



NORTHERN
MIDLANDS
COUNCIL

Community Infrastructure and Health and Wellbeing Priority Projects

March 2024

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Community Infrastructure and Health and Wellbeing Priority Projects

Context

The Northern Midlands municipal area comprises 5,130 square kilometres, extending from Liffey Bluff in the west, to Mount St John in the east (150kms) and from Relbia in the north to Tooms Lake in the south (95kms).

The Northern Midlands is one of the largest and most diverse municipal areas in Tasmania. It ranges from mountainous country on its eastern and western boundaries, to extensive grazing lands renowned for fine wool production, the rich agricultural river flats of the Esk, Macquarie and Lake Rivers; historic towns and villages, and from small businesses to multi-million dollar enterprises.

The population of the Northern Midlands has grown 20% in the ten-year period 2001 – 2021 (the 2021 ABS Census recorded 13,745 people residing in the Northern Midlands), with much of the growth in the 'top end' of the municipality. The Northern Midlands is increasingly attracting young families seeking the advantages of affordable country living within easy reach of the array of services and employment opportunities in Launceston, at the airport and the adjacent TRANSlink commercial, logistics and industrial precinct.

The national housing crisis cannot be solved by simply building more homes; accompanying investment in amenities and local infrastructure is critical for thriving communities that promote the health of their residents. The State Government's commitment to safeguarding and improving the health and well-being of all Tasmanians is encapsulated in the *'Healthy Tasmania Five-Year Strategic Plan 2022-2027'*, which sets out how to bring communities, services, and government together to work in partnership towards improved health. Council is committed to actively participating in this partnership to achieve better outcomes for Northern Midlands' residents.

Council recognises that community focus is shifting from organised, structured sports towards less structured activities. Such an increasingly diverse range allows community members to build physical activity into their everyday life. In response to these changing trends, Council has been developing a number of initiatives such as shared pathways, contemporary playgrounds for children and youth, dog exercise parks, reserves, outdoor gyms, and three-point basketball/netball courts.

Council's goal is to expand these projects into each town across the municipality. Although Council is grateful to those external agencies that have contributed funding towards many of these projects, it would not be able to sustain this level of development without this continued support.

Council's request

Council has identified priority infrastructure projects and is seeking to partner with other levels of government to bring these projects to fruition – to benefit current and future residents of the Northern Midlands, and visitors to the town and villages.

Facts in brief

Approximately 60% of the population resides in 5% of the area, that is, generally in the north which includes Longford, Perth and Evandale.

Council is responsible for maintenance of 960kms of roads and 12,724m² bridge deck area; **more than any other council in the state.**

Council's annual turnover (all functions) in 2022/2023 was

\$24.2 million

(2021/2022: \$22.9 million).

Facilities maintained:

575kms
of sealed roads



385kms
of unsealed roads



248
concrete bridge structures (12,724m²)



8
ovals for sporting activities



24
community halls/centres

2
caravan parks

14
public toilet facilities

100
parks and reserves

4
waste transfer stations

3
pools

3
visitor information centres/kiosks



- Early Learning Services – Perth and Cressy five days per week
- Midlands Kids Club Before and After School Care Services, Perth
- Midlands Kids Club Vacation Care Services, Perth



- Lawn Cemetery, Rose Garden and Niche Wall, Longford
- Rose Garden, Evandale
- Lawn Cemetery, and Niche Wall, Perth



Council controls written down value of property, plant and infrastructure assets amounting to \$419 million; including:

\$119.5 million
of land (including land under roads) and buildings

\$279.1 million
of roads and bridges

\$44.3 million
of stormwater infrastructure

\$9.7 million
of other assets and works in progress

Our staff:

2022/23	Employees	FTE
Permanent	86	80
Casual	16	5
Total	102	85

1 Campbell Town

Overview

Community Infrastructure Cost estimate

Further implementation of the Campbell Town Urban Design and Traffic Management Strategy **\$3M**

Stage 1 of this project is complete. Design for stages 2 and 3 of the strategy is being finalised, funding for the final stages of this project is being sought.

Tourist Park **\$9.5M**

The growth in meeting/conference venues in Campbell Town in recent years is driving demand for new and larger capacity, accommodation options in the town, coupled with the growth in visitors in motorhomes and caravans to the state.

Health and Wellbeing Cost estimate

Additional Independent Living Units **\$1M**

There is a dire lack of social housing in the state, Council seeks to alleviate this to some extent by developing independent living units in Campbell Town.

Sporting Oval Upgrade **\$1M**

The sports oval is being upgraded in stages. The remaining stages will address oval drainage and irrigation issues.

Redevelopment of the Harold Gatty Memorial Reserve **\$0.2M**

Redevelopment of the area to the west of Glenelg Street that overlooks the Gatty Memorial.

Priority projects

1/FURTHER IMPLEMENTATION OF THE CAMPBELL TOWN URBAN DESIGN AND TRAFFIC MANAGEMENT STRATEGY

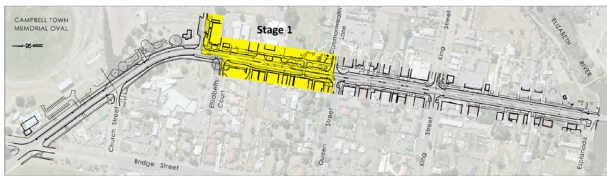
It has become increasingly obvious in recent years that Campbell Town is not living up to its potential in terms of being a town that provides for residents' amenities or attracts new residents and tourists.

The project capitalises on existing assets, improving urban design and landscaping, and addressing traffic management and vulnerable road user (pedestrians and cyclists) safety concerns.

Council has secured an Australian Government 'Priority Community Infrastructure Programme' (PCIP) grant towards the cost of implementing the strategy.

Currently funding is sought for final stages of the main street works, to include the section from William to Bridge streets.

Estimated cost for these works: **\$3M**



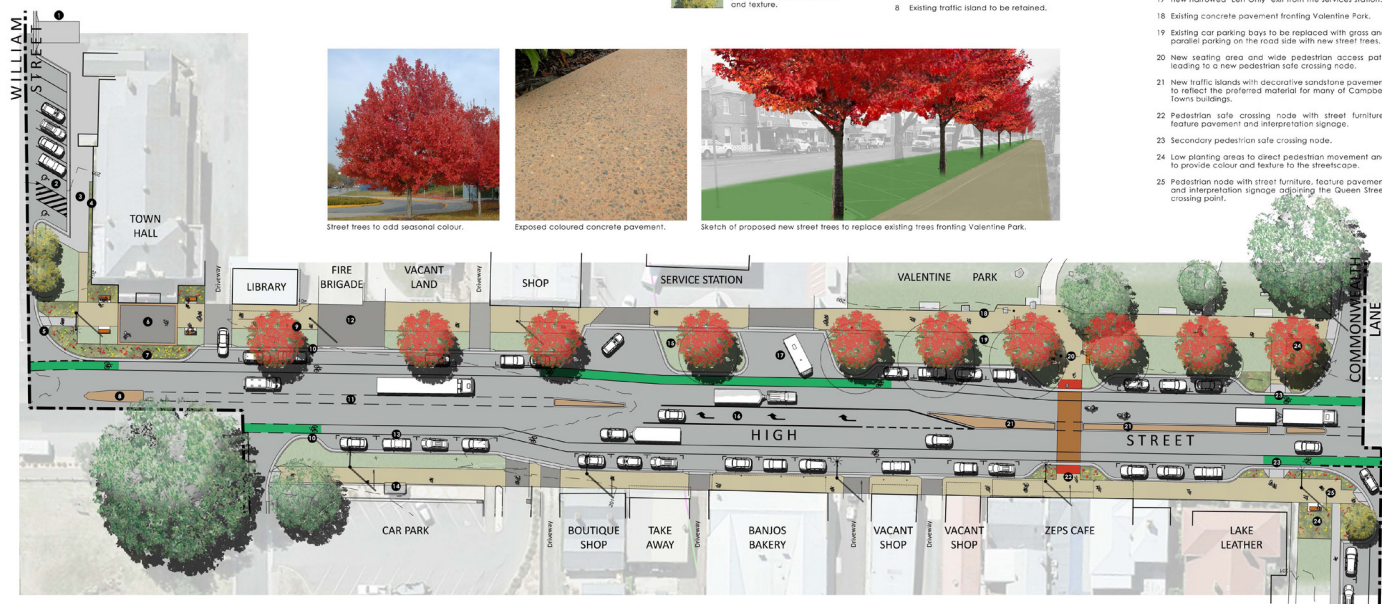
LOCATION PLAN

PLAN LEGEND

- Existing contour lines.
- New road pavement where required to blend with existing roadway.
- Feature concrete driveway and footpath pavement with sandstone paver finishing.
- New and existing grass areas to add greenery to the streetscape.
- New dedicated bike lane with coloured surface to provide differentiation.
- Existing trees to be retained.
- Medium size street trees to provide shade, form, colour and texture.

NUMBER LEGEND

- 1 Extent of works along William Street to terminate at the property boundary of the Town Hall rear parking lot.
- 2 New designated angled car parking bays including two disabled parking bays with easy access to the Town Hall forecourt.
- 3 New wheelchair accessible footpath connecting the new car parking bays to the town hall forecourt.
- 4 Existing vegetation to be replaced with new less intrusive planting to provide colour and texture against the Hall.
- 5 New kerb and channeling to furnish the William Street intersection with pedestrian access to connect the Town Centre with the Campbell Town Memorial Oval.
- 6 Feature pavement to the Town Hall forecourt to consist of sandstone pavement trim with a decorative pavement in-fill.
- 7 Garden bed with bollards provides a safe and colourful foreground to the town hall, and assists in the change in levels between the roadway and the Town Hall forecourt.
- 8 Existing traffic island to be retained.
- 9 New ornamental street trees with bold leaf colour during Autumn to provide seasonal colour and texture along the streetscape, as well as shade in summer. New trees shall replace the existing street trees fronting Valentine Park.
- 10 New kerb and channeling moved closer to the road center to reduce the width of asphalt pavement.
- 11 Existing line marked turning lane to be retained.
- 12 Dashed line indicates the alignment of a series of convex curb pavement inserts that connect each of the 24 convex curb pavement inserts, leading visitors to explore the whole streetscape and adjoining businesses.
- 13 New car parking bays to replace the relocated bus stop.
- 14 Existing bus stop to be relocated.
- 15 New kerbed grass area to increase the visual entry and exit driveways of the service station.
- 16 New turning lane into the service station.
- 17 New narrowed 'Left Only' exit from the services station.
- 18 Existing concrete pavement fronting Valentine Park.
- 19 Existing car parking bays to be replaced with grass and parallel parking on the road side with new street trees.
- 20 New seating area and wide pedestrian access path leading to a new pedestrian safe crossing node.
- 21 New traffic islands with decorative sandstone pavement to reflect the preferred material for many of Campbell Town's buildings.
- 22 Pedestrian safe crossing node with street furniture, feature pavement and interpretation signage.
- 23 Secondary pedestrian safe crossing node.
- 24 Low planting areas to direct pedestrian movement and to provide colour and texture to the streetscape.
- 25 Pedestrian node with street furniture, feature pavement and interpretation signage adjoining the Queen Street crossing point.



Street trees to add seasonal colour.



Exposed coloured concrete pavement.



Sketch of proposed new street trees to replace existing trees fronting Valentine Park.

CAMPBELL TOWN STREETScape REDEVELOPMENT
High Street (from William Street to Commonwealth Lane / Queens Street), Campbell Town Tasmania

Stage 1 Concept Plan

01:2 5 10m
10 October 2018
Issue: D



CAMPBELL TOWN STREETScape REDEVELOPMENT Stage 2 Concept Plan

High Street (from Bridge Street to the End of Bridge), Campbell Town Tasmania



CAMPBELL TOWN STREETScape REDEVELOPMENT Stage 5a Concept Plan

High Street (from Bridge Street to the End of Bridge), Campbell Town Tasmania

1 Campbell Town

2/TOURIST PARK

Looking ahead, the viability of tourist parks as an investment is sound, as such parks are good income-producing assets, with many generating 50-60% profit on a going concern basis. Demand for quality tourist parks is viewed by those in the industry as very likely to remain high into the medium and long term.

Coupled with this from Campbell Town's perspective, is the growth in meeting/conference venues in the town in recent years (the Recreation Complex Multi-Function Centre, the Show Society and The Church) which is driving demand for new, and larger capacity, accommodation options in the town.

24 King Street Campbell Town, classified public land owned by Council, comprises a hall with a basic kitchen and toilet facility, sports ground, and parking area. The property has an area of 2,558 hectares, with a hall that is rarely used, and the sports ground only used for informal recreation and parking for the Campbell Town Show on an annual basis. The property's upkeep is a drain on Council's finances.

It is proposed that the property be repurposed to create a vary of accommodation options: including cabins, powered sites (some with ensuites), and non-powered sites; amenities and associated infrastructure.

Council has prepared a Master Plan and preliminary costings for the development of the tourist park and is seeking funding partners to enable the implementation of the Master Plan.

Council has broken the implementation of the tourist park master plan into two stages.

Estimated cost: **\$9.5M**



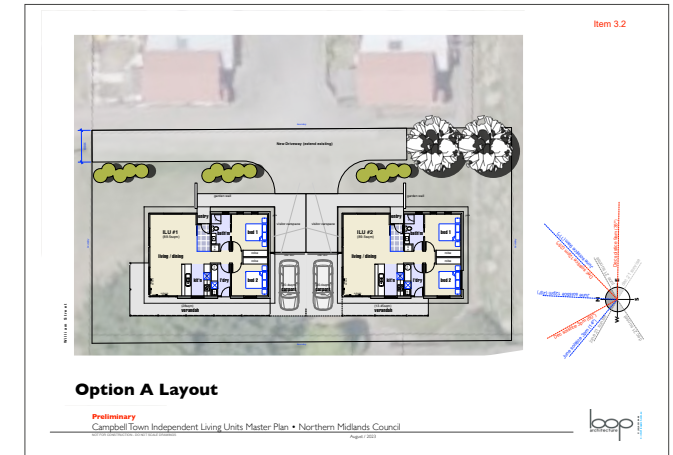
3/ADDITIONAL INDEPENDENT LIVING UNITS

Council owns four independent living units in Campbell Town.

There is vacant land adjacent to the site which would allow Council to expand the number of units available.

A high-level master plan has been prepared for the site which will provide 2 additional units.

Estimated cost: **\$1M**



4/SPORTING OVAL UPGRADE

The sports oval is being upgraded in stages. The remaining stages will address oval drainage and irrigation issues.

Estimated cost: **\$1M**



5/REDEVELOPMENT OF THE HAROLD GATTY MEMORIAL RESERVE

The project is designed to ensure the Gatty Memorial restoration and upgrading continues and is ultimately completed to reflect the achievements of one of the world's greatest Tasmanian born aviators.

The redevelopment of the area to the west of Glenelg Street that overlooks the Gatty Memorial. The concept is to design and develop an area reflecting the history of Campbell Town during World War 2 encompassing the period 1941-1945. Story boards depicting the hospitals, airfields, Ross fuel dump facility and military camps that were established during this period would admirably support both the Gatty memorial and the region's history during that period.

Estimated cost: **\$0.2M**



2 Cressy

Overview

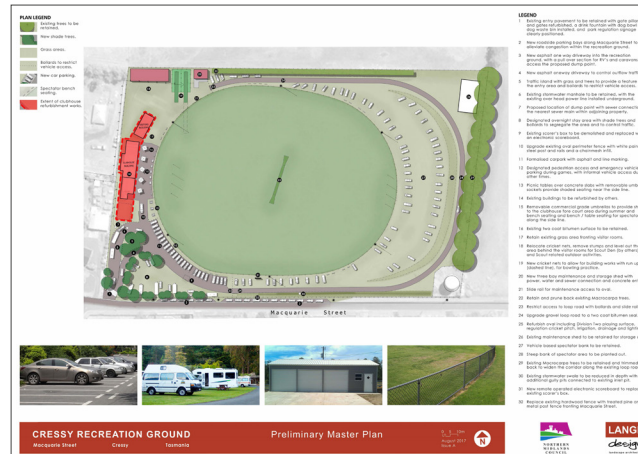
Health and Wellbeing	Cost estimate
Further implementation of the Cressy Recreation Ground Master Plan Further staged improvements.	\$2.4M
Shared Pathway connecting to Longford To complement the development of the Northern Midlands Shared Pathways Network.	\$1.7M
Macquarie Street River Project Provision of access to the Macquarie River for recreational purposes.	\$0.15M

Priority projects

1/FURTHER IMPLEMENTATION OF THE CRESSY RECREATION GROUND MASTER PLAN

Future staged improvement to the Cressy Recreation Ground is proposed. Works include formalised street parking and carpark, overnight self-contained motorhome and caravan stay area, electronic scoreboard, new oval perimeter fence, seating and picnic tables, entry, oval improvements (playing surface, cricket pitch, irrigation, drainage, and lighting), landscaping.

Estimated cost for these works: **\$2.4M**

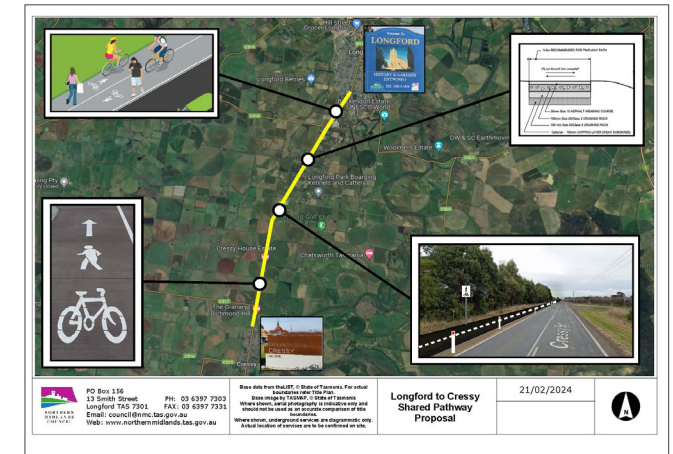


2/SHARED PATHWAY CONNECTING TO LONGFORD

Council is progressively developing the Northern Midlands Shared Pathways Network, which is developing safe, accessible, off-road shared pathways between and within the towns in the 'top end' of the Northern Midlands.

This project relates to the shared pathway proposed between Longford and Cressy. This 10km pathway includes several stormwater culverts, drainage works, safety treatments and signage.

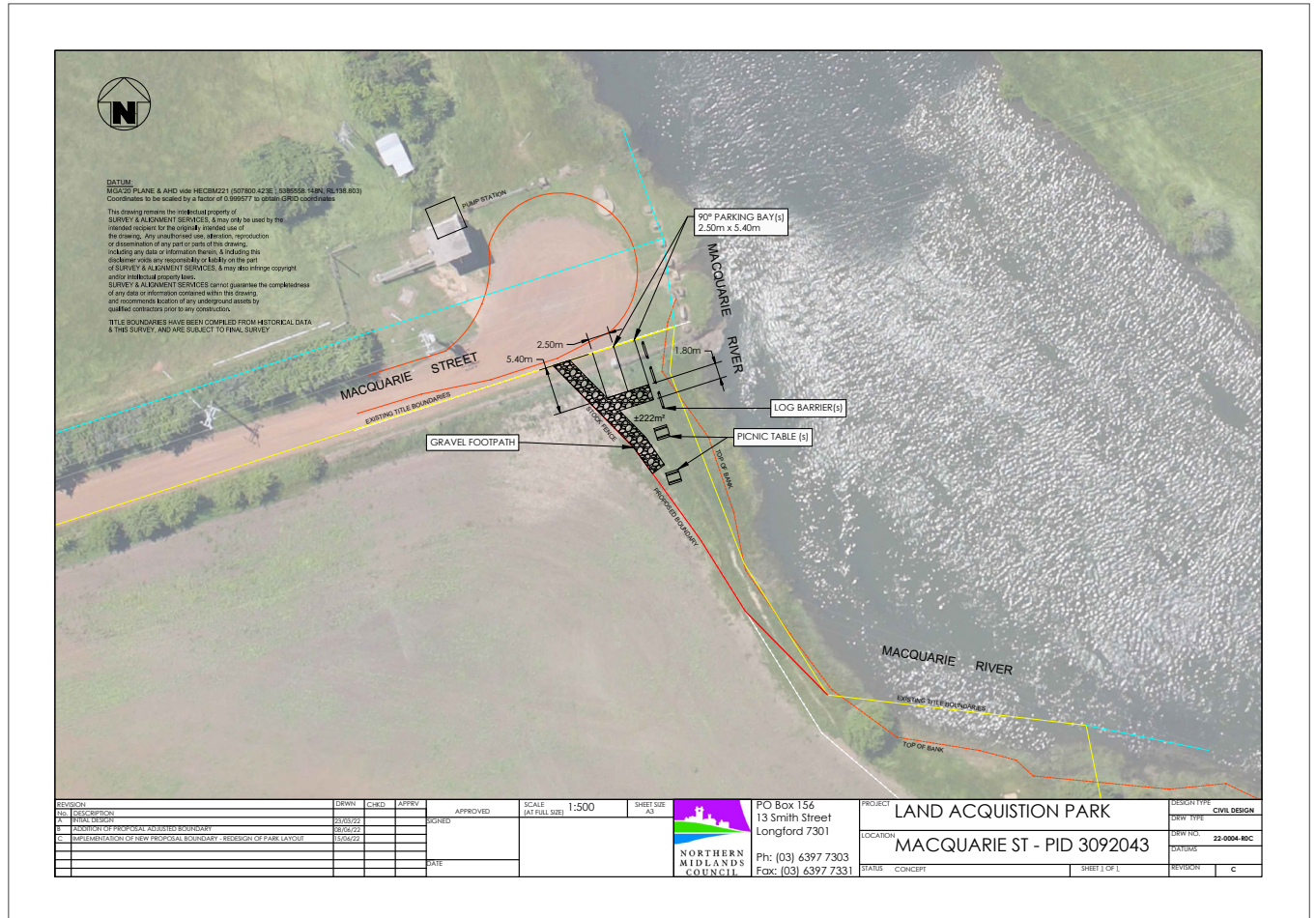
Estimated cost: **\$1.7M**



3/MACQUARIE STREET RIVER PROJECT

Works proposed to provide access to the Macquarie River for recreational use. Works proposed include an flood proof fencing, asphalt road surface and car park, signage, seating and landscaping..

Estimated cost: **\$0.15M**



3 Evandale

Overview

Health and Wellbeing

Cost estimate

Upgrade of Pioneer Park and Medical Centre Expansion **\$2.58M**

To protect the heritage values of the park and improve public amenities, and expansion of the medical centre to provide for improved medical services for the community.

Additional Independent Living Units **\$1.7M**

There is a dire lack of social housing in the state. Council seeks to alleviate this to some extent by developing independent living units in Evandale.

Sporting Oval Upgrade **\$1.2M**

The sports oval is being upgraded in stages. The remaining stages will address oval drainage and irrigation issues.

Development of Honeysuckle Banks Recreation Area **\$0.25M**

This recreation area near to the entrance to Evandale is a popular recreation spot for locals and an overnight stay area for self-contained motorhomes and caravans. Council is seeking to implement the Recreation Areas Master Plan.

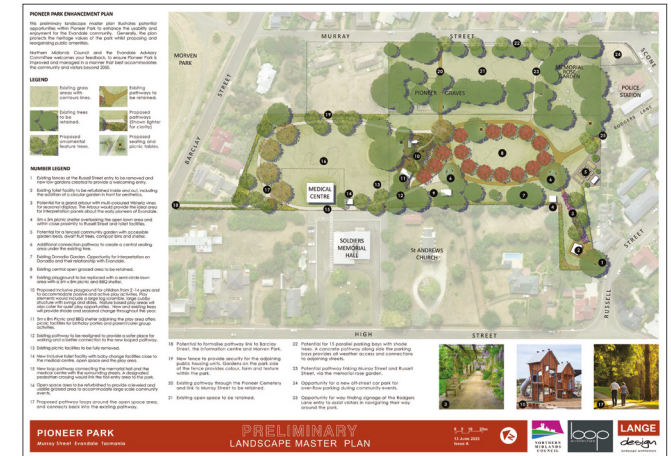
Priority projects

1/UPGRADE OF PIONEER PARK AND MEDICAL CENTRE EXPANSION

In 2022 Council commissioned the development of a master plan for Pioneer Park. The plan aims to protect the heritage values of the park whilst introducing and reorganising public amenities that will revitalise the use and enjoyment of this public open space; and addresses a number of safety issues including relocating the childrens playground to a more visual location (in accordance with 'Designing out Crime' Principles).

The refurbishment and expansion of the Medical Centre located within the precinct will provide capacity for more and improved medical services within the community.

Estimated cost for these works: **\$2.58M**



2/ADDITIONAL INDEPENDENT LIVING UNITS

Council owns four independent living units at Evandale. There is vacant land adjacent to the site which would allow Council to provide an additional four units.

Estimated cost: **\$1.7M**



3/SPORTING OVAL UPGRADE

The sports oval is being upgraded in stages. The remaining stages will address oval drainage and irrigation issues.

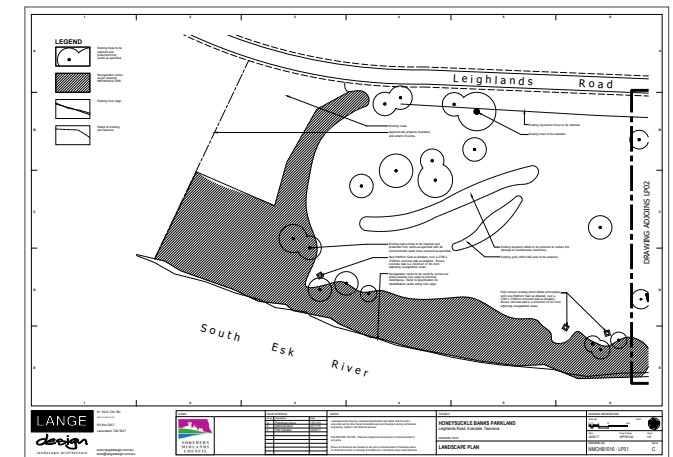
Estimated cost: **\$1.2M**



4/DEVELOPMENT OF HONEYSUCKLE BANKS RECREATION AREA

The Honeysuckle Banks Master Plan was developed in 2015. It includes extensive landscaping, a bikeway, paths, a boardwalk, development of the car park and associated open spaces.

Estimated cost: **\$0.25M**



4 Longford

Overview

Health and Wellbeing

Cost estimate

Duplication of Longford Sports Centre Stadium **\$2.5M**

The rapid growth in basketball participation in the state since the Tasmanian Jack Jumpers entered the national basketball league in 2021 has seen a 46% increase in the number of Tasmanians wanting to play. Further, pickleball (that utilises badminton court markings) is the most rapidly growing participation sport.

Neighbourhood House / Community Hub **\$0.45M (repurposing)**

There are no Neighbourhood Houses in the Northern Midlands, and for over 15 years Council has been actively advocating for the establishment of such a vital community service.

**\$0.2M
(annual operating)**

Development of the Mill Dam Recreation Area **\$2M**

The Mill Dam Recreation Area is a highly popular recreation area for local walkers, cyclists, kayakers, picnickers, and families seeking an open space area to play. Council is seeking to develop a Mill Dam Recreation Area Master Plan.

Sporting Oval Upgrade **\$1.1M**

The sports oval is being upgraded in stages. The remaining stages will address oval drainage and irrigation issues.

Longford Racecourse Upgrade **\$27M**

The master plan provides for staged improvements to this historic site.

Shared Pathway Pateena Road to Longford and Longford to Bishopsbourne Road **\$6.5M**

To complement the development of the Northern Midlands Shared Pathways Network.

Priority projects

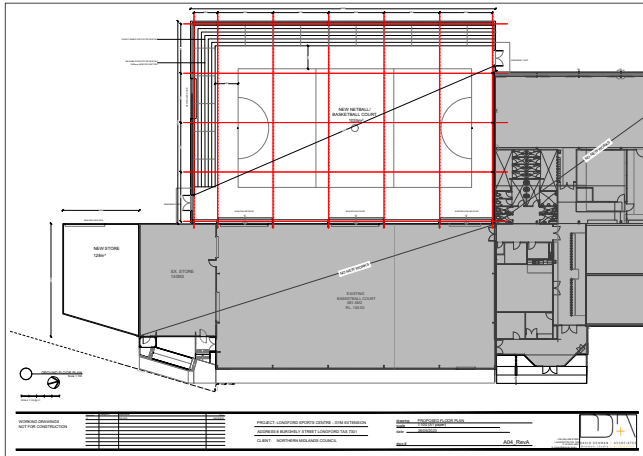
1/DUPLICATION OF LONGFORD SPORTS CENTRE STADIUM

Council has in recent years spent over \$2.4M renovating and expanding this sports centre at Longford. The centre's stadium is heavily booked for netball, basketball, pickleball, badminton, football clubs' training sessions, after school activity programs and intrastate competitions.

A second stadium is required to keep up with demand. This project will see the centre expanded by the construction of a duplicate stadium. The proposal includes new court spectator seating and an additional storeroom. To future proof the facility, the spectator seating will be removable in areas to accommodate a variety of users.

The existing stadium will also be renovated to meet Basketball Tasmania Standards.

Estimated cost for these works: **\$2.5M**



2/NEIGHBOURHOOD HOUSE / COMMUNITY HUB

There are currently no neighbourhood Houses in the Northern Midlands and for over 15 years Council and the community have been actively advocating for the establishment of such a vital community service. Our advocacy has yet to achieve its goal.

The lack of a Neighbourhood House was acutely felt during the pandemic when the other 35 communities across the state that have such houses were able to galvanise community support and substantial government funding to assist their communities through the pandemic. Northern Midlands residents, desperate for support had to, illegally, leave their local areas to travel to houses at either Deloraine or Fingal for that support.

The relocation of the Longford Police Station in April 2022 left the former police station and residence adjacent to the Council offices vacant. Council would like to secure the transfer of the property's ownership as a community lease, the residence would be repurposed to create a Neighbourhood House-style service/ youth space, and the former police station repurposed to create multi-purpose, community-friendly meeting spaces. The surrounding land would become public green open space.



4 Longford

Council is seeking “a hand-up, not a hand-out”, with Council having committed to funding the repurposing component of the project at an estimated cost of \$450,000.

Council proposes the annual operating cost of the Hub – estimated at \$200,000 in 2022 – be funded by equal contributions by the State Government, Council, and the community sector.

Any assistance able to be offered in progressing the transfer of the property’s ownership to Council would be gratefully appreciated.

Estimated cost:

Repurposing the building – Council funded: **\$0.45M**

Annual operating cost funded by equal contributions by the State Government, Council, and the community sector: **\$0.2M**

3/DEVELOPMENT OF THE MILL DAM RECREATION AREA

The Mill Dam Recreation Area is a highly popular recreation area for local walkers, cyclists, kayakers, picnickers, and families seeking an open space area to play. Council is seeking to develop a Mill Dam Recreation Area Master Plan. Improvements to the site include shared pathways, flood debris deflectors, landscaping, and furniture.

Estimated cost: **\$2M**



4/SPORTING OVAL UPGRADE

The sports oval is being upgraded in stages. Remaining stages will address oval drainage and irrigation issues.

Estimated cost: **\$1.1M**



5/LONGFORD RACECOURSE UPGRADE

A master plan for the Longford Racecourse has been developed. TasRacing are the drivers of this project and have commenced with implementation of the master plan through staged upgrades to the site.

Estimated cost: **\$27M**



6/SHARED PATHWAY PATEENA ROAD TO LONGFORD AND LONGFORD TO BISHOPSBOURNE ROAD

Council is progressively developing the Northern Midlands Shared Pathways Network, which is developing safe, accessible, off-road shared pathways between and within the towns in the 'top end' of the Northern Midlands.

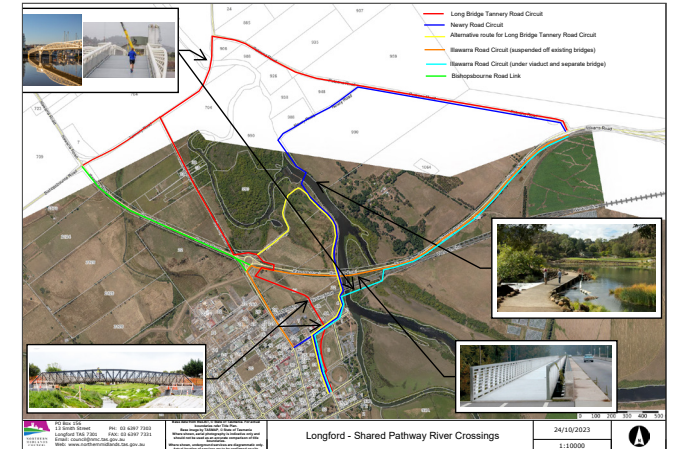
This project has two components and relates to the shared pathways proposed:

- between Pateena Road and Longford and includes the river crossing, linking the townships of Longford and Perth (with the potential to complete the link to Launceston via Youngtown).
- Longford to Bishopsbourne Road will provide a key link to popular cycling routes/loops in the north of the Council area.

Estimated cost:

Pateena Road to Longford: **\$5M**

Longford to Bishopsbourne Road: **\$1.5M**



5 Perth

Overview

Community Infrastructure Cost estimate

Further implementation of the Perth Streetscape Redevelopment Plan **\$1M**

The work currently underway comprises stormwater upgrades and finalisation of design for the main street. Funding is required to complete the implementation of the plan in its entirety.

Health and Wellbeing Cost estimate

Development of the Napoleon Street Park **\$0.7M**

A significant proportion of residential growth in Perth in recent years has taken place on the western side of the town, and further subdivisions are planned. A Concept Plan has been prepared for a park to be developed adjacent to Napoleon Street in one of the subdivisions.

Further development of the town's shared pathways network **\$5.7M**

Development of additional off-road shared pathways through and around Perth to complement the existing network and future connectivity of the northern town of Longford, Breadalbane and the Launceston Airport.

Implementation of Stage 2 of the South Esk River Parklands Master Plan **\$3.45M**

Stage 2 of the development of the parklands to complement the recently completed Stage 1 infrastructure includes the construction of picnic shelter, playground, and amenities.

Development of a Pump Track **\$1M**

Development of a facility in Western Perth to provide recreational opportunities for young people to encourage a healthy lifestyle.

Redevelopment of the Perth Sports and Community Centre Precinct **\$20M**

Perth is growing rapidly and the demand for sporting and recreational facilities will necessitate, at the very least, the upgrade of the current site.

Priority projects

1/FURTHER IMPLEMENTATION OF THE PERTH STREETScape REDEVELOPMENT PLAN

Perth's population has increased by 35% between the 2011 and 2021 ABS Census (2021 population = 3,472). A number of large subdivisions have been undertaken, and more are underway or in the pipeline. It is anticipated the town population will reach 6,300 by 2041 (estimated growth of 35% per decade in line with the growth rate over the past ten years and collaborated by the extent of investor confidence in the town).

In 2017, Council commissioned and adopted the Perth Structure Plan, the document makes recommendations as to how to rejuvenate the town's main street by capitalising on existing assets, improving urban design and landscaping, and addressing traffic management and vulnerable road user (pedestrians and cyclists) safety concerns.

The work currently underway comprises stormwater upgrades and finalisation of design for the main street. Funding is required to complete the implementation of the plan in its entirety.

Estimated cost for these works: **\$1M**



2/DEVELOPMENT OF THE NAPOLEON STREET PARK

The landscaped park will include a large open space for informal recreation activities (that will also serve as a stormwater detention basin), and a playground area comprising picnic shelter, a BBQ facility, all abilities swings, a nature play area, a multi-play structure for a variety of age groups and challenges, and a single cubicle toilet facility. Concrete paths will form a network throughout the park and will connect with adjoining streets.

It is proposed to develop the park in stages. Stage one comprises the development of the playground at an estimated cost of \$700,000.

Estimated cost: **\$0.7M**



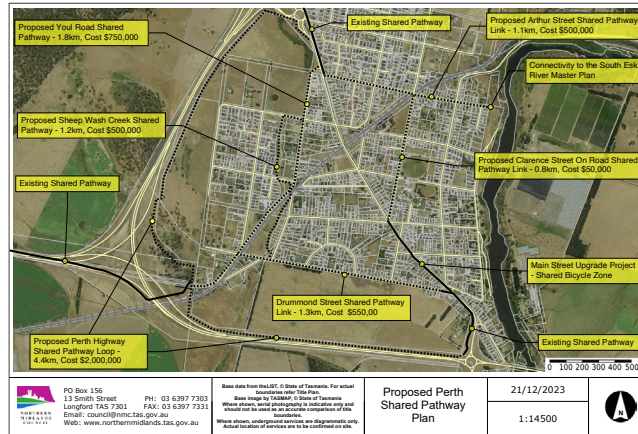
5 Perth

3/FURTHER DEVELOPMENT OF THE TOWN'S SHARED PATHWAYS NETWORK

Council has developed a plan for an off-road shared pathway network stretching from Longford through Perth, then alongside Haggerston Road to Breadalbane, continuing then alongside Hobart Road to Youngtown. State Government funding has been secured towards this ambitious project. An application has been submitted for Australian Government funding through the Growing Regions Program, and Council has committed to fund the remaining 36% of the project costs.

The section of the network through Perth will start at Oakmount Road at the end of the existing shared pathway that travels towards Longford and will travel through Sheepwash Creek Open Space Corridor to meet up with the existing Haggerston Road shared pathway that begins at Youl Road in North Perth. An 'off-shoot' path will connect the Sheepwash Creek pathway to Drummond Street in South Perth; and continuing north from the Haggerston Road pathway along Old Hobart Road toward Launceston.

Estimated cost: **\$5.7M**



4/IMPLEMENTATION OF STAGE 2 OF THE SOUTH ESK RIVER PARKLANDS MASTER PLAN

The South Esk Parklands is situated on the banks of the picturesque South Esk River on the southern boundary of the town. The parklands are a popular walking, dog exercise, picnic and recreation area frequented by locals and visitors to the town.

In 2018, a master plan was prepared that encompasses extending the pathways through the parklands, creating new picnic areas, kayak launch decks, playgrounds, 'kick about' recreational spaces and interpretation signage.

The master plan is being implemented in stages.

Stage One, completed in late 2023, extended the parklands walkway to create a circuit walk of 3kms, including the installation of a footbridge, and the development of pathways to connect the ends of the footbridge to William and George Streets. Picnic and BBQ infrastructure was also installed.

Estimated cost: **\$3.45M**

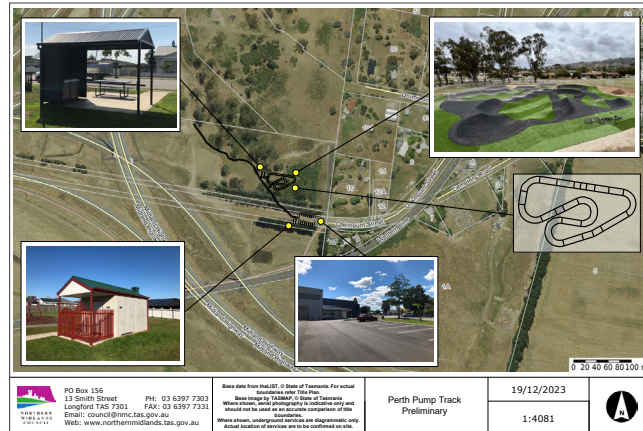


5/DEVELOPMENT OF A PUMP TRACK

A Concept Plan has been prepared for a pump track to be developed on land at the western end of Illawarra Road.

A pump track is a loop with dirt berms and mounds designed for the bike to maintain speed without a rider pedalling. As well as recreational and fitness uses, pump tracks can be used for practicing balance, learning skills, and improving confidence on a bike.

Estimated cost: **\$1M**



6/REDEVELOPMENT OF THE CURRENT PERTH SPORTS AND COMMUNITY CENTRE PRECINCT

Perth is growing rapidly and the demand for sporting and recreational facilities will necessitate, at the very least, the upgrade of the current site.

It is proposed to upgrade the existing oval to AFL/ Cricket standards and redevelop the existing amenities and clubrooms.

Estimated cost: **\$20M**



6 Ross

Overview

Health and Wellbeing

Cost estimate

Upgrade of Ross Recreation Ground

\$1.1M

The Ross Recreation Ground serves both as a popular recreation area for local residents and as the state headquarters for Veterans Cricket Tasmania. The grounds and clubrooms are in dire need of upgrading.

Priority projects

1/UPGRADE OF ROSS RECREATION GROUND

In the late 2010s, Veterans Cricket Tasmania expressed interest in developing turf wickets in the Midlands (turf wickets are in high demand in the state, and the then existing turf wickets were consistently booked out for Cricket Tasmania competitions). The project came to fruition in January 2021, when the first Veterans Cricket Tasmania match was played on the recently completed turf wickets at the Ross Recreation Ground.

Both male and female Veterans Cricket teams have played at the ground since the 2021 cricket season. Other cricket teams are also regularly playing at the ground including junior clubs from across the state, the New Horizons teams, and visiting interstate teams.

A recent development has been interest from AFL Masters Tas to use the Ross Recreation Ground as its preferred venue for practice matches.

This project will replace the existing outdated, traditional male-centric 'blokey' recreation ground changerooms with two contemporary, inclusive changerooms for players, and two purpose-built inclusive changerooms for umpires. It will also renovate the clubroom's externally accessed toilets that are utilised by spectators and players.

Estimated cost: **\$1.1M**





7 Western Junction (TRANSlink)

Overview

Community Infrastructure

Cost estimate

TRANSlink TasNetworks Energy Networks Upgrade (HIGH URGENCY) \$11.5M

The current TasNetworks Energy Network to the TRANSlink precinct is capable of servicing the power needs of new low usage businesses, however, it is unable to meet the demands of new high-power users. Such developers are having to seek alternative locations. Council is as a matter of High Urgency, advocating for significant upgrade of the Tas Networks Energy Network.

TRANSlink Gas Reticulation Project \$3M

This project will provide a natural gas pipeline to the airport and the TRANSlink precinct.

TRANSlink Intermodal Facility \$300M

A concept plan has been developed for a TRANSlink Intermodal Facility, to enable efficient transfer of goods from one mode of transport to another, significantly enhancing access to interstate and overseas markets, particularly for perishable goods. The facility is to include a 24/7 freight hub, new rail spur from the existing line, and warehousing.

Priority projects

1/TASNETWORKS ENERGY NETWORKS UPGRADE (HIGH URGENCY)

There is a compelling case for the immediate funding of an upgrade to the TasNetworks Energy Network to enable the further expansion of the TRANSlink Precinct, and further developments at the Launceston Airport.

If growth across these precincts mirrors what has already occurred at TRANSlink the lack of a suitable network supply puts at risk future investment worth billions of dollars and the thousands of jobs it would bring to Northern Tasmania.

The current network is almost at full capacity, and without this upgrade, no new high-energy usage businesses or existing businesses wishing to expand in the TRANSlink/Airport Precincts, will have access to the energy they need.

It is estimated the planning, design and approvals for the new high voltage feeder could take at least 12 months, and the actual construction, 24 months.

Estimated cost for these works: **\$11.5M**

2/GAS RETICULATION PROJECT

There is no natural gas pipeline to the airport and the TRANSlink precinct. Currently businesses opting to utilise gas are required to buy bottled gas.

Council is seeking funding to enable the provision of an 8km extension from the existing pipeline at Youngtown to the airport and TRANSlink precinct.

Estimated cost: **\$3M**



3/INTERMODAL FACILITY

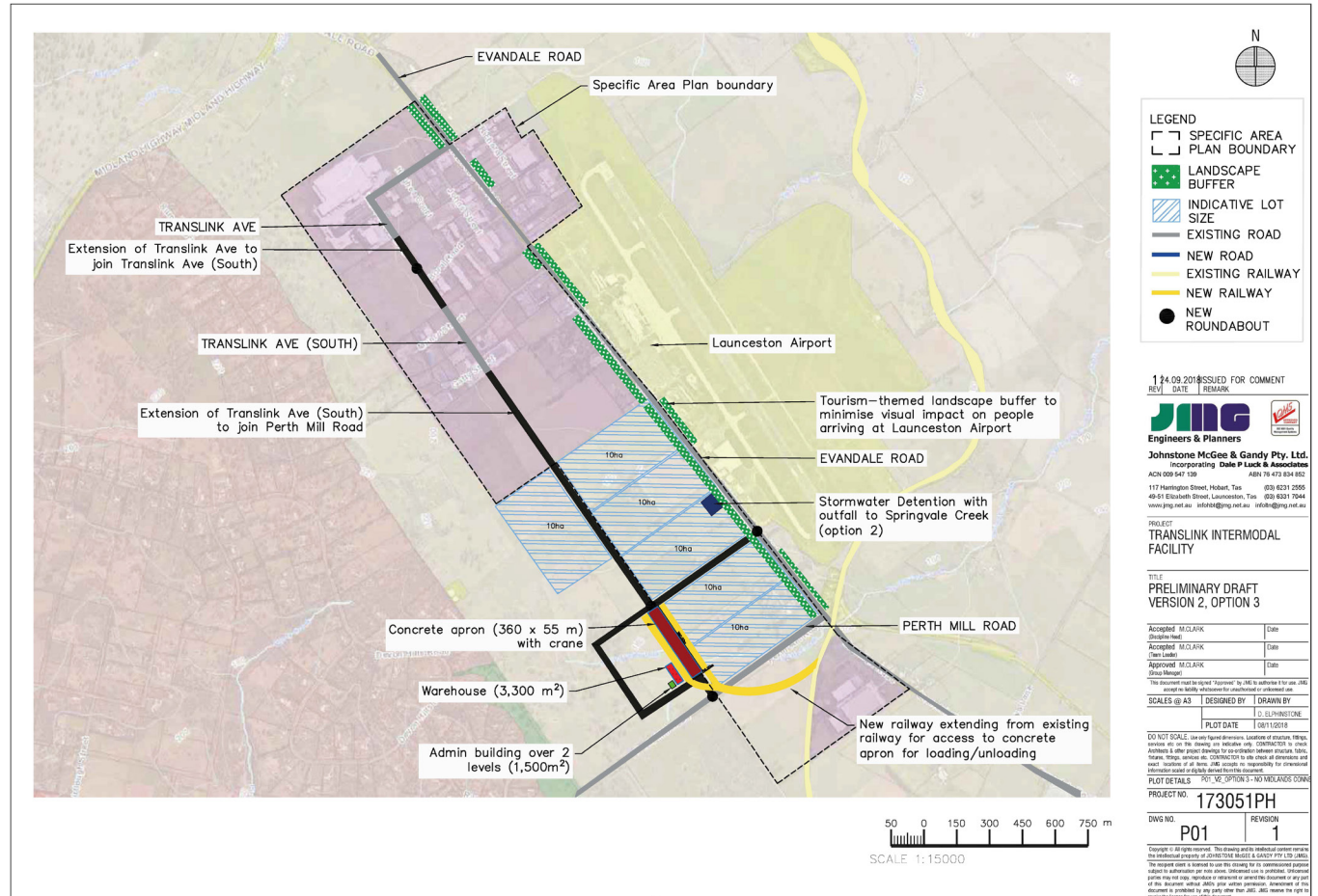
In the mid-2010s, Council developed a concept plan for a TRANSlink Intermodal Facility, with the facility to enable efficient transfer of goods from one mode of transport to another, significantly enhancing access to interstate and overseas markets, particularly for perishable goods. The facility is to include a 24/7 freight hub, new rail spur from the existing line, and warehousing.

To maximise the potential for intermodal transport and logistics, rail must be collocated with the airport and TRANSlink precinct via a spur off the main line, preparing the hub for crucial future development of an Intermodal Facility on the site.

The Federal Government has to-date committed:

- \$5M to enable the preparation of a comprehensive feasibility study and business case, the progressing design work, agreement negotiations, and to enable the securing of tenants for the intermodal facility; and
- \$30M to deliver enabling infrastructure to the intermodal facility site once the feasibility study and business case have been successfully completed.

Estimated cost: in excess of **\$300M**



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