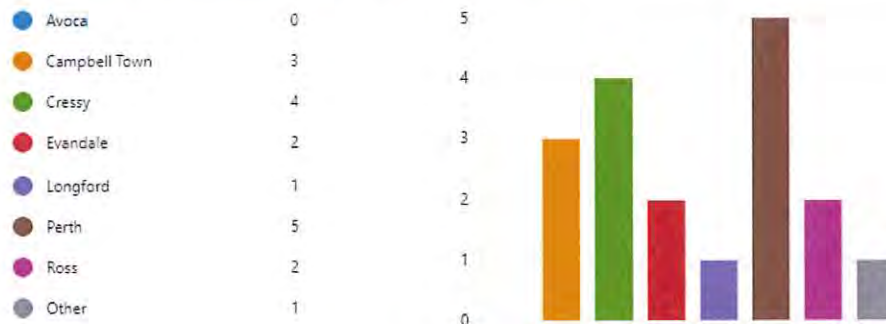
Local District Committees Survey Results

A total of 18 surveys were completed. The survey was broken down into the same five sections as the community survey, although some of the individual questions were different and specifically related to how local committees felt in regard to their interactions with the Council.

Section 1 - About your community

This section asked Local District Committee members to consider the best things about their local community and whether they felt their Committee was valued by the Council.

Q1. Which Local District Committee are you a member of?



Q2. What is the best thing about your 'local community'?



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| |
|--|
| The people who live here make it a great community. |
| The sense of small-town togetherness. Most people readily talk and support each other. The river is our most important asset. |
| Our community and our committees. |
| A sense of community. |
| Growth and development. |
| Its identity. |
| Friendly. |
| The closeness of majority of community members, peaceful environment & convenient location to major transport routes & regional cities. |
| The village feel and the community connectedness. |
| River environment. |
| The people. |
| There is in Evandale a really strong sense of "community" and people are generally very supportive of the village and of those who live here. The locals are also proud of the town and are keen to maintain its village-like atmosphere, its charm and its character. |
| The Cressy community has a core of people who volunteer their services to various groups including the church, swimming pool, school, hall, Recreation Ground, fire brigade and others. It is important to encourage more involvement. |
| It's a central location for doing business in Tasmania. |
| Engaging in the local things that happen. |
| Community spirit. |
| Small and friendly. |
| It's a friendly caring community. |

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Q3. Do you feel your Local District Committee is valued by the Northern Midlands Council?



Q4. Why do you feel your Local District Committee is **not** valued by Northern Midlands Council?

| |
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| <p>Because we are not able to achieve anything of significance and it takes too long for anything to happen, like the previous year's budget priorities which are still outstanding. We are like a Voice with no-one listening or caring that we are speaking.</p> |
| <p>Communication to district committee is slow in coming. Motions are often carried over as minutes are not processed in time. Council appears to be slow in providing services and completing projects. Council members that attend meetings are helpful and supportive. They represent their community well.</p> |
| <p>Very little notice taken of the committee's input to Council and lack of prioritisation of confirmed budgeted projects over many years.</p> |
| <p>Devon Hills and other towns not considered as a District Committee. Don't get feedback on questions from the committee and no funds spent on Devon Hills.</p> |
| <p>I feel the committee was formed to assuage 'loss of local power' feelings after the last amalgamation without any real consultative role. The fact that there are no communication pathways between the committee and the community is problematic. The fact that a large portion of the community does not know we exist means our relevance is questionable.</p> |
| <p>I have had discussions with a number of previous members who have all said that they were not valued, that they felt disregarded as community members who were trying to present a community viewpoint, that issues raised were not encouraged to be presented to the Council. I know members who resigned in disgust because they perceived the committee as being waste of time. No-one knew why the Council did not value the committees. It was thought that perhaps it was just a motion to have to go through to be seen to be doing something locally. Sometimes a Councillor would be on their iPad throughout the whole meeting without engaging once with the committee members. Often we would be without Council representation. Until recently that is how I have been feeling. What has changed is that we have a new Councillor Paul Terrett who does value what we offer and who is genuinely interested in the communities (not just Evandale) welfare. He is very active and proactive, so a sense of value has returned. We also</p> |

have an excellent Council provided secretary who is also very helpful and proactive in providing information as well as understanding our concerns and accurately recording them and following up on them. Previously we often felt that we weren't "allowed" to make comments on upcoming Council decisions. We were actively discouraged from putting forward motions on subjects that were controversial. We were regularly told that there was no money "for that" so that would be the end of the discussion.

No communication and the Council do not listen.

Despite strong opposition the Council proceeded with selling the town hall and other community assets. Council pays excessively for consultants from outside the municipality and the State but doesn't share their advice with the community.

Q5. What can Council do to ensure your Local District Committee is valued?

Improve communication.

My LDC would feel more valued if it were really listened to. There appears to be a lack of communication from Council to the LDC as we ask for the same things to occur year after year. We understand that Council cannot afford all the things we would like, but even simple things like upgrading of paths in Pioneer Park do not get attended to, although the paths are very degraded and full of puddles after rain.

Have more input to meetings and listen when things are suggested

I feel the communication between the committee and council could be improved.

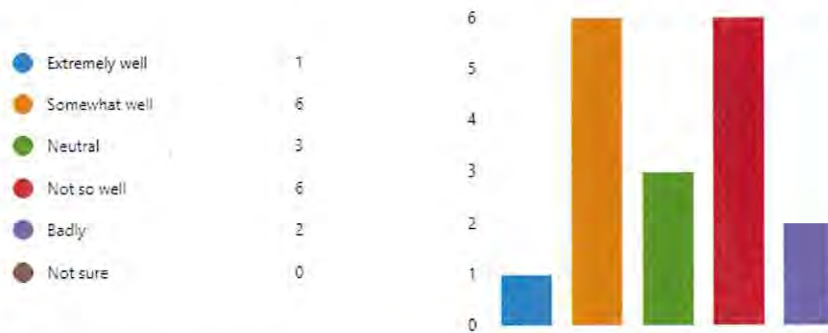
Section 2 - Leadership - Progression - People - Place

This section asked Local District Committee members to rate Council's Strategic Plan's four key priorities of leadership, progression, people, and place. As with the community survey it outlined each priority and Council's mission to meet its goal.

Q6 Priority 1 - Leadership – Serve with honesty, integrity, innovation and pride

"Council is committed to strong advocacy and community collaboration. Living responsibly within our means, through transparent financial planning and governance. Staff culture espouses integrity, honesty and pride".

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Q7. What could Council do to improve your rating?

Actually, collaborate and talk to people often and communicate with the people and then do something that shows you listened.

The council as a whole appears to overlook the town of Perth on a number of levels. The towns greatest resource, the riverfront, receives little to no attention with gorse and rice grass becoming prolific in areas and spreading each season. The river front was also left unmown over the busiest season (Christmas) with locals left to mow and whipper snipper themselves. There is a fast-growing population in Perth and yet there appears to be no definitive plan for the area. This is predictably beginning to cause problems as there is a fast-growing population of youth that have nowhere to congregate, play or hangout except for the local primary school, and an old extremely small and somewhat dilapidated skate park. There is no green space of any significance allocated or acquired by the Council towards developing a town square and sense of community. There are a few small areas suitable for young children but overall there seems to be no consultation in regard to play spaces for teenagers and young people. A bike track has been floated as a possible starting point but has not been given consideration despite being raised at various times. I am happy and willing to connect and show councillors potential ideas and solutions if any are interested. Also, a redeveloped and carefully planned skate park could easily give families a reason to visit the town, therefore bringing tourism dollars into the area. The local train park had works and continues to have works completed on it with little to no consultation with District Committee or community members. I personally came onto the District Committee after being warned that Perth was treated by the Council as an ignored middle child and to be honest, this has partly been my experience of living in the community for the last four years. I don't feel that the Council is being honest with how much revenue they have and why it is not being spent or allocated to areas of fast growth (Perth). I welcome any communication or feedback in this regard and would be more than willing to meet with any or all councillors in any capacity to see real and effective change taking place in this area. There is much potential but very little execution of plans within good time. I do not believe currently that the Northern Midlands Council is serving the town of Perth with honesty, integrity, innovation, or pride.

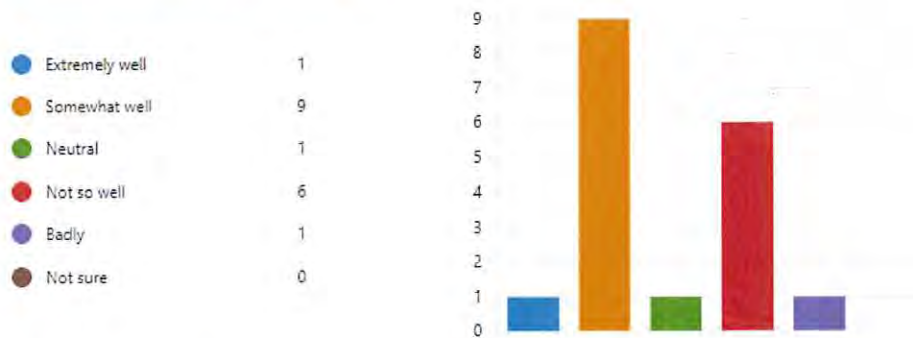
Be more transparent and communicate better with the community.

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| Projects completed on time and to budget. Improved transparency and public promotion of successes. |
| Council needs to empower its communities and represent all communities not just Longford. |
| Council needs to be more visible and accessible to the community i.e. council meetings in each main town in NMC |
| Be transparent about their decisions. They need to allocate more time for community discussions. Do not unilaterally make a decision that affects a community, without consultation with ALL stakeholders. For example, removing a dump point and knocking down an Historic grandstand in Morven Park (done in an underhand manner at 6am in the morning). Only turning up when there is an election on. |
| More communication. |
| I feel we don't get straight answers to our pertinent questions, especially with regard to development in and around Evandale. More open and transparent communication with the Evandale LDC would make me have faith in the honesty, integrity, innovation, and pride of the NMC. |
| Put aside your personal hobby horses like domestic violence and focus on the fundamentals of Council services. |

Q8. Priority 2 – Progression – Economic health and wealth – grow and prosper.

"Our infrastructure growth builds capacity and economic sustainability. We support diverse, innovative, independent business and industry. We thrive with strong collaborative regional partnerships".



Q9. What could Council do to improve your rating?

Meet the many outstanding budget items for Perth.

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We met with TasWater who informed us that the area of Perth has very little capacity in regard to water supply, capacity and sewerage treatment in regard to our area. This came as quite a surprise given the amount of development that has been approved in the area and the establishment of high-density living. It was mentioned that they were basing their estimations of past growth which was also alarming given the sudden growth of building development. This surprised the representative who said that they would have to revisit their models. I thought that the Council and TasWater would be talking with each other and would be working collaboratively to the betterment of the area. I am concerned that with the miscommunication and constant approval of new development, our greatest resource, the river, may become unusable and polluted. I feel that outside of Janet Lambert and Paul Terret, we have very little connection with the people representing us. The Council could improve their rating in this regard by actually following through on their promises for the town in good time and with clear communication. In regard to economic health and wealth, we are grateful for the new footpaths, the beginning of the bridge near the river and the beginning of the cleaning up of the old quarry site for redevelopment. I am grateful for the streetscape plan but would encourage the Council to begin completing these activities in good time. Also the new BBQ at the river side was started with little to no communication with anyone within the Perth community and while we are grateful for its establishment, would appreciate communication or consultation of any form. Potential solutions to improve the economic health and wealth of the Perth Area:

1. Create a strategic plan for the rapidly growing population that incorporates the whole town and not just the 'main road streetscape'.
2. Create a reason for families to visit the town.
 - a) Establish more green spaces e.g. Evandale.
 - b) Get on board and support the many houses that did Christmas lights this year. Many people drove from Launceston and surround just to see lights.
 - c) Establish a bike pump track as an initial act of goodwill toward the community.
 - d) Build a quality and family-friendly skate park as a reason for families to visit the area. I have many ideas and connections for anyone who is interested in this regard. Many towns now have pump tracks and so that would be a unique feature, however, very few quality skateparks exist and the few that do, are frequented by families regularly e.g., Ulverstone skate park, Elizabeth College Skatepark. We have travelled to Melbourne and all around Tas for competitions and see the opportunity for Perth to become a leader in this regard. With a quality facility, 'Skate Park Leagues' can then be invited to run competitions etc regularly. Also, the Australian Scooter Association would potentially run events at such a park, therefore, bringing more tourism and awareness of the area. 'If we build it, then they will come'. I have direct connections to all of these for anyone that is

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interested. Also, the 'Rave on wheels' event that has recently been run in Ravenswood was an example of what could be done for the local area. Events like this would buy the goodwill of local teenagers and cause them to become proud of their area leading to less vandalism etc.

e) Embrace the historical side of Perth and plant trees etc in keeping with an English country town adding beauty to the area and therefore making the place a more attractive place to live.

f) Complete the bike track from Perth to Longford.

Believe it or not, I want the town of Perth to be thriving in every way and I suspect that the Northern Midlands Council wants the same. I am keen and willing to talk and connect in any capacity. As you can tell, I am trying to represent the youth and give them a voice. There is much potential for the area, and I would love to see the potential realised.

Promote business to come to the NMC area. Remove red tape and be supportive of business. Council tends to look at the business community as a cash cow. There seems to be a rule for some and not others.

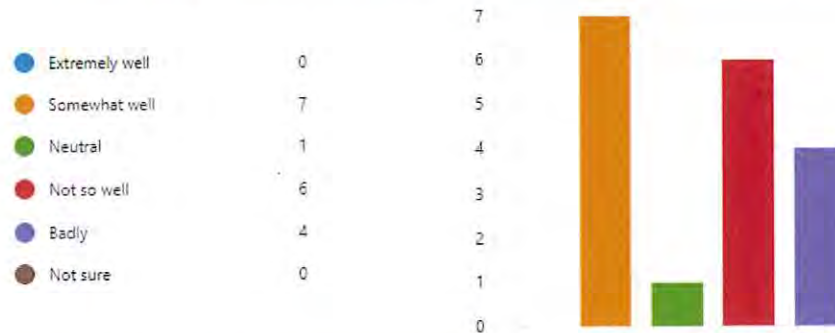
The priorities seem at odds with community. There are often disputes with what Council perceives as important expenditure, be it upgrading the main streetscape through a town, or selling off community assets/buildings. They need to spend more time in explaining the problem and their proposed solution to the problem. Talking to their communities to see what industries and business would be appropriate for their areas. Importantly making sure that the ratepayer's money is well spent and well supported. Do not take on roles that they are not equipped for nor appropriate for Council e.g. land development.

One of the big issues for Evandale is our lack of a Dump Point. The DP was removed several years ago and a suitable site for a replacement has not been found thus far. This remains a sore point for locals and tourists as without a DP Evandale is no longer entitled to RV status. This issue leads on to the problem of Honeysuckle Banks where there are no toilet facilities even though the area is used by Campervans in the drier months. Only self-contained vans are supposed to stay in this area, but we often see old caravans (obviously not self-contained) and even tents, and human faeces! This is not satisfactory. Permits are also supposed to be obtained from the NMC prior to camping at Honeysuckle Banks but this system is not well regulated.

Remember we are a rural community, not a dormer suburb of Launceston. Stick to rural functionality, and providing country style services and hospitality, not dressing us up like slick townies, you lose our character.

Q10. Priority 3 – People – Culture and society – a vibrant future that respects the past.

"Diverse towns and villages service a rural-based industry. Connectivity challenges are innovatively managed to unite disparate communities. Equitable delivery of quality assets, programs and services supports sustainability".



Q11. What could Council do to improve your rating?

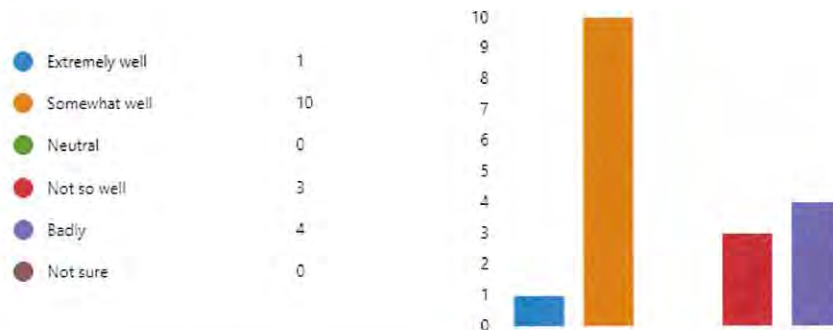
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| What does the NMC do for culture and society? I could not name one thing? |
| In response to question 9. I am not sure what to say about this one as many of the new development are not in keeping with a town or a village. In some regard their approval is destroying the small town feel and atmosphere. This is evident as you first come into Perth from the Launceston approach. In response to question 10, I feel that the new developments that have been allowed have taken away from a future that respects the past. I appreciate the murals that have been established and would like to see the town further embrace its historical past. |
| "Equitable" delivery of assets appears to be largely weighted towards the perceived "capital" of the municipality. This most likely occurs as a result of the majority of councillors being "capital" based. A return to the previous ward system next election would be beneficial. |
| Does not wish to engage with all the community just the squeaky wheel. Nothing for small towns and communities and strategic plans and budgets forget about the other communities and farming community. Should do interface with the wider community through focused groups not just depend on the newspaper and Facebook. Not all people read the Courier and are too busy to write letters. |
| As demonstrated at 'meet the candidate forum' the overwhelming majority felt Perth was always last or not even considered when it came to infrastructure programs. |
| Our community does not have any Council run programs, there is no youth group, mother's group or indeed anything else (that I am aware of). Individuals run various community-based groups and organisations. |

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| Actively manage the Campbell Town Town Hall as a community and traveller asset, rather than leaving it lie fallow so as to more readily flog it off. |
| Communication is not real good. |
| Yes, the Council follows this well. |

Q12. Priority 4 – Place – Nurture our heritage environment.

"We cherish the historical heritage of our culture and all its people. It is firmly embedded in planning for the future - an enviable place to live, work and play. We protect our environment and work with business and industry to protect inherent values".



Q13. What could Council do to improve your rating?

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| What does the NMC do for this? I could not name 1 thing? |
| <p>Prioritise the development and management of the river. I regularly swim and paddleboard in the river and have a vision of how its potential could be maximised. I am happy and willing to talk or do a walking tour if required. Please also take steps to protect the river and water quality in conjunction with TasWater so that future generations can enjoy this resource. I feel as though it has been largely neglected except for mowing. Also protect the environment through tree planting and establishment of green spaces. We are noticing more and more displaced wildlife due to rapid development and expansion. I would like to know what the 'inherent values' are that are mentioned above. It is hard to adequately address the above question without knowing what this means. I do not know what the Council does currently to protect the environment either. I would be happy to hear what their plan is currently for the area. Can someone please explain this to me at some stage as I would like to be able to explain this to others with accuracy. Overall, I can't help but feel that there has not previously been a plan for Perth, and I don't feel as though there is a plan now. I am happy to work on this and to canvas residents' opinions if required. I am also happy to be a part of the solution. Can someone please explain what the overall plan for Perth is outside of the main street masterplan. That would be great.</p> |

Planning is being driven by the Planning Commission and no long-term planning for the Council area. We do not have a 30-year vision for the Northern Midlands. The strategic plan is top down rather than from the community up. Heritage is being left to others and not fully supported, e.g. Roads and signage.

Respect the already existing village community and not assume that unasked for development is good or even desirable. Our heritage village is absolutely the core part of its identity. It speaks to our history and is highly valued by the majority of the village. It is the reason why we live here. The concern, that is palpable within the village, of the threat of a major development to altering our village into one that is not recognizable nor enjoyable is real. The Council must protect heritage, the tourism which results from our unique village, the fabric that is woven around the village. Planning for the future does not always have to mean growth at all costs. In fact, it is essential that Council invests the time into finding out what the needs are of each community not assuming it because they get blindsided from smooth talking developers. Protect our agricultural land as it protects us. Natural environments are essential for good health both mental and physical and too much of it across the State is being lost.

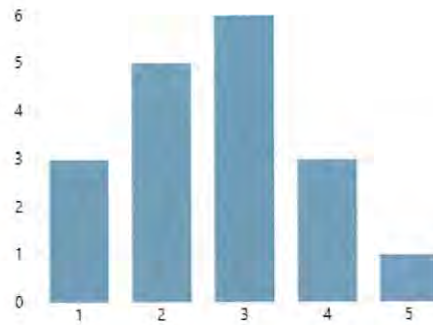
Stop sealing everything with concrete. Allow people to park on verges.

Section 3 - Values

This section asked Local District Committee members to rate how they thought the Council was meeting its own identified values.

Q14. Value 1 – Honesty – treat all with honesty, respect, and trust

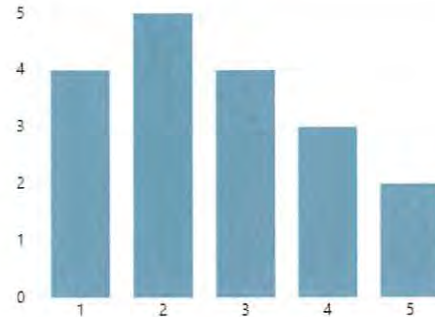
2.67
Average Rating



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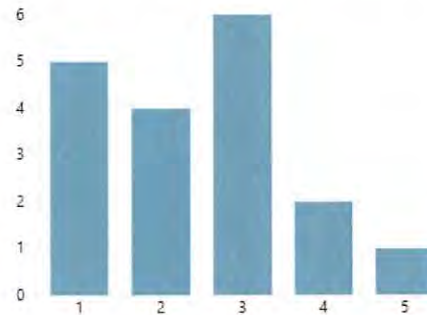
Q15. Value 2 – Integrity – listen, learn, and proactively deliver Council’s vision

2.67
Average Rating



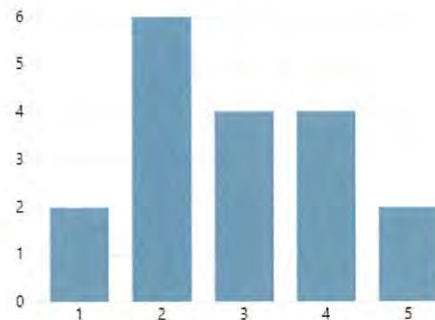
Q16. Value 3 – Innovation – explore, expand, and adapt to achieve a shared vision

2.44
Average Rating



Q17. Value 4 – Pride – serve the community with pride and energy

2.89
Average Rating



Q18. Do you have any feedback for Council about how it can improve its values?

Actually, do what is needed for the town of Perth, otherwise all we have to rate the NMC on - is what is not being done.

Honesty- The Council can begin by actually talking to the community. Be honest about how much they are receiving in rates etc from new developments and why

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|---|
| <p>at least some of this is not being reflected back to the Perth community. I feel that on the occasions that we have talked to the Council, we have not been taken seriously. Integrity- what exactly is the Council's vision for the area? I would love to hear what it is. Janet Lambert, Paul Terret and Jan Davis have represented the area well both currently, and in the past, but it is hard to follow or represent a vision that is not clear. Innovation- Innovation starts with talking to stakeholders (community members). Why was the whistlestop tour conducted at a time when most people were at work? Why are community consultations often conducted when people are working as well? Genuine community engagement would be very much appreciated. What is the shared vision? I have no idea what the Council's vision for the area is and I suspect that they don't know what ours is either. Let's talk. Pride- The overall feeling in the community presently is that Perth is often overlooked, forgotten, and not prioritised. This comes from those that have lived here for 10 plus years. I would like to be a part of changing that perception through proactive engagement with the Council. New arrivals to Perth still have a sense of optimism about what could be. This is to be encouraged.</p> |
| <p>We need to cater for all the community in a bottom-up approach. We need to engage with people moving into the area. Council is arrogant and not willing to engage with the community.</p> |
| <p>Representation (i.e. wards for each major town and rural areas), with genuine and effective community engagement.</p> |
| <p>Ensure that our community is funded and invested in accordance with its population and undertaking / completing strategic / municipal improvements in a timely manner.</p> |
| <p>Open and improved communication. Be objective, listen carefully, explain thoroughly, be accountable both fiscally and morally.</p> |
| <p>More communication please! Not only with the LDC but with the community in general.</p> |
| <p>This survey has suggested answers to the questions which are asked and do seem to reflect the high ideals of the Council. These are not always able to be attained even with the best of purpose. They are areas to work towards.</p> |
| <p>Walk the talk.</p> |
| <p>Community communication.</p> |

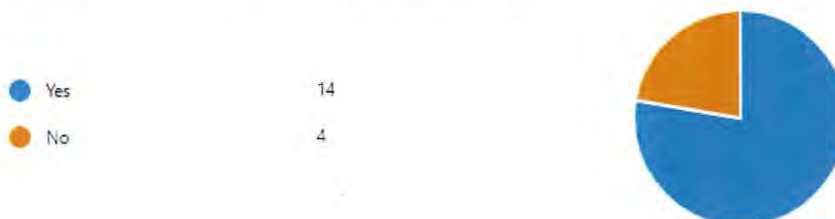
Section 4 - Council's New Strategies

This section asked Local District Committee members to consider their level of interest in each of the new strategies. If they indicated an interest they were then asked to rate where they believed the Council's focus should be, as a provider, and/or a facilitator,

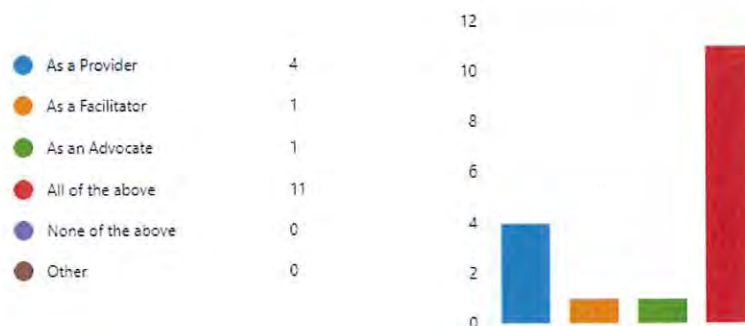
and/or an advocate. Members were then asked to consider the suggested 'strategic projects' included under each strategy and to identify their top five.

Communications and Engagement Strategy

Q19. Are you interested in commenting on this strategy?



Q20. When thinking about communications and engagement where should Council's focus be?



Q21. Council has identified the following 10 suggested new 'strategic projects' under the Communications and Engagement Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|--|
| 1 | Provider - Undertake an audit and improve our brand identity and communication methods, to help people understand who we are, what we do and why (8) |
| 2 | Facilitator - Work with other government and non-government organisations to distribute positive information about the municipality (8) |
| 3 | Provider - Review/update our community engagement, customer service and communication guidelines and policies. A new toolkit will help ensure Council works within best practice standards in a coordinated way (7) |
| 4 | |
| 5 | <p>Provider - Continue to develop our website and social media platforms to provide a better user experience, search, and accessibility, and grow our online community (7)</p> <p>Provider - Set up an online engagement hub to make it easier for people to join council-decision making processes and update our intranet (7)</p> <p>Provider - Continually review communication methods to ensure they are cost effective and meet community needs (7)</p> |

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Q22. Are there other initiatives/projects that Council should be pursuing under the Communications and Engagement Strategy heading?

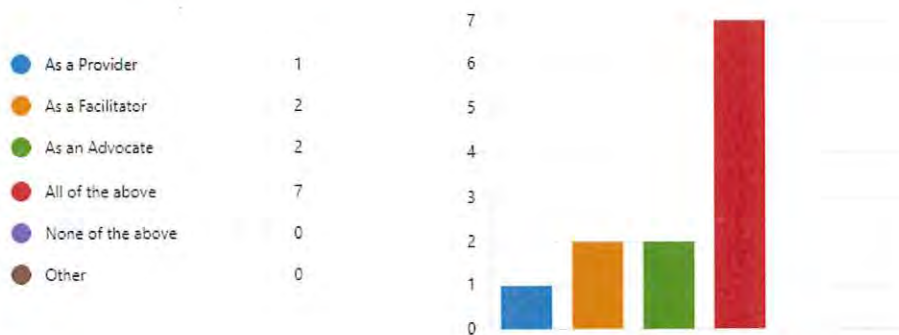
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| Take Council to the people and make sure that all of the NMC district is represented in meaningful ways. |
| Council needs to listen not just tell. |
| Communicating with the local district committees in a timely, regular manner regarding all aspects of that particular community and not restricted to the monthly meetings. An involved/included community regularly updated is a much happier one. Any initiatives relating to heritage should also be involving local areas at the very least informing them of projects being undertaken as well as utilizing valuable local knowledge. |
| Something for those who are not social media inclined? |

Arts and Culture Strategy

Q23. Are you interested in commenting on this strategy?



Q24. When thinking about arts and culture where should Council's focus be?



Q25. Council has identified the following 14 suggested new 'strategic projects' under the Arts and Culture Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
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| 1 | Provider - Dedicated space(s) to exhibit temporary art – indoors and outdoors (6) |
| 2 | Advocate - Pop-Up Shops - Cultural Displays/ Activities (5) |

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| 3 | Facilitator - REASSIGN Heritage Interpretation Project – Stage 2 (4) |
| 4 | Advocate - Local Produce Showcasing Market/ Festival (4) |
| 5 | Advocate - Norfolk Plains Convict/Colonial Festival (4) |

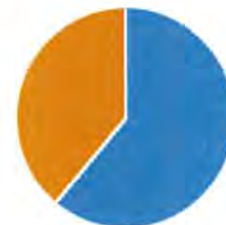
Q26. Are there other initiatives/projects that Council should be pursuing under the Arts and Culture Strategy heading?

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| Skate Park Leagues competitions throughout the municipality. |
| More promotion of permanent street art, e.g. art on roundabouts, main street project, sculpture festival. Promote what makes towns unique e.g. river, gin and berries in Perth. Communities need to be connected - to many people old and young are isolated and need to be brought together. |
| To facilitate an Evandale walk about heritage interpretation. This is a project that the Evandale history society would like to implement. |
| Campbell Town convict brick trail. Council should NOT be advocating outsiders to compete with existing local businesses – so - No to the Council advocating for pop-up shops and the like... Let them pop up under their own steam as others have had to. |

Economic Development Strategy

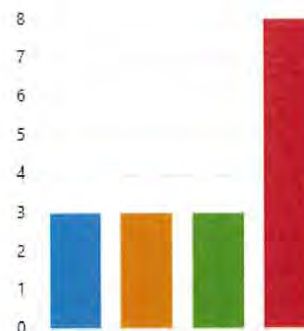
Q27. Are you interested in commenting on this strategy?

- Yes 11
- No 7



Q28. When thinking about economic development where should Council’s focus be?

- As a Provider 3
- As a Facilitator 3
- As an Advocate 3
- All of the above 8
- None of the above 0
- Other 0



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Q29. Council has identified the following 16 suggested new 'strategic projects' under the Economic Development Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|---|
| 1 | Provider - Improvement/ Expansion of Road Infrastructure (7) |
| 2 | Advocate - Access to Affordable Housing (6) |
| 3 | Advocate - Mobile Voice and Data Blackspots (5) |
| 3 | Provider - Regional Towns Security Camera Project (4) |
| 5 | Facilitator - Augmented Reality Experiences (3) Facilitator - Campbell Town Tourist Park (3) Advocate - Improved Water Supplies (3) Advocate - New High School integrated with Perth Primary School (3) Advocate – Mill Dam Weir Redevelopment (3) |

Q30. Are there other initiatives/projects that Council should be pursuing under the Economic Development Strategy heading?

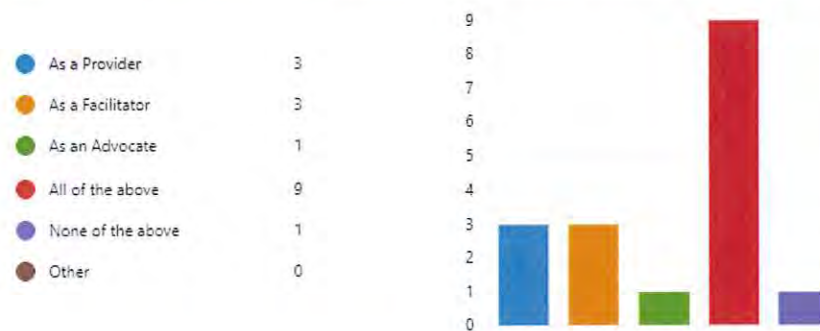
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| All you can think of in Perth is to help with a High School which is not a local government decision anyway. This proves the total disconnect with Perth! YOU MUST FIX THIS. What about investing into families and children in Perth! |
| Perth Pump Track; Perth sewerage infrastructure upgrade to cater for forecast residential and commercial growth. |
| Transport links between Launceston and Hobart -toilets and facilities for truckies on the Midlands Highway. By-pass towns. |
| Adequate recreational facilities / venues for youths and adults including mountain bike / walking trails |
| Provide EV charging stations at all Community Centres or somewhere accessible for tourists and citizens. As long as the initiatives/projects stack up financially and are not beholden to corporate interests and possible undue influence, are of economic and social benefit to the communities of the NM, are not environmentally damaging, and the communities are consulted with and are on side, then fill your boots. |
| Advocate for Campbell Town as a State hub for services at all levels of government, including health. |

Health and Wellbeing Strategy

Q31. Are you interested in commenting on this strategy?



Q32. When thinking about health and wellbeing where should Council’s focus be?



Q33. Council has identified the following 19 suggested new 'strategic projects' under the Health and Wellbeing Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|--|
| 1 | Provider - Accessible places, spaces and programs (8) |
| 2 | Provider - Develop a Public Open Space strategy (6) |
| 3 | Facilitator - Northern Midlands Pump Tracks (5) |
| 4 | Facilitator - Responsible Dog Ownership Initiatives (5) |
| 5 | Facilitator - Youth & adult mental health (5) |

Q34. Are there other initiatives/projects that Council should be pursuing under the Health and Wellbeing Strategy heading?

Not sure what responsible dog owner initiative is but boy could we do with more visits from animal control in summertime. Dogs are frequently off lead and not under adequate control around the river. Dogs often also escaped or off lead on streets. Activities and events for teenagers would be appreciated as it appears that the current park constructions are designed for young children only. I can help in this regard if anyone is interested. Also, there is a very low Police presence in our town, and I am concerned that anti-social behaviour will increase as the population continues to grow. Pump tracks are a great idea but to be

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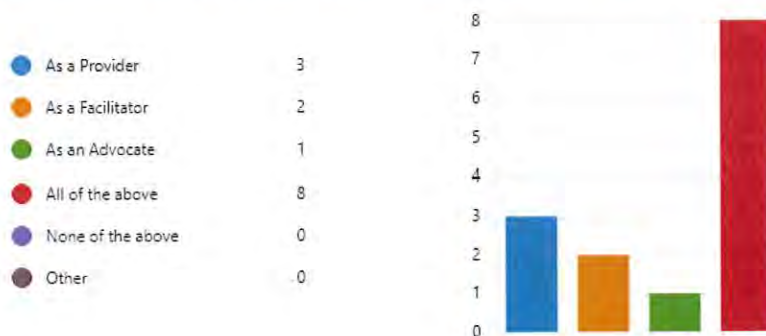
| |
|---|
| <p>honest, it would be great to have a feature in the town that makes it unique. A quality skate park would meet that need.</p> |
| <p>Cycle ways to link and ride from Devonport to Hobart - tourism activities and hobbies for all age groups.</p> |
| <p>Where is Perth's river bank care and development?</p> |
| <p>I would like to see new mother support groups established, and playgroups for mothers and young children. They could be connected to community centres. Ideally have links into maternal and baby health advocates. Once upon a time we had baby clinics which often ran playgroup mornings (at least we did on the mainland) which provided a great deal of support/advice for all mothers and their children who attended. More trees planted, more green spaces, more attention to mitigating the effects of climate change as well as beautifying our local environments. There is a need to establish bike paths and walking trails to encourage fitness and wellbeing.</p> |
| <p>Information for people where to go to get help for family violence. Information on what services is available. Longford is not the only town that needs health care services.</p> |

Youth Strategy

Q35. Are you interested in commenting on this strategy?



Q36. When thinking about youth where should Council's focus be?



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Q37. Council has identified the following 9 suggested new 'strategic projects' under the Youth Strategy heading. In your view what are the top 5 priorities for Council to pursue?

| | |
|---|---|
| 1 | Provider - Support new infrastructure that is aimed at young people (outdoor rec spaces- bike and pump tracks, basketball hoops, youth appropriate spaces) (9) |
| 2 | Facilitator -Source grants for youth projects (7) |
| 3 | Facilitator -Engage with young people about developing outdoor areas to be more youth friendly (artwork etc) (6) |
| 4 | |
| 5 | Provider - Review and develop better communication methods to support young people (6) |
| | Facilitator -Work in collaboration with the wider community, Police and service providers to identify and support the needs of young people (6) |

Q38. Are there other initiatives/projects that Council should be pursuing under the Youth Strategy heading?

Too many activities for youth are centred around town and not the villages often to children and nothing for teenagers.

Perhaps a youth drop-in centre that is supported by the police, counselling services and maybe employment services. The aim to reduce vandalism and crime, create a sense of worth, encourage skills and employment, education re drug use and DV, provide support and practical skills such as numeracy and literacy (how to fill out forms, apply for jobs, read a recipe, budget, etc). To build a sense of ownership, belonging and sense of possibility for a good future.

Section 5 - Other Comments

This section asked participants whether they had any other comments the Council should be considering in relation to its proposed strategy documents.

Q39. Do you have any other comments the Council should consider in relation to its proposed strategy documents?

The strategy should include stages....things that can be done in 1 year, 3 years and so on so that you can show people that you can get things done.

I am happy to talk to councillors at any stage. As mentioned previously, I would much prefer to be a part of the solution instead of a part of a problem. Here to help.

No. I use my position on the local district to put forward suggestion and recommendations.

Scrap it and start again. This time start from the community and not a top-down approach.

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Whatever the strategy, the Council needs to involve the community. It has to be clear about their objective, why they have that objective and how it will impact the community, be open for alternative views and discuss them thoroughly. Be prepared for community consultations and listen. Sometime the alternate view is better. If a program or strategy is implemented then there must be an outcome review to assess the impact/success/failure of its purpose/goals, which is then made publicly available. This will always be a longer process that just implementing without consultation. However, in my view it is the way forward in increasing accountability, public approval and understanding.

More communication.

4. CONSULTATION

The Council was keen to understand the views of community members in relation to the draft strategies. As part of the consultation seven community 'drop-in' sessions was offered together with separate facilitated sessions with Local District Committees.

Community

Community session attendance varied across the municipal area, with some communities appearing more engaged than others.

| Date | Town | Number of Community Attendees |
|-------------------------------------|---------------|-------------------------------|
| 8 May | Perth | 3 |
| | Evandale | 3 |
| 9 May | Campbell Town | 2 |
| | Ross | 1 |
| 10 May | Avoca | - |
| | Cressy | - |
| | Longford | 8 |
| Total Community Participants | | 17 |

General Views expressed included:

Perth

- Communication is the key and presently it appears to be the issue. An example was the rollout of FOGO and how the community information was delivered as an 'after thought' whereas a proactive approach would have potentially provided a more informed and accepting community.
- The walls within the Council are full of reports.
- Perth feels neglected.
- Bypass was finished 2 years ago but residents feel nothing has happened. The example of the derelict service station property was given.