Site Inspection Checklist and Photograph Register

Appendix F

pitt&sherry

Preliminary Site Investigation

Site Inspection Checklist

General site notes:	Site:	Marinus Link
Site comprises the Properties - 211 Logan Rd - Logan Rd - 34 Arthur St. - 4 Ridgeside Lane	Job #:	P.22.1701
	Date:	17/01/23
	p&s staff:	Eduardo P. Maes

Item	Notes	Photos
The land		
Current uses of the site	Predominantly paddocks used for livestock (cattle & sheep). Residential use & building @ 4 Ridgeside Lane sheds for storage @ 4 Ridgeside Lane and Logan Road	
Current uses of the surrounding land	Similar uses. Residential to the southwest.	
Vegetation extent and type	Paddocks. Few scattered trees along some of the fencelines.	

Item	Notes	Photos
Topography in relation to surrounding areas	Ridgeline crosses the northern portion of the site from west to East. Undulating topography w/ higher areas to the west and east.	
Slope (position on slope, direction)	From the ridgeline to the north (towards Ridgeside Lane) and South (towards Logan Rd.). Secondary slopes from west & east towards centre of the site.	
Surface water drainage	According to slope	
Evidence of cut and fill activities	Soil mounds (buried waste) at 211 Logan Road. Cut & fill activities for artificial water ponds.	
Presence of pits, pond or lagoons	Yes, ponds across most of the properties for livestock	

Item	Notes	Photos
Signs of erosion	NA	
Buildings		
Details of buildings - age, occupancy	New residential building @ 4 Ridgeside lane + older sheds old sheds & cattle fences @ Logan Road. Abandoned residential building & sheds @ 34 Arthur St. → cattle house for calves	
Building construction (frame, openings and height)	Bricks @ residential house at 4 Ridgeside lane all other buildings are either wooden or metal frame sheds.	
Building construction (slab on ground or other, presence or absence of crawl spaces and basements)	Slab for house @ 4 Ridgeside Lane & sheds. Crawl space under calves House	
The means of heating (fuel type) and cooling in the buildings on the site	—	
Description of services and utilities	water & power for buildings. sewer unknown, though no septic tanks were found.	
Condition of buildings (e.g. cracks in foundations)	All poor conditions, except residence @ 4 Ridgeside Lane. Buildings abandoned @ 34 Arthur St.	
Hazardous building materials - e.g. lead or asbestos	None observed.	

Item	Notes	Photos
Presence of septic tanks	None observed, but assumed to be potentially present.	
Evidence of services on site, in particular underground services (provide preferential pathways for contamination)	water & power	
Any underground stormwater / mains water / sewerage lines - sketch on plan	NA	
Water		
Any underground gas - sketch on plan	TAS Irrigation line crossing northern portion of the site	
Any underground communications lines - sketch on plan	NA	
Any underground power lines - sketch on plan	NA	

Item	Notes	Photos
Quality of surface water	water on ponds for livestock only	
Presence and type of groundwater bores on the site and adjacent landholdings	NA	
Sheens on water surfaces	NA	
Condition of GW bore headworks	NA	
Measurement of GW (water table and/or piezometric) levels	NA	

Item	Notes	Photos
Contamination		
Disturbed, coloured or stained soil	NA	
Bare soil patches	Yes, along mounds at 211 Logan Rd.	
Disturbed or stressed vegetation	as above	
Odours	No	
Presence and condition of any underground storage tank (USTs) and associated infrastructure	None observed.	

Item	Notes	Photos
Presence or absence of bonded asbestos-containing materials (bonded ACM) on the ground surface	None observed	
Presence and condition of chemical containers, holding tanks, bunds etc.	Agricultural products in small quantities (gallons) @ Logan Rd property, within the sheds.	
Any evidence of on-site spillage of dangerous goods and/or off-site migration	None observed	
Presence of pits containing buried waste	Yes, at least 3 locations southeast of 211 Logan Rd. Scattered metal scraps, concrete & aggregate also observed	

Item	Notes	Photos
Other		
Presence of fill materials, including building demolition rubble, mixed wastes, soils of unknown origins, etc.	mixed waste stockpiles present at 34 Arthur St., including wood waste, metal scraps, ceramics, soft plastic and fabric. Evidence of former waste incineration @ 34 Arthur St. metal scraps and old equipment/parts @ Logan Rd. and 4 Ridgeside Lane (within sheds)	
Presence of stockpiles, fill, containment areas, sumps, drains and waste disposal areas - operational and closed	as above	
Debris or waste disposal	as above Some debris scattered across the site, especially @ 2m Logan Rd.	
Underground structures that may be associated with sub-surface construction	None observed.	
Condition of materials storage and handling facilities and any solid or liquid waste disposal areas	NA	

Item	Notes	Photos
Neighbouring Uses	—	
Any evidence of contamination from neighbouring properties	None observed	
Are neighbouring uses potentially contaminating	No	
Were historical neighbouring uses potentially contaminating	No	

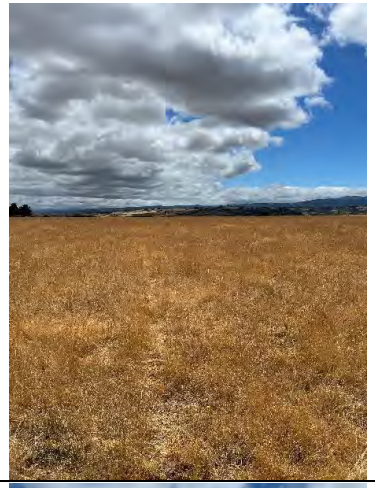
Anecdotal info from resident of 4 Ridgeside Lane: Property only used as residential & livestock, but used to be a kennel for racing dogs. Resident informed that neighbouring properties are used only for livestock/ no crops.

Photo Register

Activities description		
Site inspection	Project:	P.22.1701.001
	Date:	17/01/2023
	p&s staff:	Eduardo Pereira Maes

1. Site inspection

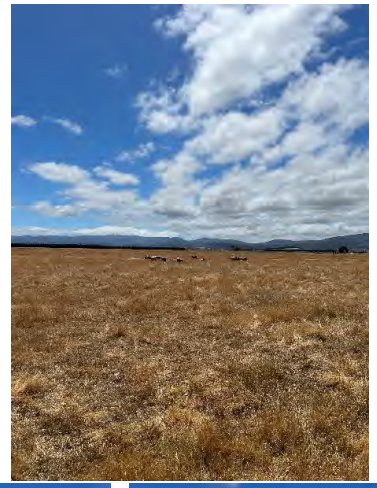
Description	Photos
Dry pond and scattered aggregate rocks at 211 Logan Rd.	 

Paddocks at 211 Logan Rd. From centre portion of the property, looking north (left) From Logan Road, looking north (right)	 
Scattered trees along fence line at Logan Road property	

Tas Irrigation marks near the northern boundary of the Site at 211 Logan Road	
Drainages along Ridgeside Lane (left) and Logan Road (right).	 

Sheep and cattle observed in all properties across the Site:
-Artificial ponds present, with mounds of earth build around to trap water, and water tanks for livestock
-Sheep/cattle enclosures (not sheep dips)
-
-House for calves at Logan Road property, with water supply and crawlspace.














Birds and rabbits observed at the Site.

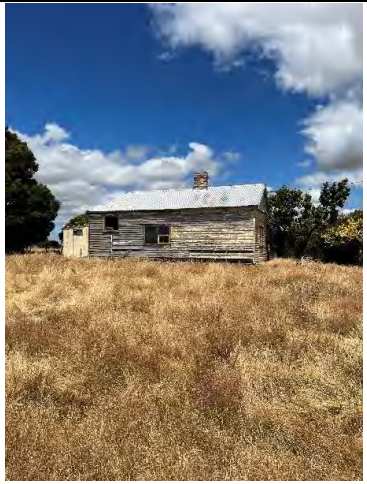


Farm shed and trailer at northern portion of Logan Road property.
Agricultural machinery/equipment and gallons of agricultural products (wetting agent, fertilizers, growth regulator) and rubbish (wood waste, metal scraps and old parts) stored in and around sheds.
Stockpile of soil near the shed.

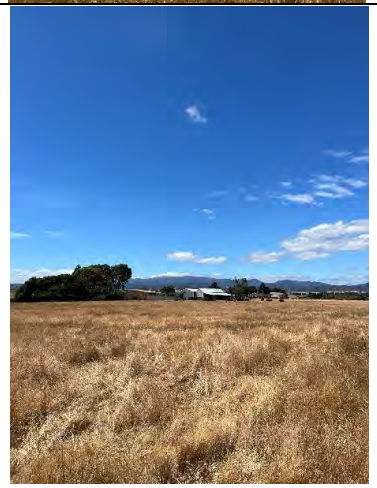







			
Abandoned residential building and sheds at 34 Arthur Street: -Stockpiles of earth and waste material (animal bones, soft plastic, wood waste, ceramics, metal scraps, glass) -Stockpiles of wood waste -Evidence of waste burning practices. -Old car and boat present. -Storage of metal scraps, old parts and wood waste within sheds.			



			
Residential dwelling and sheds at 4 Ridgeside Lane: -Residential building -Set of sheds for storage of livestock supplies, equipment and parts -paddock used for livestock (cattle)			

Mounds of buried waste at the southeast of 211 Logan Road
-Approximately 3 mounds (one very large and two smaller) were identified, with metal scraps, plastic (old pipes), glass bottles, bricks and concrete.
-Scattered concrete and aggregate observed across the middle portion of 211 Logan Road.







pitt&sherry

P.22.1701 Stage 1 Preliminary Site Investigation

Evandale Expansion Masterplan

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(Operations) Pty Ltd
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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

ref: T-P.22.1701-001-ENV-REP-001-Rev00/EPM/ac

ireneinc
PLANNING & URBAN DESIGN



12th February 2025

Paul Godier
Northern Midlands Council
13 Smith Street
LONGFORD, TAS 7301

Dear Paul

FURTHER INFORMATION RESPONSE - EVANDALE AMENDMENT

I am writing in response to the email received from Council on the 3/12/24 requesting further information in response to the proposed planning scheme amendment (PLN-24-0030).

Response to Council Request

1. Preliminary report Water & Sewerage

> *The revised report from MRC assists in the understanding of future service loads, noting your advice that discussions are continuing with TasWater. Whilst Council will refer the application to TasWater as a part of the process, the need for future augmentation as a part of the development sequencing is a critical consideration as to the sustainability of the application, particularly given those areas of the SAP currently zoned for general residential development.*
>
> *Advice as to infrastructure capacity and upgrades to meet demand sequencing based upon TasWater projections is sought.*

MRC have been regularly following up with TasWater, who have advised a formal response will be provided within the next 4-6 weeks.

In the interim, verbal feedback has confirmed they are satisfied with the level of information provided regarding staging, anticipated flows/loading etc. The proposal is currently being incorporated into their modelling, and the formal response will include advice on capacity and any potential upgrade requirements.

> *2. 4 Ridgeside Lane*
>
> *The issue of the most appropriate zone for this area is impacted by considerations as to road access and therefore development density. The discussion noted the proximity of the existing Rural Living Zone C classification to the north which suggests that a Rural Living zone may be the most appropriate for the future development of this site. This is appropriate given the location of the General Residential Zoning to the west reference NOR-5.2.2 Cambock Lane West Development Precinct Masterplan.*
>
> *A discussion and position relevant to the issue is appropriate.*

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ABN 78 114 905 074

The updated planning report provides analysis outlining the basis for applying the Rural Living Zone, to all proposed 'lifestyle' lots. It is understood that Council is broadly in agreement that the zone is most appropriate.

3. Community Purpose Zone

The application would benefit from a more expansive discussion of the function of this zone in the context of the development plan and the existing population profile. In our discussions you referred to child care, aged persons and affordable housing use categories.

The accompanying planning report has been updated to provide additional rationale regarding the application of the Community Purpose Zone, to facilitate future child care/aged care and retirement living opportunities.

4. Agricultural Land Assessment

As advised the report prepared by Pinion Advisory was referred for peer review. The following summarises the conclusions of that analysis and your response is sought.

- *The Report should clarify the assessment area, the proposed development, the author's definition of commercial scale in relation to the ATO's definition and how this affects the assessment conclusions.*
- *The Report should better identify unconstrained and constrained land and how this affects the assessment conclusions.*
- *It appears there is an additional 45ML of scheme water associated with the development area that is not included in the Report.*
- *The Report should be updated to include the Proposed Evandale Expansion Plan proposal and all the identified proposed new zones and how they will impact on adjacent agricultural land.*
- *Mitigation measures to reduce the impact on adjacent agricultural land should be consistent with measures identified in the Planning Report.*
- *The Report should better consider the potential agricultural use of this land particularly in relation to potential irrigated horticulture, and the location in proximity to transport routes and access to skilled labour and agronomy support.*
- *The report should better consider the connectivity of the majority of this land that is relatively unconstrained with other farming land with irrigated horticulture potential and how that affects the potential of this land.*
- *The report should better consider the local and regional impact of the loss of this land in light of the total highly reliable irrigation water resources, unconstrained land resources and potential for perennial horticulture.*

A response is being prepared and will be provided shortly.

5. Future By-pass Road

If the reference to the future bypass road is to be maintained then clarification as to its relationship to the SAP amendment should be addressed. It is appreciated that the issue was raised

during the consultation sessions, however the application should either demonstrate how its inclusion will value add the proposal and is made possible and provide clarity as to its relationship to traffic movement and management impacting the town.

It is noted that the future road impacts property to the west which is not the subject of this application, which may raise a level of concern unnecessarily.

The area set-aside for the future by-pass has been omitted from the Expansion Plan, given the traffic modelling does not identify a need for such infrastructure to accommodate post-development traffic numbers. Whilst opportunity for a future by-pass has not been ruled out, the area previously set-aside will accommodate a 5m wide vegetation buffer. Given the adjoining land to the east (forming part of 211 Logan Road) is also owned by TiP, an increase in the width and/or further setbacks/offsets from any future agricultural activities can be accommodated if need arises.

8.14 - Please provide a revised TIA calculating the parking availability using a length of 6.7m instead of 6.0m for a parallel on-street parking space.

Please refer to the amended TIA, which provides revised parking availability figures based on the above.

8.17 - Please provide a revised TIA assessing the relevant Performance Criteria of the Planning Scheme's Road and Railway Assets Code (C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction) following the completion of the preceding requirements.

Please refer to the amended TIA, which provides an assessment against the Road and Railway Assets Code.

6. Mapping

Additional Information Request

12.1 - Please provide GIS files in MapInfo or ArcInfo of the proposed mapping amendments.

GIS files are being prepared and will be provided shortly.

If you have any further queries in relation to any of the above, please contact me on 6234 9281.

Yours sincerely,



Phil Gartrell
Senior Planner
IRENEINC PLANNING & URBAN DESIGN


SITE CONTEXT MAP
CT 116759/1
CT 106773/1
EVANDALE
RIDGESIDE LANE
WHITE HILLS ROAD
POTENTIAL SUBDIVISION LAYOUT
NOTE: This indicative layout for 4 Ridgeside Lane forms part of the rezoning application, but is not included in the Expansion Plan as illustrated on this drawing.
100m Setback from Agricultural Land Use
200m Setback from Agricultural Land Use
COMMUNITY PURPOSE
(Aged care / Retirement / Childcare)
(6.2 Ha)
COMMUNITY PURPOSE
(3.7 Ha)
BARCLAY STREET
LEOPOLD
ARTHUR STREET
POTENTIAL SUBDIVISION LAYOUT
NOTE: This indicative layout for 38 Arthur Street forms part of the rezoning application, but is not included in the Expansion Plan as illustrated on this drawing.
MACQUARIE STREET
COACHMANS ROAD
STOCKMANS ROAD
SUBDIVISION BY ADJOINING LAND OWNER
RUSSELL STREET
LOGAN ROAD
GUNN
200m Setback from Agricultural Land Use
100m Setback from Agricultural Land Use
LEGEND
Existing general residential lots within Evandale.
Potential future road reserve layout in the adjoining large lot properties.
100m and 200m Set backs from adjoining agricultural land use.
Existing 1m contours.
Property boundaries of CT 116759/1 and CT106773/1.
Proposed public open space (6.25 Ha).
Proposed road network as per NMC Evandale SAP section NOR-S5.8.4 Roads.
Proposed general residential lots varying in size from 550m2 to 850m2.
Proposed rural lots greater than 1500m2, with proposed building envelopes shown for perimeter lots.
Proposed community purpose lots
Proposed vegetation buffer (26,300m2) to offset adjoining agricultural land use set backs.
NUMBER LEGEND
1 Potential for additional land acquisition to provide a safer intersection such as a roundabout.
2 Public open space corridor for pedestrian and cyclist connections to Barclay Street.
3 Road connections to adjoining current and future residential precincts.
4 Large public open space area to cover the highest land form to ensure 360 degree views to the surrounding rural landscape and distant mountain ranges.
5 Local pocket parks to accommodate surrounding residents.
6 Local Business Zone for neighbourhood retail (2,800m2).
7 Existing farm dam to be retained top protect existing frog habitat.
8 Public open space for passive recreation and for Water Sensitive Urban Design (WSUD) requirements to treat and/or temporarily store site stormwater prior to exiting the site.
9 Intersection to Logan Road.
10 5m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.
PROPOSED EVANDALE EXPANSION PLAN
CT 116759/1 and CT106773/1 Logan Road Evandale Tasmania
PRELIMINARY
Subdivision Master Plan
0 25 50m
Sheet 1 of 1
4 December 2024
Issue M
N
Traders In Purple
LANGE design
landscape architecture



LOGAN ROAD, EVANDALE
PLANNING SCHEME AMENDMENT

ireneinc & smithstreetstudio
PLANNING & URBAN DESIGN

LOGAN ROAD, EVANDALE

Planning Scheme Amendment

Tasmanian Planning Scheme - Northern Midlands

Last Updated - February 2025

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ireneinc PLANNING & URBAN DESIGN

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1. INTRODUCTION

Ireneinc Planning and Lange Urban Design has been engaged by Traders In Purple to prepare a request for an amendment to the *Tasmanian Planning Scheme - Northern Midlands* (the Scheme), under the *Land Use Planning and Approval Act 1993* (LUPAA).

The amendment request pertains to the following properties located in Evandale:

- 211 Logan Road
- 95 Logan Road (formerly identified simply as; Logan Road)
- 38 Arthur Street; and
- 4 Ridgeside Lane

The amendment broadly seeks to rezone approximately 100ha of land directly adjoining the existing township of Evandale to the east. Within this, it is proposed that 80ha will be developed in accordance with the proposed Evandale Expansion Plan. The Plan seeks to provide additional residential land, addressing a shortfall in the region and catering for up to 263 residential lots ranging between 550m2-850m2 per lot (residential) and between 1,200m2-1ha per lot (lifestyle).

The Plan also includes up to 6.25ha of public open space, a small local business area (subject to need/demand) and two community purpose areas, providing opportunity for future aged-care, childcare and associated medical facilities. It is anticipated to be delivered over the next 10-15 years, across up to eight (8) stages - each of which will be subject to separate planning approvals.

To achieve this, and ensure future development is consistent with the character of the township, the amendment also seeks to, and will require, the following:

- Expand the existing Evandale Specific Area Plan to encompass the new area; and
- Amend the Northern Tasmania Regional Land Use Strategy, to expand the Urban Growth Area for Evandale to include the Expansion Plan.

The application is accompanied by the following documents (provided separately, unless otherwise noted):

- Traffic Impact, Preliminary Environmental and Geo-technical assessments - Pitt & Sherry
- Stormwater/Civil concept design/reports - MRC (2023)
    - Including subdivision Staging Plan (2024)
- Supply & Demand & Cost-Benefit Analysis - SGS Economics & Planning (2023)
    - Supplementary update to Residential Supply & Demand Analysis - SGS (2024)
- Agricultural Report - Pinion Advisory (2023)
- Aboriginal Heritage & Historic Heritage Assessment - CHMA (2023)
- Bushfire Hazard Management Plan - Ireneinc (2023)
- Natural Values Report - Nest (2023)
- Evandale Development Plan (2012) - Pitt & Sherry (prepared for Northern Midlands Council)
- Evandale Expansion Plan (TIP & Lange Design) - Appendix A;
- Summary of community consultation - Appendix B.

1.1 SITE DESCRIPTION

The site is located east of the township of Evandale, situated between Logan Road and Logan Road. Evandale, located in the municipality of the Northern Midlands in the central northeast of Tasmania, is approximately 15-20km south of Launceston.

The town is close to the Midland Highway and Launceston Airport.

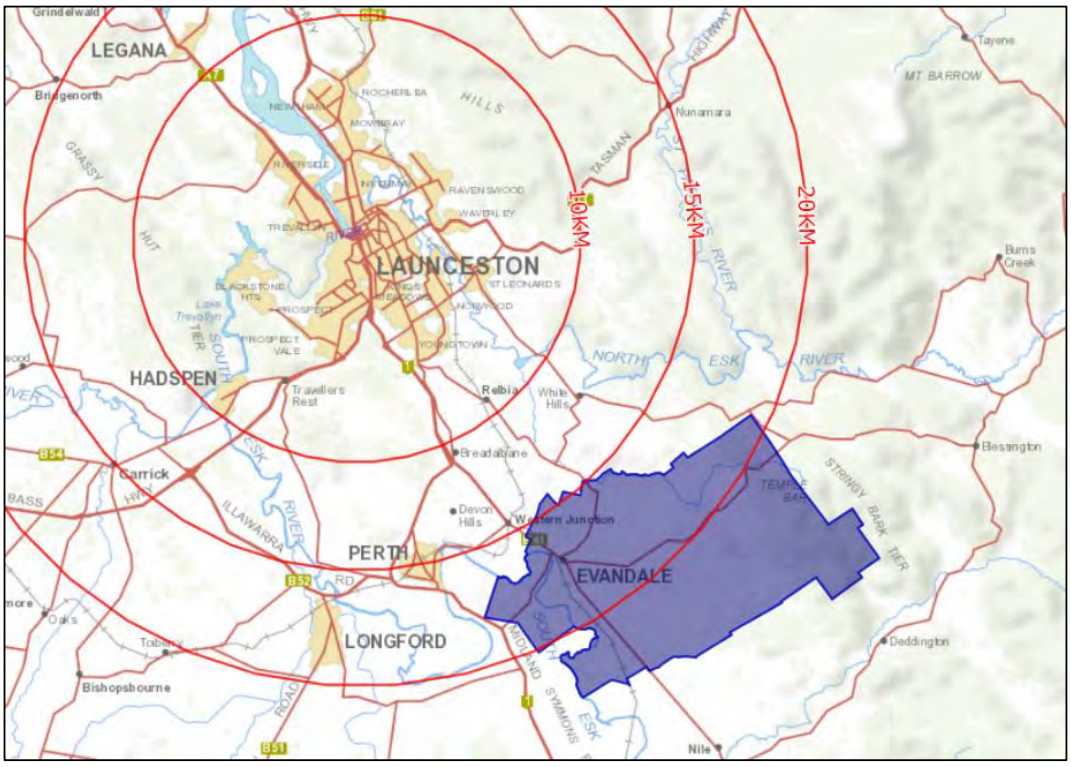


Figure 1: Location Plan with suburb of Evandale and distance from Launceston indicated (The List Map 2023)

The subject land is comprised of the following titles:

ADDRESS	TITLE REFERENCE	DESCRIPTION
38 Arthur Street	227117/1	The land is approximately 11.91ha and comprises a single dwelling towards the northern boundary of the title. There are several other buildings likely to be storage sheds associated with agricultural use of the site. The subject land has frontage to Arthur street. The current landowner has given consent for the property to rezoned as part of this amendment. However, it does not form part of the Expansion Plan. The option to purchase the land for inclusion in the Expansion Plan was discussed between TIP and the owner, however they were not in a position to sell at this stage.

		Shown as 'Site 1' in figure overleaf.
211 Logan Road	106773/1	The entirety of the title is 99.95ha, however, only 35ha of the western portion of the title is proposed for partial rezoning. This portion of the title comprises vacant agricultural land with approximately 2 dams. The subject land has frontage to Logan Road. Shown as 'Site 2' in figure overleaf.
95 Logan Road	116759/1	The land is a large agricultural lot, approximately 50.32 ha in size. The land has stockyards and a large building likely used as a storage shed for cropping activities. There is one additional building towards the centre of the crop field, likely used for crop or machinery storage. The subject land has frontage to Logan Road. Shown as 'Site 3' in figure overleaf.
4 Ridgeside Lane	81897/1	The title is 6.1ha and comprises a residential dwelling and 3 large outbuildings likely associated with the agricultural use of the site. The subject land has frontage to Logan Road. This property is zoned Agriculture and is owned by TIP. Whilst it does not form part of the Expansion Plan, it has been included within the amendment for rezoning and inclusion within the expanded Evandale SAP. From a strategic point of view, retaining this site within the Agriculture zone would be an anomaly given the General Residential zoning of the land to west and the proposed zoning within the Expansion Plan. Shown as 'Site 4' in the figure overleaf.

The subject land is currently used for rural/agricultural purposes, including for grazing. The land area is predominantly cleared of native vegetation, it contains some existing built developments including residential dwellings and outbuildings.

The figure overleaf demonstrates the extent of the titles in purple, with the exact extent of the area proposed for rezoning in red:

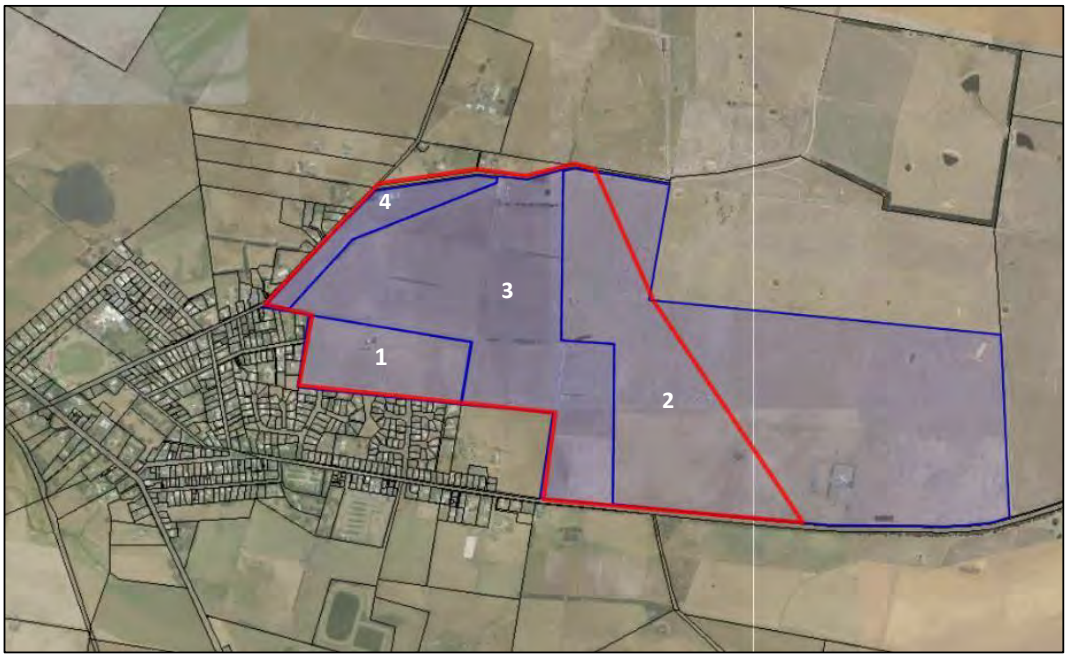


Figure 2: Extent of titles (purple) & extent of site proposed for rezoning (red) (source: the LISTmap, 2022)

1.1.1 Surrounding Use and Development

The surrounding land contains a myriad of uses and developments, with the immediately surrounding context subject to several different zones. To the west of the site, the land is predominantly zoned General Residential and encompasses the broader township of Evandale. The township also comprises pockets of open space zoning and a small local business zone west of the site.

The land to the east of the site is primarily agricultural land (approximately 100ha). The land to the north of the site adjoining Ridgeside Lane, comprises a small handful of Rural Living Lots, and directly north are larger agricultural lots of 50-180ha.

1.1.2 Country of the Leterrermairrener People

The site is within the County of the leterrermairrener people and borders the Country of the tyerrernotepanner (Big River) and the Ben Lomond (turapina in palawa kani) people.

The River that runs adjacent to Evandale is remembered as moorronoe.

1.2 EXISTING PLANNING CONTROLS

The applicable planning scheme is the *Tasmanian Planning Scheme - Northern Midlands* (the Scheme). The following provides a brief overview of the existing planning controls applicable to the site and broader township.

1.2.1 EVANDALE SPECIFIC AREA PLAN

The Evandale Specific Area Plan covers the existing township and provides specific use, development and design controls to ensure the character of the township is maintained and enhanced.

These controls apply either in substitution of, or in addition to the provisions of the underlying zones. These includes several 'development precinct masterplans' which apply to designated areas earmarked for future residential development. The precincts provide specific layouts which control how the land is to be subdivided, including road layouts and the number and size of lots to be achieved.

1.2.2 ZONING

The site is currently zoned as Agriculture, as are the properties to the east as demonstrated in the below figure. The land adjoining the west is zoned as General Residential.

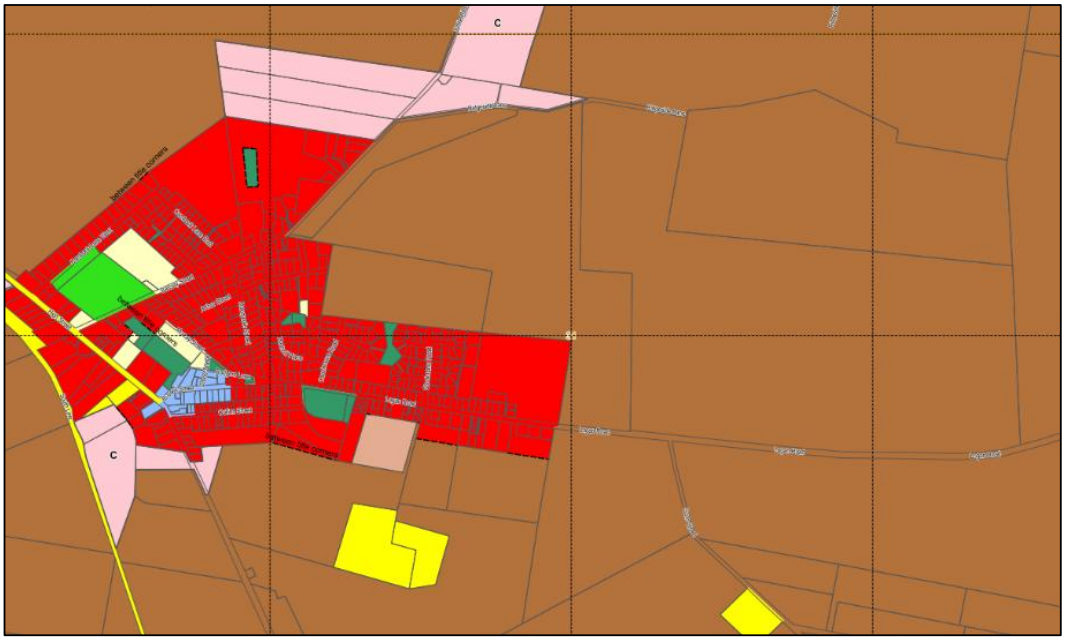


Figure 3: Current zoning, with agriculture (orange), general residential (red), Rural living (pink) (source: the LIST map, 2022)

The zone purpose statements for the agricultural zone are as follows:

21.1.1 To provide for the use or development of land for agricultural use.

21.1.2 To protect land for the use or development of agricultural use by minimising:

(a) conflict with or interference from non-agricultural uses;

(b) non-agricultural use or development that precludes the return of the land to agricultural use; and

(c) use of land for non-agricultural use in irrigation districts.

21.1.3 To provide for use or development that supports the use of the land for agricultural use.

The purpose of the zone is to provide for use or development associated with agriculture. This precludes the use of the site for subdivision for the purpose of residential development.

Whilst the land is currently zoned agriculture, it directly abuts the township of Evandale. As a result, there is no natural transition or buffer provided between agricultural and residential land uses. The envisioned use of the subject land is for primarily residential use which is defined by the scheme as:

Residential

use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.

The following describes the use allowable in the Agricultural zone:

USE CLASS	*QUALIFICATION*
Permitted	
Residential	*If for:* *(a) a home-based business in an existing dwelling; or* *(b) alterations or extensions to an existing dwelling*
Discretionary	
Residential	*If:* *(a) not restricted by an existing agreement under section 71 of the Act; and* *(b) not listed as Permitted.*

Under the current zoning, any future subdivision for the purpose of residential use would be unable to satisfy the performance criteria as below.

21.5.1 Lot design

OBJECTIVE:

To provide for subdivision that:

(a) relates to public use, irrigation infrastructure or Utilities; and

(b) protects the long term productive capacity of agricultural land.

PLANNING SCHEME REQUIREMENT

A1

Each lot, or a lot proposed in a plan of subdivision, must:

(a) be required for public use by the Crown, a council or a State authority;

(b) be required for the provision of Utilities or irrigation infrastructure; or

(c) be for the consolidation of a lot with another lot provided both lots are within the same zone.

P1 - Each lot, or a lot proposed in a plan of subdivision, must:

(a) provide for the operation of an agricultural use, having regard to:

(i) not materially diminishing the agricultural productivity of the land;

(ii) the capacity of the new lots for productive agricultural use;

(iii) any topographical constraints to agricultural use; and

(iv) current irrigation practices and the potential for irrigation;

(b) be for the reorganisation of lot boundaries that satisfies all of the following:

(i) provides for the operation of an agricultural use, having regard to:

a. not materially diminishing the agricultural productivity of the land;

b. the capacity of the new lots for productive agricultural use;

c. any topographical constraints to agricultural use; and

d. current irrigation practices and the potential for irrigation;

(ii) all new lots must be not less than 1ha in area;

(iii) existing buildings are consistent with the setback required by clause 21.4.2 A1 and A2;

(iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use; and

(v) it does not create any additional lots; or

(c) be for the excision of a use or development existing at the effective date that satisfies all of the following:

(i) the balance lot provides for the operation of an agricultural use, having regard to:

a. not materially diminishing the agricultural productivity of the land;

b. the capacity of the balance lot for productive agricultural use;

c. any topographical constraints to agricultural use; and

d. current irrigation practices and the potential for irrigation;

(ii) an agreement under section 71 of the Act is entered into and registered on the title preventing future Residential use if there is no dwelling on the balance lot;

(iii) any existing buildings for a sensitive use must meet the setbacks required by clause 21.4.2 A2 or P2 in relation to setbacks to new boundaries; and

(iv) all new lots must be provided with a frontage or legal connection to a road by a right of carriageway, that is sufficient for the intended use.

COMMENTS

As required by the scheme, discretionary uses and development must be in support of agricultural use, and/or required as part of an agricultural use. Further, there is a requirement that subdivision lots do not diminish the agricultural capacity of the land.

Under the agricultural zoning, subdivision for residential purposes is therefore prohibited.

1.2.3 CODES AND OVERLAYS

The following Codes/overlays will apply to future development under the Expansion Plan:

- Parking and Sustainable Transport Code
- Road and Railway Assets Code
- Natural Assets Code
- Attenuation Code
- Flood-Prone Areas Hazard Code
- Bushfire Prone Areas Code; and
- Safeguarding of Airports Code

Further consideration of these Codes is provided in section 10 of this report.

1.3 EVANDALE EXPANSION PLAN

The proposed Evandale Expansion Plan has been prepared to guide the development of approximately 82ha of land to the east of the existing township, as illustrated below.

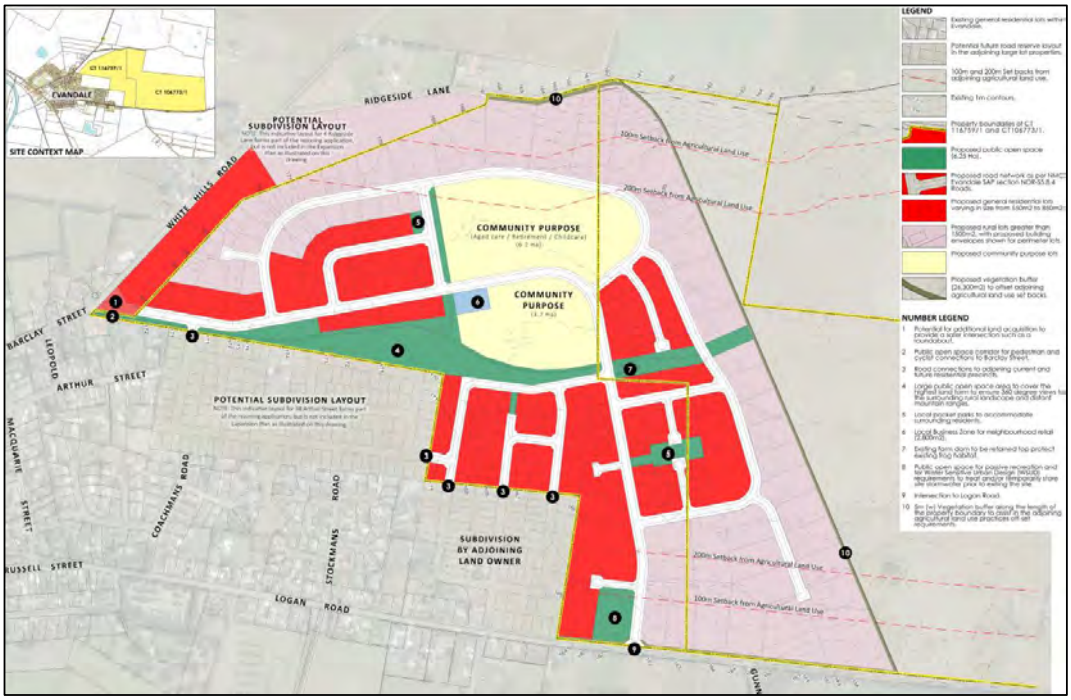


Figure 4: Proposed expansion plan (source: TIP & Lange Design)

The development area will cater for up to 188 x General Residential lots and 75 x Rural 'lifestyle' Living lots - addressing a demonstrated shortfall in the region.

The General Residential lots will range between 550m2 - 850m2 per lot, whilst the Rural Living 'lifestyle' lots will range from 1,500m2 to a maximum of 1ha.

The Plan also includes up to 6.25ha of public open space, a small local business area (subject to need/demand) and two community purpose lots, providing opportunity for future aged-care, childcare and associated medical facilities. The Expansion Plan will be delivered across up to eight (8) stages, each of which will be subject to separate planning approvals.

To achieve this, and ensure future development is consistent with the character of the township, the amendment also seeks to expand the existing Evandale Specific Area Plan to encompass the new area.

Whilst the properties at 38 Arthur Street and 4 Ridgeside Lane are included as part of the rezoning request, they are not owned or controlled by Traders in Purple and do not currently form part of the Expansion Plan. These properties have a combined area of approximately 18ha.

The expansion plan envisages the development of:

- 188 general residential lots
- 75 lower-density/peri-urban lots
- 2 'super lots', providing:
    - Retirement/ aged care
    - Childcare facilities
    - Community services
    - Some local commercial uses that may not be able to be accommodated within the heritage town centre; and
    - Potential affordable housing (in response to community feedback).
- A small Local Business Area, to augment but not compete with existing local businesses in the heritage town centre
- dedicated areas of public open space
- transport network and key connections to existing areas.

The Plan was informed by community engagement undertaken in 2018, and again in 2023. The outcomes of the community engagement/consultation are summarised in section 1.2 of this report.

The intended timeframe for the realisation of the plan is between 2025 and 2035, subject to approval timeframes and market demand.

1.3.1 STAGING

The project is to be delivered over eight (8) indicative stages, as outlined below.

Stage 1

- 16 standard density lots, comprising a mix of 600-850m^2.
- 26 Rural 'lifestyle' living lots, between 1,500-1.7ha.
- Creation of a large open space lot for public recreation

Stage 2

- 35 standard density lots, between 550m^2 to 850m^2
- 10 lower-density lots, between 2,000m^2 - 5,500m^2
- 2 x pocket park(s) / open space corridor.

Stage 3

- 31 standard density lots, between 550m^2 to 850m^2
- Open space corridor, including retention of existing dam.

Stage 4A

- 59 standard density lots, between 550m^2 and 850m^2

Stage 4B

- Community purpose (3.6ha) and Local business precincts (2,800m2), including potential Restaurant/Café within the Local Business Area (subject to market demand and viable tenants); and/or
- Recreation/Sports Facilities

Stage 5

- 6 low density 'lifestyle' lots, between 1ha to 1.3ha.

Stage 6

- 47 standard density lots, between 550m^2 and 850m^2.
- 1 x pocket park.

Stage 7

- 1 x standard density lot
- 33 lower density lots, between 1,200m^2 and 7,400m^2.

Stage 8

- Community purpose precinct (6.2ha) for potential aged care / childcare and associated medical services
- Open space

The indicative staging plan is illustrated below.



Figure 5: Indicative staging plan (source: MRC Engineers)

Each stage will require separate planning approval for subdivision and associated infrastructure works and will be delivered based on demand.

The potential development of the Cambock Lane and Logan Road precincts cannot be assumed, however it is recognised that any application for development of those precincts will be factored into the delivery of stages associated with the Expansion Plan, to ensure the delivery of each stage is provided as demand requires.

1.3.2 Exclusion Areas

The land at 38 Arthur Street and 4 Ridgeside Lane form part of the amendment (for rezoning purposes) but have been excluded from the Expansion Plan.

It was recognised early in the planning process that 38 Arthur Street should be included in the Expansion Plan and represents the most logical area in which to expand the township. As such, the landowner was approached by TiP to determine their willingness to sell the land, enabling its inclusion within the Expansion Plan. However, at the time of the enquiry, the landowner advised they were not prepared to sell, but did express interest in future subdivision and welcomed the inclusion of their land in the rezoning component.

This was similarly the case with 4 Ridgeside Lane.

Given both properties are currently zoned Agriculture, their omission from the Expansion Plan and any subsequent approval of the amendment would have resulted in retention of two isolated Agricultural properties, surrounded by existing/proposed residential land use. This was not considered a feasible strategic planning outcome, hence the inclusion and proposed rezoning of these sites as part of the amendment.

Indicative subdivision layouts were prepared for each of these properties to assist in determining overall residential supply and demand and ensure future road/pedestrian connections to these sites were considered. The traffic impact assessment also considers a range of scenarios, including one in which the land at 38 Arthur Street is developed, to provide a comprehensive review of all likely traffic scenarios.

Whilst TiP are open to presenting further alternate layouts, these properties are not owned by TiP and do not form part of the Expansion Plan.

- The indicative layout for 4 Ridgeside Lane shows 4 x lots, two of which will be zoned General Residential. If necessary, this can be revised to 3 x Rural Living lots and 1 x Gen Res lot, to further restrict subdivision potential and limit provision of any new access points onto White Hills Road.

1.3.3 Road Network & Traffic

The amendment is accompanied by a TIA, which provides an in-depth assessment of the existing road network and junctions, to guide the design approach for the proposed Expansion Plan.

All internal roads and junctions within the Expansion Plan have been designed to accommodate two-way vehicle movements, minimise cul-de-sacs, provide sufficient width to accommodate footpaths and street trees and ensure appropriate sight-distances. This is consistent with the requirements under the existing Evandale Specific Area Plan, which is to be extended to incorporate the Expansion Plan. The analysis confirms that future/proposed roads and intersections within the Expansion Plan will achieve appropriate view lines and sightlines and can be appropriately integrated into the existing road network.

A SIDRA analysis has been undertaken to consider post-development impacts (upon completion of all stages) on each of the key intersections between the Expansion Plan and the existing road network. The traffic impacts have been estimated for the 10-years post-development scenario. The key points of the analysis are outlined below:

- Post-development:
    - The primary intersections between the existing and proposed road network (Barclay St, Macquarie St, Cambock Ln & Russell St) will continue to operate at a Level of Service (LOS) A. This confirms post-development traffic will not generate unreasonable queues or delays or impact the overall functionality, safety or efficiency of these intersections.
    - The proposed access points onto White Hills Road and Logan Road will also operate at LOS A, post-development.

The TIA indicates the potential retirement living / aged-care component of the Expansion Plan will generate the highest volume of traffic. However, delivery of this component will depend on a range of factors and constitutes the final stage of the Expansion Plan.

All roadways and intersections forming part of the various stage(s) will require assessment under the relevant provisions of the SAP and Codes, to determine compliance prior to the issue of a permit(s).

Potential By-Pass

Earlier iterations of the Expansion Plan included a potential by-pass road, running along the eastern edge of the expansion area, connecting Logan Road to Ridgeside Lane. This was included in response to previous community consultation undertaken by TiP, where issues were raised regarding the extent of heavy vehicle movements through the township.

The area set-aside falls entirely within land owned by TiP, ensuring a suitable area could be developed for such purposes in the future if the need arose. However, given the Expansion Plan will be staged and released over at least a 10-year period, it would be premature to allocate the land within the Utilities Zone until a clear and demonstrated demand for the bypass arises and/or it is necessary to address reduced levels of service or congestion in the road network.

As such, the area set aside has been reduced in width to 5m and will serve as a potential landscape buffer.

1.3.4 INFRASTRUCTURE

A concept servicing plan has been prepared and outlines a strategy for the delivery of water, sewer and stormwater services. Infrastructure will be delivered in stages, consistent with those outlined in section 1.3.1 of this report.

Preliminary discussions with TasWater have confirmed that there is capacity in the network to accommodate additional development, however this is based on a first-come, first-served basis. Given the delivery of each stage will be subject to separate planning/plumbing permits, infrastructure capacity will be assessed at each stage of the Expansion Plan.

1.3.5 OPEN SPACE

The Expansion Plan includes approximately 6.25ha of green space, which will be used to provide pedestrian connections and recreational space. These areas and corridors will also significantly improve natural/ecological values, providing opportunities for landscaping and provision of new habitat.

2. PROPOSED AMENDMENTS

The application seeks to facilitate a sequential expansion of the township, providing a range of residential lots catering for a broad market whilst also providing land for social/community services/facilities, public open space and additional local business land.

To achieve this, a range of zones, provisions and other amendment mechanisms have been considered to accommodate the proposal, whilst addressing the relevant strategic and statutory requirements and community feedback to ensure the overall character of Evandale is maintained.

The purpose of the amendment is to:

- Expand the existing Evandale Specific Area Plan to encompass the subject sites, enabling the following:
    - Implementation of the proposed Evandale Expansion Plan as a 'Precinct Development Plan', consistent with similar plans within the SAP; and
- Rezone the subject site(s) to align with the Evandale Expansion Plan, as outlined in section 1.3.2 of this report.

The following sections break-down each component of the amendment.

2.1 EVANDALE SPECIFIC AREA PLAN EXTENSION

The Evandale Specific Area Plan covers the existing township and provides specific use, development and design controls to ensure the character of the township is maintained and enhanced. These controls apply either in substitution of, or in addition to the provisions of the underlying zones. This includes several 'development precinct masterplans' which apply to designated areas earmarked for future residential development. The precincts provide specific layouts which control how the land is to be subdivided, including road layouts and the number and size of lots to be achieved.

Following a review of the SAP, it was determined that expanding the SAP to encompass the proposed Expansion Plan would maintain an established set of planning controls and ensure future development is undertaken in a manner that is consistent with and enhances the character of the township.

Whilst the proposal was altered to better align with the purpose of the SAP, adjustments to the provisions are still required to insert the Expansion Plan as a new 'development precinct masterplan'. This includes the introduction of several Local Area Objectives, which will apply to the new Local Business Area proposed as part of the Expansion Plan.

A detailed outline of all changes proposed to the SAP is provided in section 9 of this report, along with supporting analysis.

2.2 REZONING

Evandale and the wider Northern Midlands is experiencing higher than expected population growth, due in part to the township's proximity to Launceston, and there is an identified shortfall of housing to meet demand in the municipality. To facilitate the *Evandale Expansion Plan* (*the Plan*), which has been developed by Traders in Purple, the following primary zones are proposed:

- General Residential Zone
- Community Purpose Zone

- Local Business Zone
- Rural Living Zone; and
- Open Space Zone

The plan identifies future subdivisions, road layouts (including integration into the existing network), areas for standard and lower density residential development, provision of public open space, a small local business precinct and community purpose areas suitable for potential childcare and retirement/aged care facilities.

The rezoning component applies to:

- 95 Logan Road (CT116759/1)
- 38 Arthur Street
- 4 Ridgeside Lane; and
- Approximately 32ha of 211 Logan Road.

The figure below demonstrates the extent of these properties, which encompass a total area of (approx.) 100 hectares and are currently zoned Agriculture.

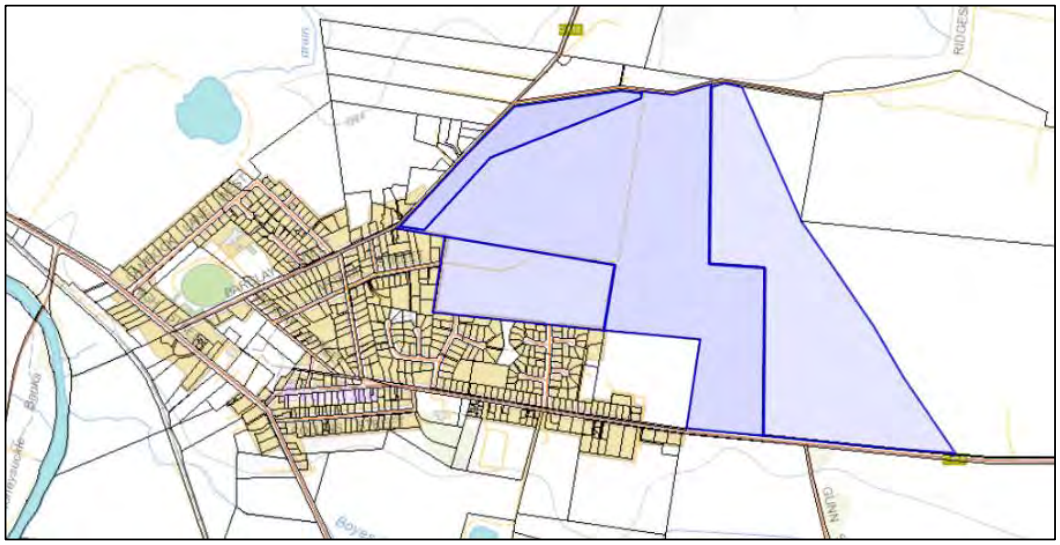


Figure 6: Site area proposed for rezoning. Location in the context of the Evandale township (source: the LISTmap, 2022)

Whilst the Expansion Plan includes standard density residential lots (to be zoned General Residential), it also includes significant 'lifestyle' lots to provide diversity in both housing and general liveability.

The initial approach was to apply the General Residential Zone to all residential lots, however further investigation was necessary to appropriately address the purpose and intent of the lifestyle lots, whilst balancing relevant strategic and statutory requirements.

The following outlines the various considerations and rationale for applying the proposed zones to the Expansion Plan.

2.2.1 RESIDENTIAL

The existing precinct masterplans within the Evandale SAP apply to areas zoned General Residential, with corresponding lot size and layout requirements generally consistent with the zone provisions, except were modified by the SAP. Currently, the SAP implements a permitted lot size of 600m2 which can be reduced by 15% under the performance criteria, equating to a minimum of 510m2.

Whilst several specific areas within the Expansion Plan will be zoned General Residential and support standard lots, a significant area will also support a range of 'lifestyle' lots.

These lots range between 1,200m2, up to a maximum of 1.7ha. Most are positioned along the northern and eastern extent of the Expansion Plan area and are designed to serve two primary purposes. The first being to provide lifestyle living options to meet market demand, and secondly, to provide a transition between General Residential land and adjoining Agricultural land on the outer perimeter of the township.

Application of the General Residential Zone to these lots would require additional and/or modified standards within the Evandale SAP, whereas the application of an alternate zone may be more suitable.

To determine the best approach to deliver these 'lifestyle' lots and ensure the purpose and broader character of the township is maintained, the following options were explored.

- Option 1: Apply the General Residential Zone to all residential lots, and:
    - Insert new or modified standards into the SAP, to restrict or prohibit subdivision on larger lots.
- Option 2: Apply the Low-Density Residential Zone to 'lifestyle' lots with areas at, or exceeding 1,500m2

  OR

- Option 3: Apply the Rural Living Zone to 'lifestyle' lots with areas at, or exceeding 1,500m2.

These options are outlined in further detail below.

Option 1 - General Residential Zone

A blanket application of the General Residential Zone to all residential lots would require additional standards to control subdivision and density, particularly for the proposed 'lifestyle' lots which have larger areas and greater subdivision potential. Such controls would only apply to those lots within the proposed Expansion Plan area. This would be consistent with the current SAP mechanisms, implementing provisions that are in substitution of, or in addition to the provisions within the underlying zone.

Most of the proposed 'lifestyle' lots are located along the periphery of the Expansion Plan area and are wholly or partially within 100m of the adjoining Agriculture Zone.

NOR-S5.8.2 Lot Design applies in substitution for Clause 8.6.1 in the General Residential Zone, specifying a permitted lot size of 600m2, with discretion to reduce this by a further 15% under the performance criteria. However, to ensure the 'lifestyle' lots along the periphery of the Expansion Plan are developed as intended, the following modifications to the acceptable solution / performance criteria were explored (shown in red):

NOR-S5.8.2 - Lot Design

Acceptable Solution A1

Each lot, or a lot proposed in a plan of subdivision, must:

(a) have an area of not less than 600m2 and:

(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:

a. all setbacks required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and

b. easements or other title restrictions that limit or restrict development; and

(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; or

(b) be required for public use by the Crown, a council or a State authority; or

(c) be required for the provisions of Utilities; or

(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

Acceptable Solution A1.1

Each lot, or a lot proposed in a plan of subdivision within the Precinct Masterplan shown in Figure NOR-S5.2.4, and wholly or partially within 100m of an Agriculture Zone, must:

(a) be required for public use by the Crown, a council or a State authority;

(c) be required for the provisions of Utilities; or

(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

Performance Criteria P1

Each lot, or a lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) the relevant requirements for development of buildings on the lots;

(b) the intended location of buildings on the lots;

(c) the topography of the site;

(d) the presence of any natural hazards;

(e) adequate provision of private open space;

(f) the pattern of development existing on established properties within the area; and

(g) must be no more than 15% smaller than the minimum applicable lot size required by clause NOR-S5.8.2 A1 (a).

Performance Criteria P1.1

For lots within the Precinct Masterplan shown in Figure NOR-S5.2.4, and wholly or partially within 100m of an Agriculture Zone, there is no performance criteria.

These variations would only apply to areas within the Expansion Plan, to restrict subdivision potential for 'lifestyle' lots along the periphery, ensuring further residential growth does not occur significantly beyond that identified in the Expansion Plan. Whilst this would control subdivision, clause *NOR-S5.7.1 - Residential density for multiple dwellings*, would allow for a proliferation of multiple dwellings.

As this does not align with the Expansion Plan intent, modifications such as those below would also be necessary to control dwelling density:

> *NOR-S5.7.1 - Residential density for multiple dwellings*
>
> *Acceptable Solution A1*
>
> *Multiple dwellings must have a site area per dwelling of not less than 400m2, except if:*
>
> *(a) within the Precinct Masterplan shown in Figure NOR-S5.2.4, and on a lot wholly or partially within 100m of an Agriculture Zone.*
>
> *Performance Criteria P1*
>
> *Multiple dwellings must only have a site area per dwelling that is less than 400m2, if the development will not exceed the capacity of infrastructure services and:*
>
> *(a) is compatible with the density of existing development on established properties within the area; or*
>
> *(b) provides for a significant social or community benefit and is:*
>
> *(i) wholly or partly within 400m walking distance of a public transport stop; or*
>
> *(ii) wholly or partly within 400m walking distance of a Village Zone, Local Business Zone, or General Business Zone.*
>
> *Performance Criteria P1.1*
>
> *For multiple dwellings within the Precinct Masterplan shown in Figure NOR-S5.2.4, and on a lot wholly or partially within 100m of an Agriculture Zone, there is no performance criteria.*

Without these provisions, the 'lifestyle' lots with areas exceeding 3,500m2 (for example) could support up to 5 x 600m2 lots, or 8 x multiple dwellings in compliance with permitted standards. If this were to occur across multiple 'lifestyle' lots, the overall dwelling potential would be well beyond what is envisaged by the Expansion Plan.

Whilst these provisions would ensure 'lifestyle' lots are developed in accordance with purpose and strategic intent of the proposal and that residential development occurs in a controlled manner, the suitability of the zone may be questioned.

Given the purpose of the 'lifestyle' lots, the following zones more appropriately align with the purpose and strategic intent of the Expansion Plan.

Option 2 - Low-Density Residential Zone

The intent and size of the 'lifestyle lots' is broadly consistent with the purpose and function of the LDR Zone, which specifies minimum permitted lot sizes of 1,500m2 which can only be reduced to 1,200m2 via discretion.

However, the application of the LDR Zone to any particular piece of land must be generally consistent with the zone application guidelines prepared by the Tasmanian Planning Commission, as outlined below:

> *Zone Application Guidelines*
>
> *LDRZ 1 - The Low Density Residential Zone should be applied to residential areas where one of the following conditions exist:*
>
> *(a) residential areas with large lots that cannot be developed to higher densities due to any of the following constraints:*

(i) lack of availability or capacity of reticulated infrastructure services, unless the constraint is intended to be resolved prior to development of the land; and

(ii) environmental constraints that limit development (e.g. land hazards, topography or slope); or

(b) small, residential settlements without the full range of infrastructure services, or constrained by the capacity of existing or planned infrastructure services; or

(c) existing low density residential areas characterised by a pattern of subdivision specifically planned to provide for such development, and where there is justification for a strategic intention not to support development at higher densities.

The considerations under (a) and (b) are most relevant. The guidelines appear to be drafted in a way that does not strictly prohibit the application of the LDR Zone to new residential areas, where higher density development is not envisaged or cannot be achieved.

With regard to (a)(i), the concept servicing plan accompanying this application outlines how water and sewer infrastructure will be staged and delivered. TasWater have advised that whilst there are some infrastructure capacity limitations within Evandale, several stages could be developed before upgrades to the existing sewer pump station may be required.

LDRZ 2 - The Low Density Residential Zone may be applied to areas within a Low Density Residential Zone in an interim planning scheme or a section 29 planning scheme to lots that are smaller than the allowable minimum lot size for the zone, and are in existing residential areas or settlements that do not have reticulated infrastructure services.

Not applicable.

LDRZ 3 - The Low Density Residential Zone should not be applied for the purpose of protecting areas of important natural or landscape values.

Not applicable.

LDRZ 4 - The Low Density Residential Zone should not be applied to land that is targeted for greenfield development unless constraints (e.g. limitations on infrastructure, or environmental considerations) have been identified that impede the area being developed to higher densities.

Applying the LDZ to the periphery areas within the Plan was explored and the following observations were made:

- Periphery lots within the Plan generally have areas of 1,500m2 or greater, which is consistent with the LDR permitted minimum lot size.
- The periphery lots are designed to provide market diversity (lifestyle lots) and serve as a transitionary area between Gen Res land and Agricultural land.

However, it is intended that land directly adjoining or within close proximity to these lots will be serviced by staged reticulated infrastructure, as capacity permits. As such, these lots may have potential to be serviced once developed.

Following a review of the Northern Midlands LPS process, it appears parts of the Cambock Lane Development Precinct (within the Evandale SAP) which are zoned General Residential, were earmarked for Low-Density Residential zoning within early iterations of the Draft LPS Supporting Report. The areas are shown below:

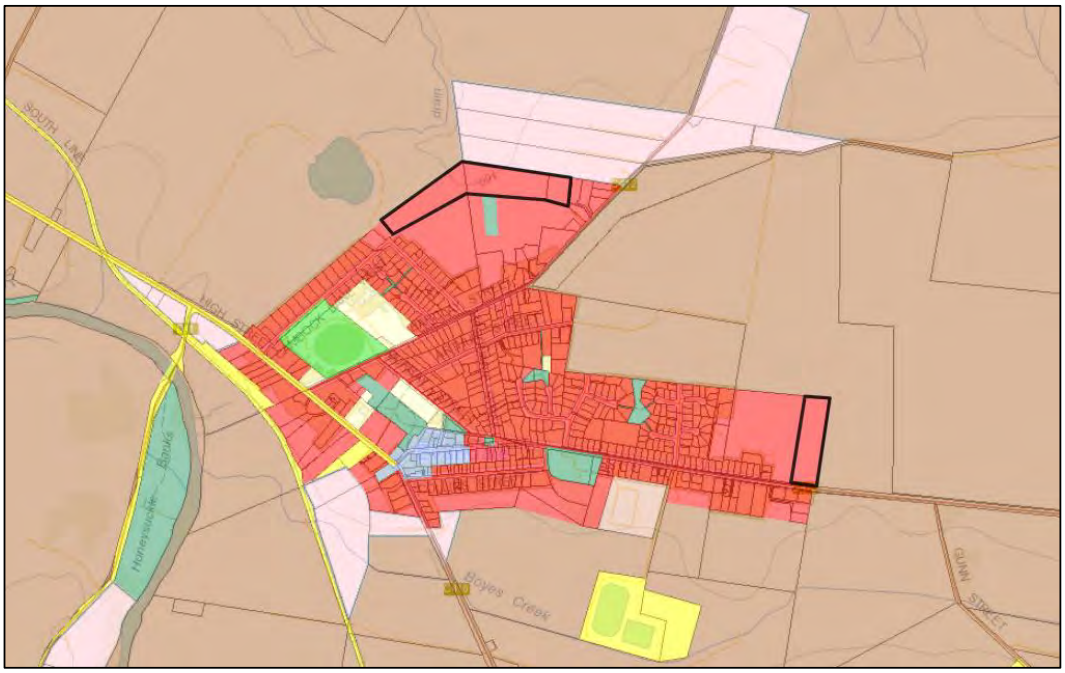


Figure 7: Approximate areas initially proposed for Low-Density Residential Zoning, under the Northern Midlands Draft LPS (source: www.thelist.tas.gov.au © State of Tasmania)

The TPC queried the application of the zone, raising consistency with the zone application guidelines (specifically LDZR 1) and with RSN-A1 and RSN-A2 outlined in the Northern Tasmania Regional Land Use Strategy. The need for the zone was also queried, given subdivision and dwelling density was to be controlled by the Evandale Specific Area Plan.

Ultimately, the General Residential zoning was retained. However, it is noted Cambock Lane constitutes the outermost, north-western section of the township and is adjoined by several Rural Living landholdings. These lots provide a buffer between the wider Agricultural land surrounding the township and the Cambock Lane Development Precinct.

Option 3 - Rural Living Zone

Whilst the General Residential Zone and existing SAP provisions seek to control subdivision and density, the application of the general residential zone to the proposed 'lifestyle' lots would allow for further growth well above what has been designed for within the proposed Expansion Plan.

To ensure the 'lifestyle' lots are utilised as intended and maintain the character of the township, the Rural Living zone has been considered. Within the Rural Living Zone, subdivision and permitted lot sizes are determined via a sub-category system, where land is assigned into one of the following areas:

- Area A: permitted lot size = 1ha.
- Area B: permitted lot size = 2ha.
- Area C: permitted lot size = 5ha.
- Area D: permitted lot size = 10ha.

Regardless of which area is assigned, the performance criteria in the zone limits the reduction of lot sizes to no more than 20%. Whilst most of the 'lifestyle' lots have areas at, or below 1ha, there are several along the periphery with areas up to 1.2ha and one lot with an area of 1.7ha in the south-western corner of the Expansion Plan.

Applying the Rural Living Zone (Area A) to all periphery lots abutting the northern and eastern boundaries of the Expansion Plan area would prohibit further subdivision, address the intent/purpose of the lots and avoid the need for additional provisions in the SAP. This would also prohibit the ability for the lots to be used for multiple dwelling / strata division. It is noted that adjoining rural living lots to the north-west are designated 'Area C'. Given all proposed rural living lots are at or below 1ha, applying 'Area C' would achieve the same outcome, whilst providing greater consistency lots to the north-west.

The proposal includes additional Gen Res land to cater for standard density lots. However, there is currently no buffer between Agricultural land to the north-east of the town and existing tracts of residential land. The 'lifestyle' lots along the periphery are designed to provide diversity in land packages whilst also servicing as a transition area to Agricultural land to the north-east.

The application of the Rural Living Zone is broadly consistent with the section 8A - zone application guidelines prepared by the TPC, noting the following key points:

- The 'lifestyle' lots will provide opportunities for lifestyle living and lower order rural activities (if desired), but the priority is for residential use and protection of residential amenity
- Applying the zone to the 'lifestyle' lots along the periphery of the proposed Expansion Plan would read as a logical extension to the existing area, creating a consistent zoning transition across the north and east of the township; and
- The 'lifestyle' lots are not located on land targeted for greenfield development, do not possess any significant natural/landscape values and are not located on prime agricultural land.

A detailed response demonstrating consistency with the NTRLUS is provided in section 7.1, along with a response to the zone application guidelines for the Rural Living Zone in Section 7.8.

Summary

Whilst Option 1 demonstrates that the General Residential Zone could be applied to the larger 'lifestyle' lots, the purpose of the zone does not directly align with the intent and purpose of the lots. The need to modify the zone standards under the SAP to accommodate the lots is also likely to raise queries as to the appropriateness of Option 1.

Whilst the use of the Low-Density Residential Zone would appear more appropriate given the intent and purpose of the 'lifestyle' lots, utilisation of the zone does not appear to align with the broader strategic planning policy under the NTRLUS. Given the above, applying the Rural Living Zone through Option 3 is preferred on the basis that:

- The zone purpose more appropriately aligns with the intent and purpose of the 'lifestyle' lots, catering for the various lot sizes whilst restricting subdivision and dwelling density.
- The lots to be zoned Rural Living will serve as an extension to an existing Rural Living area, whilst providing the desired transition between higher density Gen Res lots within the masterplan and existing township, and agricultural land to the east.
- This option avoids the need for modified SAP provisions and reduces the complexity of the amendment.

Generally, the NTRLUS indicates the provision of rural living areas should occur outside of urban growth areas. In the event the amendment is approved, an extension to the Urban Growth Area around Evandale would be required.

However, the extension could be restricted to only encompass the additional General Residential and Community Purpose areas within Expansion Plan and exclude the proposed Rural Living 'lifestyle' lots. This would be in-keeping with the broader strategic purpose of urban growth areas.

Given the above, Option 3 was chosen as the preferred approach.

2.2.2 Community Purpose / Future Urban

The Expansion Masterplan includes approximately 9.8ha of land earmarked for Community Purpose zoning, to provide opportunities for a future aged care/retirement village (and associated facilities) and a child-care centre.

Community Purpose Zone

The purpose of the zone is to provide for key community facilities and services including health, educational, government, cultural and social facilities.

The provision of aged-care/retirement living and childcare fall under the Residential use category, which is defined as:

> *use of land for self-contained or shared accommodation. Examples include a secondary residence, boarding house, communal residence, home-based business, home-based child care, residential care facility, residential college, respite centre, assisted housing, retirement village and single or multiple dwellings.*

Residential use in the Community Purpose Zone is restricted to the following:

> *If for:*
>
> *(a) a residential care facility, respite centre, retirement village or assisted housing; or*
>
> *(b) accommodation for staff or students of a use on the site.*

This aligns with the intended use of each community purpose area within the Expansion Plan.

Whilst aged-care/retirement living and childcare can be accommodated in the General Residential Zone, the allocation of a further 9.8ha of residential land for this purpose would likely require further controls to ensure the land is not then used for residential subdivision/dwelling density, not otherwise planned for within the Expansion Plan - as outlined in previously.

The zone also provides flexibility to enhance/value add to existing community related services/facilities within the township, catering for uses such as:

- Business and Professional Services (permitted and discretionary)
- Community Meeting and Entertainment (permitted)
- Educational and Occasional Care (permitted)
- Emergency Services (permitted)
- Hospital Services (permitted)
- Food Services (discretionary)
- General Retail and Hire (discretionary) - if for a market.
- Sports and Recreation (discretionary)

Whilst there is no intention to provide Hospital Services, Business and Professional Services or Emergency Services, no specific need to further restrict or prohibit these uses through the amendment have been identified.

Given the aged-care / retirement living and childcare component will not be developed until the final stage of the Expansion Plan, the Future Urban Zone was raised as a possible alternative if concerns were to arise regarding the volume of Community Purpose land proposed.

Future Urban Zone

The purpose of the zone is to support the planned rezoning of land for urban use and development, in sequence with the planned expansion of infrastructure, as indicated by the following TPC Zone Application Guideline:

> *FUZ 4 - The Future Urban Zone may be applied to sites or areas that require further structure or master planning before its release for urban development.*

Whilst the Expansion Plan has been developed, the application is for a rezoning/planning scheme amendment only. If approved, separate planning permits will be required for each stage of the masterplan, at which point further specifics for each development component will be provided and assessed accordingly.

Given the above, the Community Purpose Zone is considered appropriate and further justification is provided in the response to the Zone Application Guidelines in section 7.8 of this report.

2.2.3 Local Business

A relatively small area within the southern Community Purpose lot is proposed for Local Business Zoning. The area constitutes approximately 2,800m2, and its purpose is to provide opportunities for local shops/services given the opportunities for further shops/services within the township is limited.

The limited area provided allows growth to occur without compromising existing businesses/services or drawing activity away from the establish business area within the township.

Feedback from Council has indicated general support, noting that the extent of heritage listings and associated planning controls within the township limit potential for new retail and commercial services. The introduction of the zone in the context of the expansion is logical and necessary to ensure adequate servicing of the area, whilst avoiding potential impacts on the heritage precinct.

Further consideration and justification for the zone is provided in section 7.8 of this Report.

2.2.4 Open Space Zone

Approximately 6.25ha of open space is proposed within the Expansion Plan, providing significant green corridors and parks to provide a high level of amenity, promote active transport/walkability and improve natural values and biodiversity across the site.

This intent is consistent with the purpose of the Open Space Zone, which is to provide land for passive recreation and natural or landscape amenity and allow for use/development that supports these activities and outcomes.

2.3 URBAN GROWTH AREA

As outlined in section 7 of this report, the area subject to this application currently extends outside the urban growth area for Evandale.

If the application is approved, an amendment to the Northern Tasmania Regional Land Use Strategy will be required to reflect the above.

3. COMMUNITY CONSULTATION

To inform the development of the Expansion Plan and planning scheme amendment request, several community consultation sessions were undertaken and are outlined below.

3.1 INITIAL CONSULTATION (2018)

In 2018, Traders in Purple undertook a detailed community consultation program with the Evandale community. This voluntary engagement enabled initial site planning to incorporate the views of the community, in which 285 members of the community participated.

The consultation process included:

- Face-to-face interviews with key stakeholders and local groups, including Northern Midlands Council, the Evandale District Committee and relevant State Government agencies.
    - Feedback was received from over 80 people.
- Four (4) co-design workshops, to identify community views on what they would like to see included or not included in any future development; and
- Specific briefings to relevant stakeholders and the community.
    - Approximately 110 people participated in the four workshops.
- An additional feedback phase, including three (3) workshops where the draft plan was presented, and additional comments sought.
    - Approximately 70 people attended these workshops.

The responses provided an understanding of a range of issues, which then guided the development and further refinement of the expansion plan. Some of the key issues raised are outlined below.

Interviews: Summary of key issues raised

Prior to the first round of community co-designing workshops, interviews were held with a number of regional stakeholders, community organisations and individuals and contact was made with over 80 people. A record of the interviews and key issues raised is in Attachment 1 to this report. A summary of the key issues raised during the interviews and conversations is set out below.

Evandale's character

Many people moved to Evandale for its heritage, beauty and quietness and there is a fear that this may be compromised. The concern is that any proposed development would end up bigger than the Village and therefore the Village would be lost.

Evandale is a heritage village, which attracts visitors. There was concern that an increase in population associated with any proposed development would detract from the heritage character of the town; that any development may prove inappropriate; that Evandale remain a 'walking Village', as opposed to a 'driving Village'.

It was also suggested that perimeter areas of the development back onto activities, which would improve liveability.

Response

The proposed extension of the Evandale Specific Area Plan will ensure that the future development is undertaken in a manner that respects and responds to the identified character of the township.

The amendment will facilitate the future development of the Expansion Plan, which has been developed over several years in consultation with the community. Therefore, if the proposed expansion of the SAP is not supported by Council/Tasmanian Planning Commission, it is expected that future development will remain broadly consistent with and complement the character of the township.

Roads

Beyond the airport, the road leading to Evandale deteriorates in standard and is not considered adequate by Evandale residents. Any increase in traffic due to population growth in the Evandale District has the potential to exacerbate the situation.

The Northern Midlands Business Association has also been lobbying for the upgrade of roads in the area to reduce travel time from 'paddock to port'.

Traffic in Evandale Village

The concern with any proposed development is using the Village as an entrance and the associated traffic that would be generated.

There was concern over access to the proposed development site. It was considered that Russell Street would not be able to take any extra traffic as the volume of cars, trucks and people competing for space already challenges it. This is highlighted each Sunday when the market operates.

Utilities: water, power and sewer

The provision of utilities to service extra population is a key concern as there is limited capacity in the existing Evandale Village services. Aiming to be 'off the grid' was well-received.

Response

The road network has been designed to provide multiple entry/exit points across the site. The *plan* provides approximately ten (10) access points, providing connectivity with existing residential areas and surrounding roads, including:

- Russell Street
- Logan Road
- Stockmans Road
- Coachmans Road
- Arthur Street; and
- White Hills Road

The Expansion Plan initially included a possible future by-pass along the eastern edge of the site, connecting Logan Road with Ridgeside Lane. The purpose was to address existing concerns regarding unnecessary truck/vehicle movements through the township.

However, the accompanying Traffic Impact Assessment indicates the by-pass is not necessary to accommodate the anticipated post-development traffic increases generated by the Expansion Plan. Any such by-pass would require further consultation with adjoining landowners and Council.

Notwithstanding, opportunities for the by-pass remain possible and can be investigated further where necessary, as part of subsequent planning approvals for each stage of the Expansion Plan.

With respect to utilities, the application is accompanied by conceptual servicing plans and reports that outlined future water, sewer and stormwater connections/infrastructure. This includes provision for water sensitive urban design.

Agricultural land
A view was expressed that agricultural land should be used to grow food not houses.

Jobs and apprenticeships
The area needs local jobs and apprenticeships especially for young people and if this could be incorporated into any proposed development it would be positively received.

Population
Evandale has an ageing population and is predominately a retirement village. This potentially threatens the long-term sustainability of the school, services and commercial activities. There is a regional strategy to increase population through immigration to address the issue of a diminishing working-age population.

Response

The proposal is accompanied by a detailed agricultural land assessment, which supports the proposed rezoning of the land to a mixture of General Residential, Local Business, Open Space and Community Purpose.

The majority of community consultation was undertaken in 2018. At that time, an Economic Impact Assessment was undertaken by MCa which informed the earlier development of the expansion plan.

Since that time, new ABS Census data (2021) has been released indicating strong older cohort population growth in Evandale. This is addressed in further detail in the accompanying Supply & Demand, and Cost-benefit analysis prepared by SGS Economics & Planning.

A further response to population growth and job opportunities is provided in section 5 of this report.

Housing and livability
Housing development should take an integrated approach with a variety of options, including affordable housing. Housing affordability is an issue.
The development should be 'pitched' at telecommuters where people live and work from an area of high lifestyle and livability.

Healthy lifestyle
Any new development should incorporate green open spaces, tracks and trails, provision for active transport, community gardens for fresh food and sport and recreation facilities. The Evandale Football Club has successfully moved into female football and is presently outgrowing its present facilities.
Revegetation of the area was also seen as part of a healthy lifestyle with the connection made between a healthy environment and human health outcomes.

Response

The expansion plan includes consideration for affordable housing, which can be provided as part of the range of residential land use/dwelling types.

The plan also includes substantial areas of public open space, including approximately 6ha located to the north of 38 Arthur Street. This location provides views over the township and will include

green open space, tracks/trails and recreation facilities, promoting healthy lifestyles and walkability.

Tourism

The projected demand for visitor accommodation in the Region over the next 10 years is 500 rooms and after factoring in proposed Launceston developments there is still opportunity for 200 rooms.

Agri-tourism is a focus for the area, the aim being to create immersive experiences around produce, producers and value adding.

Evandale Village viability

Commercial viability is challenging particularly during the winter months. Additional service and retail outlets have often failed e.g. service stations and butchers shop. At one stage the local supermarket closed. There was concern that Village commercial activity would be replicated in any new development and increase competition in an already challenging commercial environment.

The viability of the school and having enough students to ensure its future is also a concern to many people. A social enterprise, perhaps working with a not-for-profit, might provide good outcomes for all.

Response

Community feedback suggested including opportunities for GPs and dentists, along with artist studios/exhibition space and community facilities (golf course, sports oval, swimming pool, men's shed etc).

The proposed Local Business area may cater for some of these services (GP/Dentist), although a significant portion of the Community Purpose land is earmarked for potential aged care / child care which may include associated medical facilities/services. The Community Purpose zoning also has potential to cater for recreation/community facilities. The anticipated residential growth is likely to include young families (given the proximity of the township to Launceston) which would assist to increase student numbers and retain the viability of the local school.

A detailed outline of the community consultation process, feedback and responses is provided in Appendix B.

3.2 FURTHER CONSULTATION (2023)

Traders In Purple undertook further consultation in 2023, in which approximately 80 people attended across two days.

A summary of the key items raised and general responses is outlined below.

1. *Increased traffic was a major point of contention. However, representatives from TIP provided clarification that there will be at least 3 traffic access points (Ridgeside Lane, Logan Road and Barclay Street, plus potential at Arthur Street and 3x existing streets off Logan Road into land owned by others). It was noted that this clarification did serve to alleviate traffic concerns raised.*

2. *Issues of speed and congestion/blockages on Logan Road, Russell Street, Barclay Street (a Council/State Growth issue though sentiment was that further development will contribute to these issues.*

3. *People were largely happy with the reduction in overall size of the scheme, from the previous proposal in 2019, with some respondents wanting a separate satellite town scenario at the eastern end of the previous proposal.*

4. *Concerns of a cookie cutter effect, as recent subdivisions nearby (Longford & Perth) are a sea of black rooves, little character, little landscaping.*

These concerns were alleviated once it was advised that similar design standards set out in the Evandale Specific Area Plan would be adopted.

5. *There was acknowledgement that the town needs larger/diversity in population to sustain/reinstate services, school, bakery, doctor etc.*

In addition to the benefits to the local school, the proposal includes land set aside for Local Business and Community Purpose functions, to facilitate additional business opportunities to increase access to local goods/services but in a limited fashion to mitigate impacts on the activity centre hierarchy.

6. *Interest in block sizes and layout, happy with larger lots abutting rural land.*

7. *Interest from potential purchasers (downsizers, young family), somewhere smaller to retire to but not aged care.*

8. *Interest from residents who may benefit from the development (may add value to their land, potential to subdivide their own lots with additional access due to proposed roads).*

9. *Interest in aged care.*

10. *Concern over services, apparent issues with water pressure and sewer capacity.*

11. *Many people pro development 'as long as it's done in the right way'.*

12. *Some people did not want change. 'Why here, why not Perth/Longford', though would like a doctor in town.*

The proposed extension of the Evandale Specific Area Plan, to encompass/embed the expansion plan, will provide greater certainty and assurances that development will be controlled and undertaken in a manner that is consistent with and respects the existing character of the township.

4. LANDSCAPE AND URBAN CONTEXT

Every building, precinct and city is part of a broader landscape. The landforms of which they are a part pre-date human settlement. Buildings are usually the focus of attention when considering the character of a city or a city region. However, it is equally important to consider how settlement inevitably develops in response to the form and character of the landscaped setting.

For this report, it is therefore crucial to assess the urban character of Evandale to determine how best to achieve growth without change.

4.1 STUDY AREA & HISTORY

Evandale is situated on the South Esk River approximately 20 km south of Launceston and 5 km from the Midland highway and Launceston Airport. The township was initially established as a military post in 1816 and was declared a municipality in 1865 and has become an important pastoral and agricultural marketing centre.

Today, Evandale has become a popular tourist destination with its rich and well-preserved heritage and popular annual events.

Whilst the study area predominantly consists of the township extent, consideration is also given to the broader landscape context within a 3km radius. Both the town itself and its broader rural context require consideration to provide a holistic assessment of Evandale.

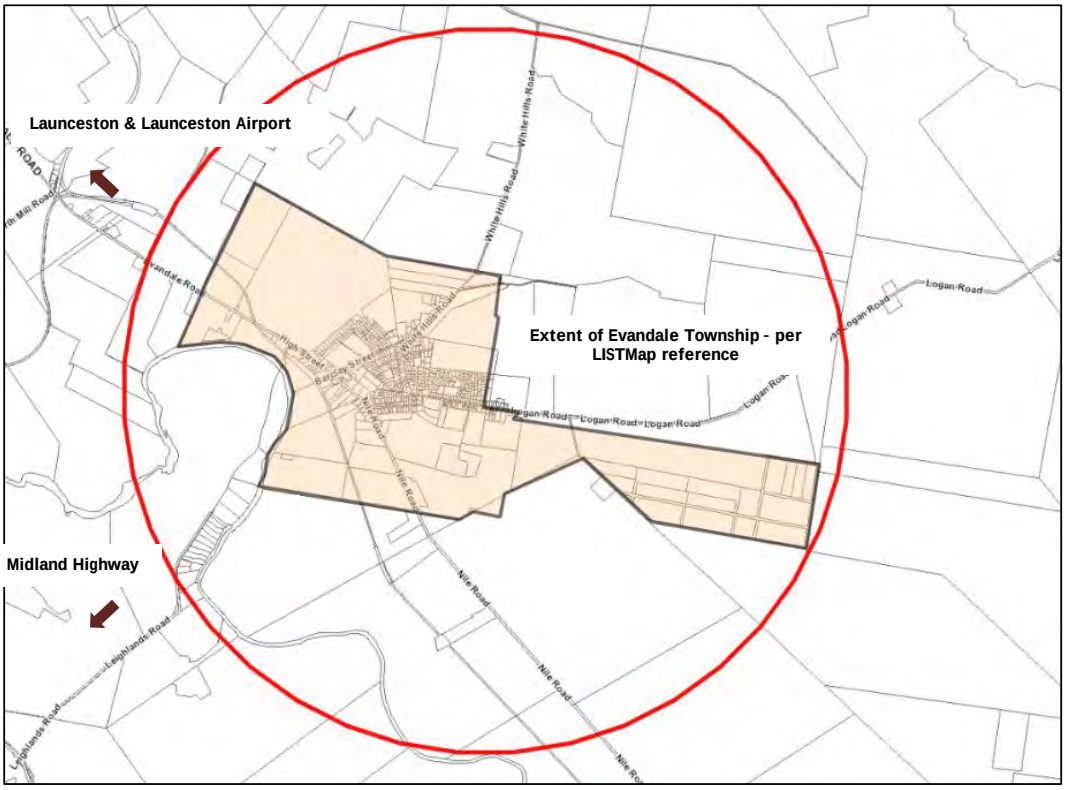


Figure 8: Extent of the study area for analysis (source: the LISTmap, 2022)

The shaded portion above represents the primary area for consideration concerning urban character. The remaining area highlights the broader landscape context for consideration.

4.2 LANDSCAPE CONTEXT

4.2.1 TOPOGRAPHY

The following figure illustrates the topography of the subject land and surrounds:

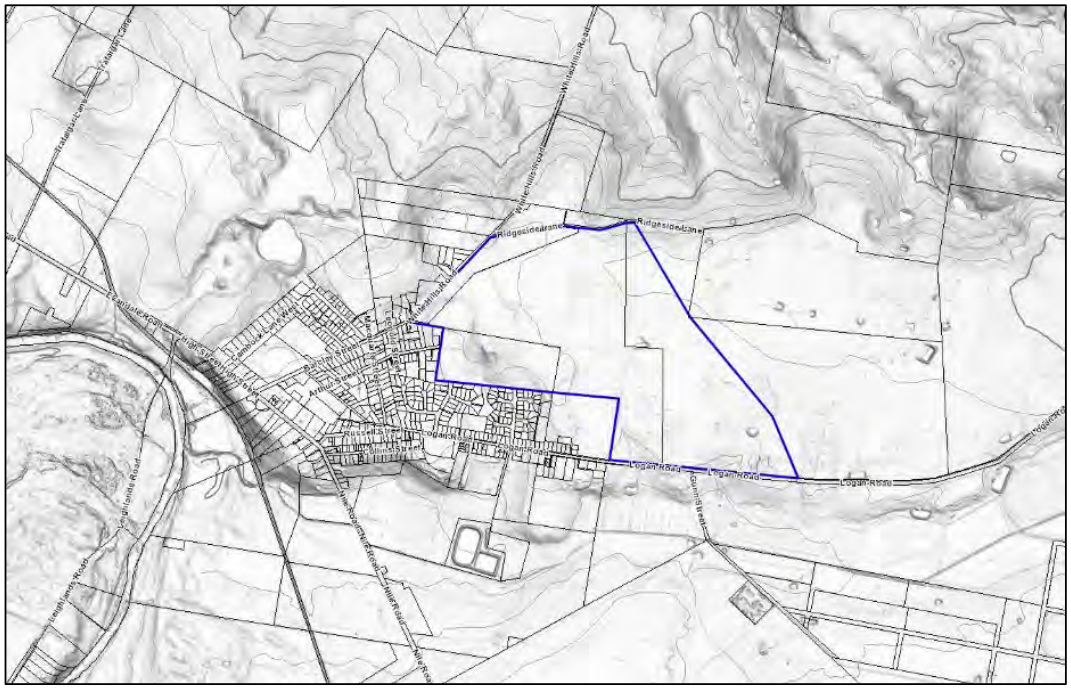


Figure 9: Indicative topography with Hillshade grey, 5m contours, road names and cadastral parcels from www.thelist.tas.gov.au © the State of Tasmania

The Northern Midlands region is broadly characterised by extensive lowland plains and a rounded topography that ranges from gently sloping to steep.

The site and surrounding area are heavily influenced by the surrounding topography. Further north of the town are a series of prominent hills and tiers, with the Ben Lomond Plateau to the east.

Evandale itself is located in the North Esk River catchment area. The town is drained by several rivers including the South Esk River, which flows through the southern part of the town. The South Esk river flows through a broad open valley system with a wide flood plain.

The town of Evandale has a gentle slope that gradually rises from east to west. The subject land and surrounding areas are generally flat, except to the north over Logan Road, where the land rises gently at approximately 1:10, and where it slopes down slightly to the south to Boyes Creek.

4.2.2 VIEWS AND VISTAS

Here, the relatively flat topography of the township and immediate surrounds impacts the views and vistas of the land, where the main roads into and out of Evandale provide the primary experience of the broader landscape.

The agricultural setting is primarily experienced to the northwest and southwest of the town, as explicated below.

There are expansive landscape views when looking north from High Street, where there is a gradual decrease in incline to surrounding agriculture.



Figure 10: View of High Street looking north (source: google street view, 2023)

Not dissimilarly, the rural setting similarly experienced when looking southbound from Nile Road due to the slight topographic decline along the southwestern edge of the township.



Figure 11: View of Nile Road looking south (source: Google Street View, 2023)

Russell Street is the primary road through the township and is maturely treelined and surrounded by urban development. The broader rural vista is largely reduced when looking west due to the rising crest at the intersection with Logan Road. Instead of the immediate agricultural land providing the primary landscape views in this direction, it is the Ben Lomond plateau in the mid-distance that provides the primary view-scape.



Figure 12: Russell Street looking west (source: google streetview, 2023)



Figure 13: Logan Road looking west (source: Google Street Vview, 2023)

Barclay Street when looking north climbs a long and protracted ridge where, until its intersection with White Hills Road, little rural landscape values are experienced.



Figure 14: View from Barclay Street looking North (source: Google Street View, 2023)

At present, the landform within and around the town enhances the management of these transitions. The central precinct is somewhat elevated compared to the immediate surrounds (including the site in question), occupying a relatively level and self-contained zone, and for the most part provides little prospect over the surrounding countryside or even of the more modern developments already established adjacent to the heritage precinct.

4.3 EXISTING URBAN CONTEXT

4.3.1 URBAN GRAIN

Urban grain refers to the pattern of lots in an urban space, including the balance of open space to built form. Evandale is predominantly centred around one main street - Russell Street - which is located along the southern edge of the township. This street defines the commercial and social centre of the town both historically and in the present day. Here, the urban form comprises a predominantly irregular grid pattern of medium-sized square and rectangular blocks. This rectilinear grid pattern is mostly evidenced around the established historic centre along Russell Street.

From this street, much of the residential development has grown outward towards the north. As a result, the newer developments in the township are defined by curvilinear grid patterns in the form of loops and cul-de-sacs.

The urban grain of the township of Evandale is fine grain, with the finer grain occurring towards the city centre where the greatest intensity of movement occurs. The town comprises development that is primarily situated on smaller blocks of land. Outside the spatial boundary of the township, the urban grain becomes immediately coarse at the agricultural interface, with no natural transition between this fine and coarse urban grain.

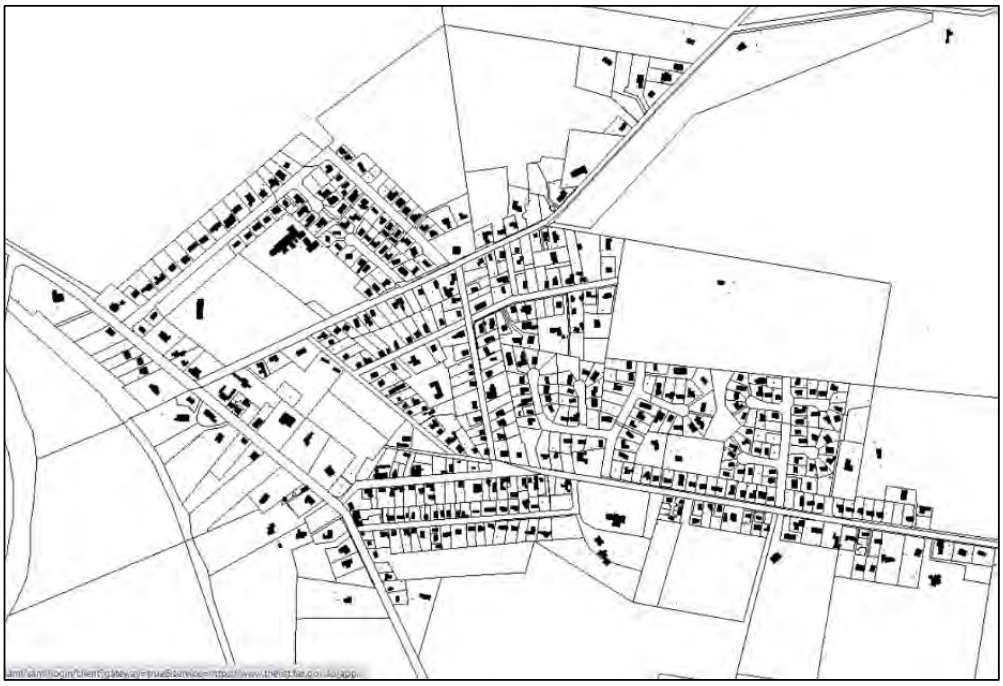


Figure 15: Relatively fine urban grain of Evandale, building footprints (source: the List map, 2023)

4.3.2 EUROPEAN HERITAGE VALUES

Evandale today is a National Trust classified Georgian village, with numerous properties listed at a local level (heritage place under the *Tasmanian Planning Scheme - Northern Midlands*), at a State level (the Tasmanian State Register) and at a National level (Australian Heritage Database). Evandale is characterised by several heritage buildings and structures which are primarily located along the main collector streets of the town. The extent of these state-listed and local heritage places are demonstrated in the below figure.

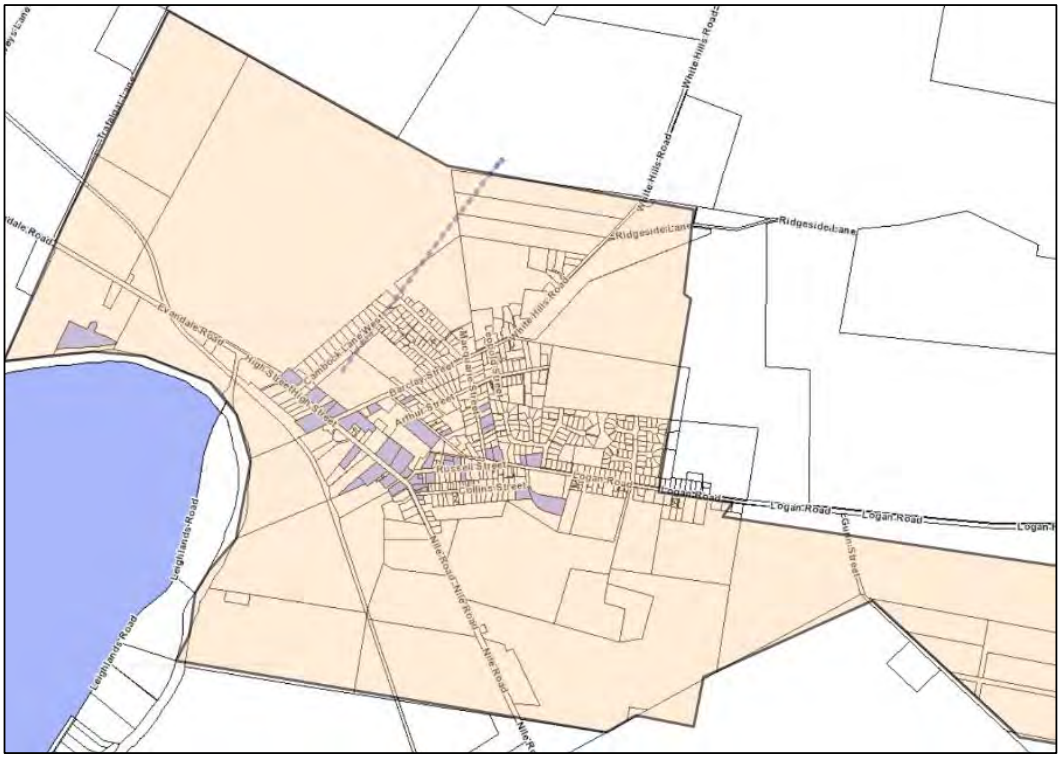


Figure 16: Blue parcels indicating heritage places listed on the Tasmanian Heritage Register (source: the LISTmap, 2022)

The majority of the heritage-listed buildings were historically used for community and/or commercial purposes. Today, the properties provide a mix of businesses used to meet local and tourist needs.

These commercial buildings represent a range of built forms and are perceived as robust due to their structure and materiality. The buildings are generally between one and two storeys. Typically (excluding the historic churches) the buildings are built to the boundary and take up the width of the frontage. The facades are brick or rendered façade painted in muted matte colours. Most of the roofing is peaked or hipped and constructed with corrugated ironing. Almost all of the buildings are designed with classic Georgian proportions.

Some notable heritage properties listed on the Tasmanian Heritage Register include:

- St Andrews Church (THR 5018). Built in 1872, the church is constructed of bricks and stone with a shingled roof leading to an early twentieth-century Italianate-style spire.
- The Uniting Church (THR 5019). Built in 1839 with a classical bell tower and Doric columns, this building is an example of Palladian architecture where buildings were placed in grand landscaped settings.

- Blenheim Inn (THR 5013). Built-in 1832, this brick building demonstrates regularity, symmetry, gridded windows and a fine façade typical of the Georgian style.
- The former Royal Oak and adjoining stables (THR 5048). Built in 1840, this listing is defined by the Georgian style constructed with red brick and a corrugated iron roof. The building is today used as a local antiquities shop.
- The Clarendon Arms Hotel (THR 5044). Built in 1847, this building is typical of a Georgian-styled corner lot hotel.
- Solomon House (THR 5012). Built in 1836, the property is typical of a general store of its era with a pedestrian awning and hanging signs. The building is characterised as Georgian by its outstanding proportion and balance between façade and fenestration elements.

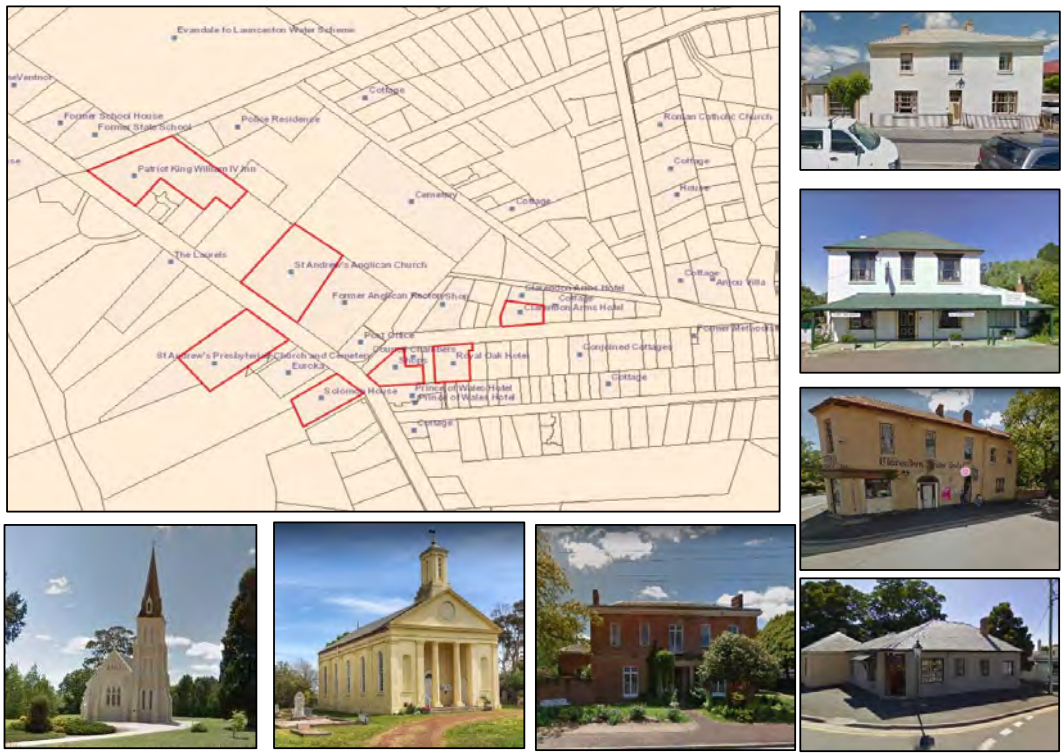


Figure 17:Heritage buildings listed on the Tasmanian Heritage Register (source: the LISTmap, 2022, Googlemaps, 2022)

The Georgian style brought a vocabulary of classic architecture to smaller and more modest buildings, including middle-class residential homes. As a result, there are several residential heritage places, a selection of which are demonstrated below.

These residences comprise relatively understated cottages. The majority of these places consist of single-storey freestanding buildings from the 19th century. These dwellings are generally constructed of either an exposed brick, rendered or weatherboard façade. These residential properties have a setback range between 0 and 5m. The frontage of some of these properties is softened by detailing the façade and landscaping between the building and the frontage. A common feature of many of the properties is a veranda along the front of the building. These features are all indicators of the historic precinct to which they belong. Particularly down the centre of town, the heritage fabric provides intermittent intimacy to the pedestrian space along the streets.



Figure 18: Residential homes listed on the Tasmanian Heritage Register (source: www.thelist.tas.gov.au © State of Tasmania)

A considerable proportion of the township is also located within a heritage precinct. The significance of this precinct character is described below:

> *The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.*

Part of the historic importance of this township is attributed to its rich agricultural setting. As stated previously, due to topographical conditions, the agricultural setting when viewed from Evandale is predominantly experienced to the northwest and the southwest of the town. The historic precinct and centre of the town (notably along Russell Street) do not immediately experience or view this agricultural setting until it later becomes Logan Road (well beyond Stockmans Road).

Heritage is an important component of Evandale's overall streetscape, with the township characterized by narrow streets and roads, some gravel paths, a mix of lot sizes, mature vegetation, traditional fence types and dwelling construction of a modest scale. These factors in tandem reinforce the feeling of a 'small rural' town. The majority of these heritage values are located to the north and the west of the township.

However, it is crucial to note that this heritage character does not define the township in its entirety. Some of the more recent subdivisions along and off Logan Road and Cambock Lane have not adhered to the above characteristics, resulting in a more modern suburban environment with a prominence of concrete kerbs and paths, minimal fences, homogenous block size and building stock and no mature vegetation.

4.3.3 Function & Land Use

In response to the landform, road layout, topography, development period, subdivision pattern, and infrastructure, the township can be divided into three distinct yet interrelated areas. These areas are delineated in the below figure.



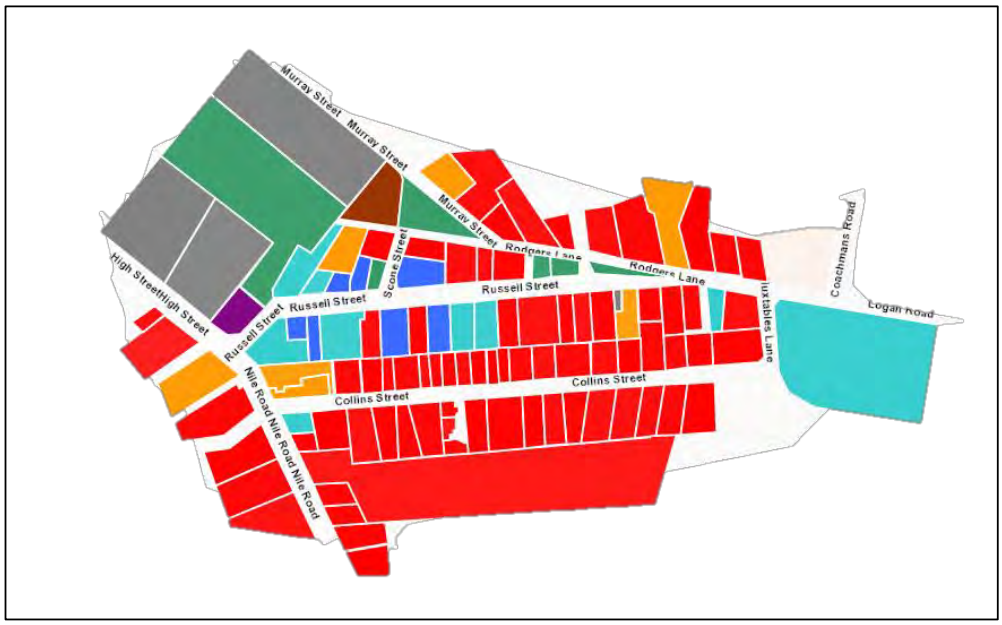
Figure 19: Delineated 'precincts' for the purpose of function analysis (Source: the LISTmap, 2023)

AREA 1 - TOWN CENTRE

This area comprises the predominantly commercial portion of the town, including High Street and Russell Street (eventually becoming Logan Road on the outskirts of the town). These streets are the primary commercial streets and represent the historical heart of the town.

Both Russell and High Street comprise a mix of general retail and hire, commercial businesses, and food services. The shops, whilst generally comprising a modest building footprint, are typically sited on slightly larger blocks of land. Commercial activities in this area include shops primarily geared towards tourists, including the Lake Leather Evandale, Evandale Antiques, several galleries and the Evandale Village Store.

There are few food retail stores, including the General Store and market. Food services include several cafes, pubs and restaurants. Given the town's relative proximity to Perth and Launceston, it is likely most services (doctors, vets, retirement villages, childcare, etc) and general shopping ventures for locals are sourced from these external hubs.



Key

Land Use	Corresponding Colour
Business and professional services	
Food services	
Community and infrastructure	
Public open space	
General retail and hire	
Residential	
Visitor/food	
Emergency services	

Figure 20: Review of existing land use (source: Ireneinc)

Notwithstanding the above, the existing Local Business land within the township comprises approximately 2.8ha and the extent of convenience goods, services and food options appears limited, with key businesses including:

- The Evandale Village Store
- Evandale Hair & Beauty
- Evandale General Store
- Spark Property
- Lake Leather
- Ingleside Café/Bakery
- The Village Store
- The Clarendon Arms; and
- Prince of Wales Hotel

The town center also supports residential use, along with twelve (12) individually listed heritage places and the entire area is subject to the Evandale Heritage Precinct, as illustrated below:

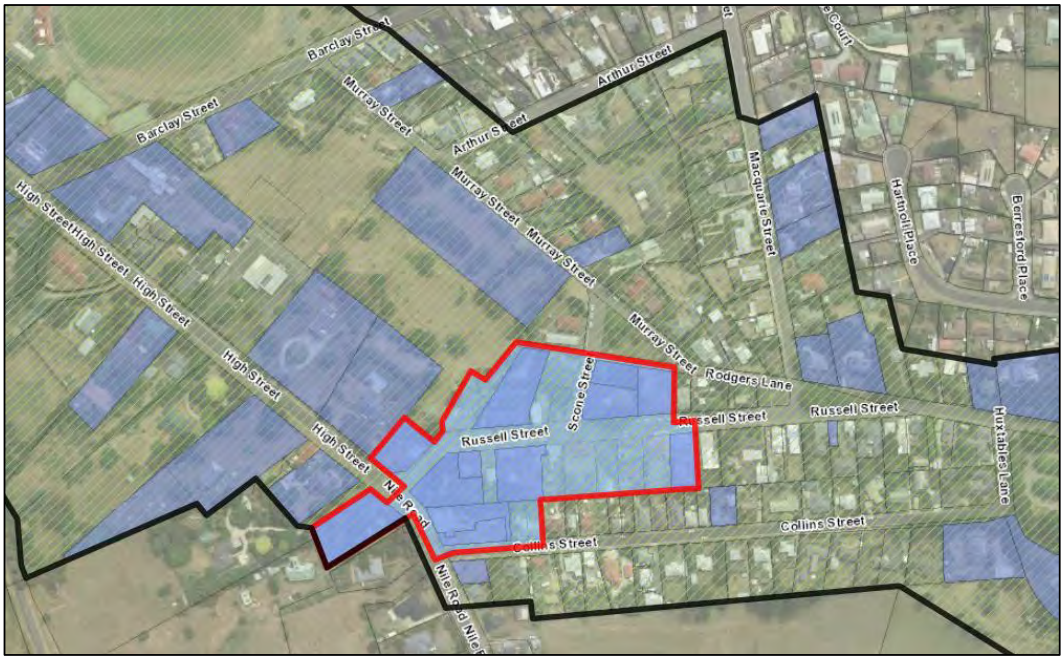


Figure 21: Extent of existing Local Business land within the township (outline in red) - darker blue areas indicate state heritage listed properties. Black outline denotes extent of the heritage precinct (source: www.thelist.tas.gov.au © State of Tasmania)

These factors somewhat constrain the provision of new businesses in this area to support the future growth of the township.

The Town Centre does include public open space which provides tree canopy and contributes to the overall rural feel of the town. There are also examples of community infrastructure such as churches that pay homage to the architectural and historical timeline of the township. These parklands and meeting spaces in the center of town reflect the importance of community gathering spaces that are highly valued by residents.

There are several different visitor accommodations provided within the town center, including hotels such as the Prince of Wales Hotel, and more boutique options such as The Stables Accommodations. There are also pockets of residential housing interspersed along this primary commercial 'strip'.

AREA 2 - RESIDENTIAL

Area 2 comprises predominantly residential subdivisions surrounding the historic center. These residential areas are predominantly comprised of more modern/recent subdivisions. There are some public facilities in this precinct, including the Morven Park sports field adjoining the Evandale Primary School, and other small pocket parks.

AREA 3 - RURAL

Beyond the residential extent of the town, the remainder of the land around Evandale is rural and agricultural. These comprise a variety of uses including orchards, pastoral land for grazing beef and lamb, crops including potatoes, and even honey.

4.3.4 Built Form: Height, Scale And Massing

There is a strong relationship between use and built form within the precinct. These factors in tandem contribute to a sense of streetscape or local character. Streetscape is defined by the scheme as:

> *means the visual quality of a street depicted by road width, street planting, characteristics and features, public utilities constructed within the road reserve, the setback of buildings and structures from the property boundaries, the quality, scale, bulk and design of buildings and structures fronting the road reserve. For the purposes of determining streetscape for a particular site, the above matters are relevant when viewed from either side of the same street within 100m of each side boundary of the site, unless for a local heritage precinct or local historic landscape precinct listed in the relevant Local Provisions Schedule, where the extent of the streetscape may be determined by the relevant precinct provisions. (TPS, 2023).*

The elements described in the above statement are considered with regard to the three precincts of Evandale as discussed in the previous section.

4.4 LAND CAPABILITY

The land is currently used for agricultural purposes, including pastoral activity such as beef and sheep grazing, with irrigated broadacre cropping activities. Nonetheless, the site has a land classification of class 4. The classification of the site identifies the site as having relatively poor capability, where the land is well suited to grazing but is limited to occasional cropping or a very restricted range of crops. Severe limitations restrict the length of the cropping phase and/or severely restrict the range of crops that could be grown.

The land is further constrained due to its overall proximity to existing residential areas, with no existing buffer between agricultural and residential uses. The requirements of the scheme therefore limit agricultural potential to reduce conflicts between uses along the western interface of the site.

The accompanying Agricultural Assessment prepared by Pinion Advisory indicates the key constraints to agricultural use are:

- Erosion (e) associated with the risk rill and sheet erosion caused by surface water movement on bare and exposed soil and potential for degraded soil structural due to

pugging from livestock movement on waterlogged soils and/or inappropriate and excessive ground cultivation activities.

- Soils (s) associated with challenging growing conditions for pasture and/or crops due to limitations such as presence of stones and/or rock fragments and impaired drainage leading to soil waterlogging.

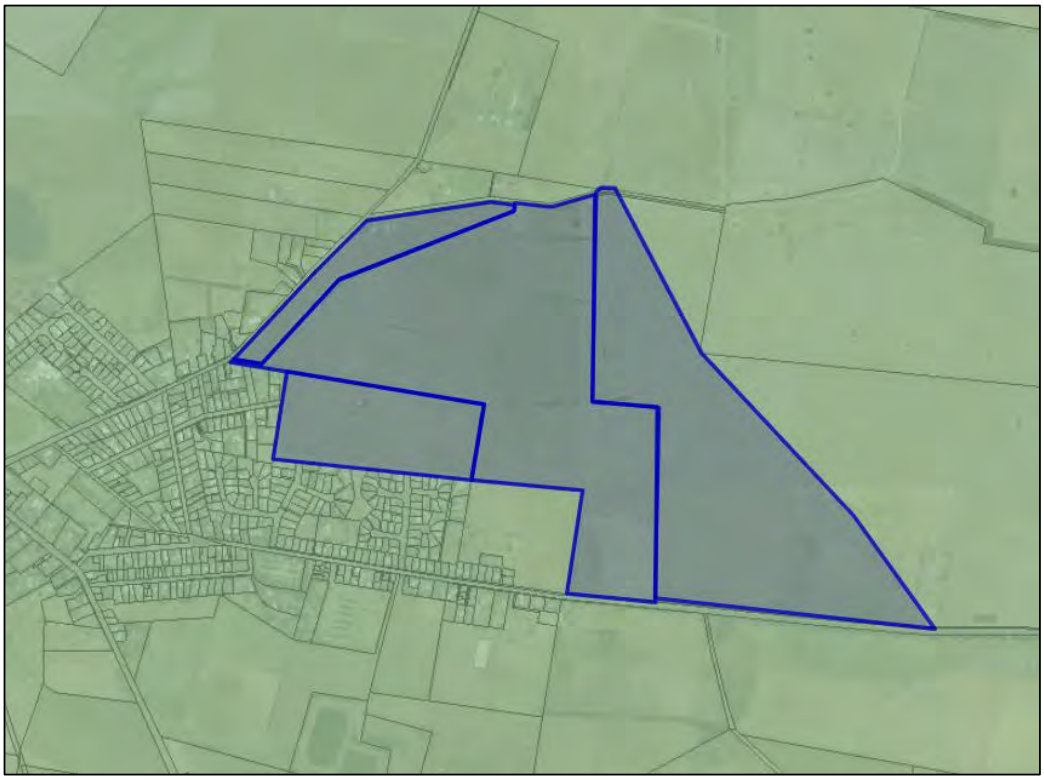


Figure 22: Land capability across the site (class 4 demonstrated in green) (source: the LIST map, 2023)

Council have requested further information in relation to the Agricultural Assessment, which is currently being prepared and will be provided shortly.

4.5 ABORIGINAL LAND

An Aboriginal Heritage property search for the site identifies no registered Aboriginal heritage sites. The Aboriginal Heritage Search Record as well as the Unanticipated Discovery Plan are attached as part of this proposal. In addition, CHMA have conducted a site survey and concluded that;

> *No Aboriginal heritage sites or suspected Aboriginal cultural features were identified during the field survey inspection of the proposed Evandale Expansion Masterplan Project footprint. As noted previously, a search of the AHR shows that there are no other registered Aboriginal sites within or in the immediate vicinity of the Evandale Rezoning Project footprint.*
>
> *The findings of this assessment have therefore confirmed that there are no known Aboriginal heritage sites present within the study area footprint. The field survey was also able to confirm that there are no stone resources identified within the study area that would be suitable for stone artefact manufacturing. Nor are there any sizeable rock*

outcrops occurring within the study area, and therefore there is no potential for Aboriginal rock shelters to be present.

Notwithstanding, if any artifacts are uncovered during subsequent development, an unanticipated discovery plan must be prepared and all work to cease until the plan and on-site investigations have been completed.

4.6 NATURAL VALUES

4.6.1 FLORA

The vegetation in Evandale is mainly comprised of open pastures and scattered trees. The subject land is predominantly mapped by TASVEG as Modified Agricultural land (FAG). The western portion of the site that adjoins the township of Evandale is mapped as modified Urban Land (FUR).

There is a portion of the site that is mapped as native grassland (GCL lowland grassland complex). However, the site has been used for rural pasture for many years. Pasture, weed species and heavy grazing have all contributed to the apparent loss of any remnant native grasses and herbs.

In a heavily modified landscape for agriculture, the nearest native vegetation community to the subject land are small patches of native grassland (GCL) north of the site. As discussed in the accompanying Natural Values Assessment, these values are in poor health, or non-existent given the heavy pastoral use. Notwithstanding, the report recommends that an ecological plan be developed, to include rehabilitation/restoration of identified areas with selected plant species to provide/improve conservation values across the site.

This could be integrated with open spaces and recreational areas.

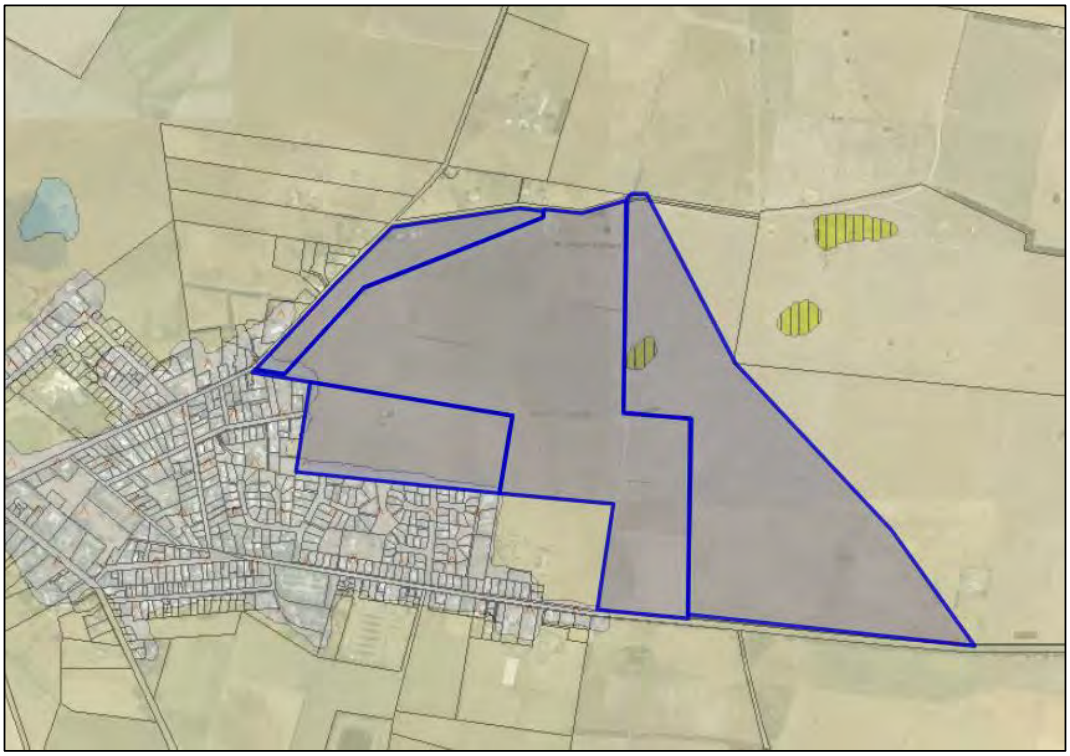


Figure 23: Tasveg4.0 mapping with modified urban land (FUR) (white), modified agricultural land (FAG) (yellow) and Native grassland complex (GCL) (hatched green lines) (source: the LIST map, 2023).

The priority vegetation overlay supports the information provided above, with no threatened flora communities identified on site.

4.6.2 FAUNA

The ecological report considers and outlines the presence of native fauna, recommending that development should provide connectivity and areas of refuge and movement for fauna and provision/retention of habitat where possible.

The report notes that because of the revised boundaries of the development, most areas previously noted in the 2019 survey where there was greater evidence of native animal activity (areas of refuge, such as the windbreaks on the northern and eastern boundaries), have been removed from the development envelope. As such, several species previously identified were not observed during the revised 2022 survey.

However, there are several existing dams located across the site and whilst earlier versions of the masterplan sought removal of these dams, the accompanying ecological assessment identified the dam may contain potential habitat and possible presence of the Green and Gold Frog, which is listed as an endangered species and is known to inhabit the broader area. The location of the dam relative to the site boundaries is shown below.

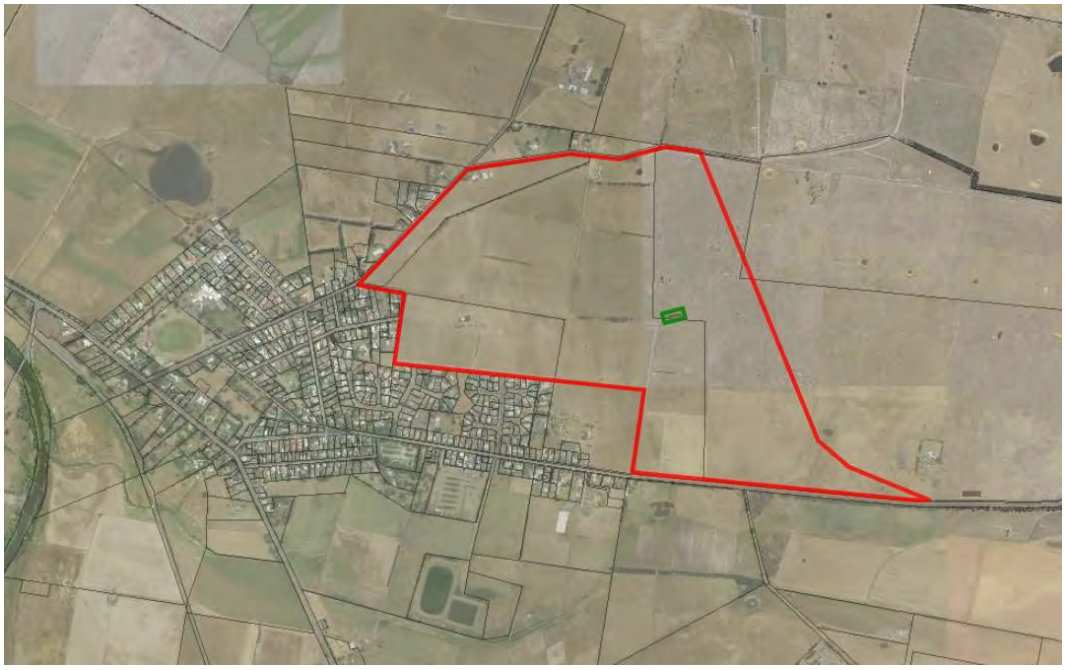


Figure 24: Aerial view of the site (shown red) and location of the dam (green) (source: www.thelist.tas.gov.au © State of Tasmania)

As a result of this information and informal advice received from the Department of Natural Resources and Environment, the decision was made to adjust the masterplan to enable retention of the dam, which has been incorporated as part of the wider open space network.

It should be made clear that there is no development proposed as part of this amendment application. Separate planning/building approvals will be required for each stage of the masterplan, ensuring ecological matters and outcomes are regularly assessed.

Please refer to the accompanying report for further information.

5. EXISTING INFRASTRUCTURE

5.1 ROAD LAYOUT & TRANSPORT NETWORK

The township is located within proximity (less than 5kms) to the Midlands Highway. The highway is a major transport route in Tasmania, connecting the cities of Hobart and Launceston, as well as several other smaller towns and rural areas. It plays a crucial role in the economic development of the state, as it is the primary route for the transportation of goods and services. The highway also serves as a major tourism route, connecting visitors to popular attractions such as the historic township of Evandale. Over the past decade, the highway has undergone significant upgrades and improvements to improve safety and efficiency.

The highway bypasses the township of Evandale by approximately 5kms. From the north, Evandale is accessed from the airport via Evandale Road. From the south and west, Evandale is accessed via Nile Street and Leighlands Street respectively. There is public transport available within the town, including bus stops along Scone street that provide transit to Launceston as well as an existing TassieLink bus route through to Launceston.

The majority of the township is concentrated between Cambock Lane, Barclay Street (becoming Whitehill Road), Russell Street, High Street and Logans Road. These streets loosely define the existing settlement boundary as shown in the figure below.

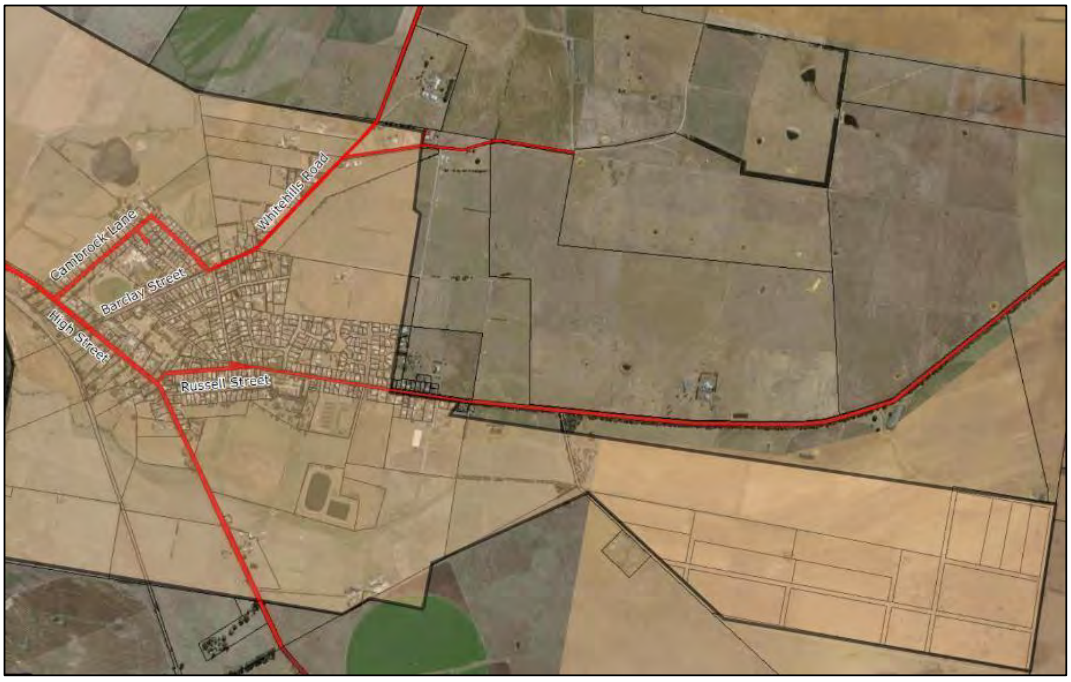


Figure 25: Main Roads (source: the LISTmap, 2022)

The following provides a brief description of these primary roads.

- Cambock Lane operates between High Street and Barclay Street and is subject to an urban speed limit of 50km/h.
- Barclay Street travels in an east-west direction through to the Evandale Town Centre, eventually becoming White Hills Road towards the eastern outskirts of the town. Barclay Street has an urban speed limit of 50km/h.

- High Street has a speed limit of 60km/h, which intersects Evandale Main Road north of the township.
- Russell Street is the primary commercialised street within the township with a speed limit of 50km/h and eventually becomes Logan Road near the eastern outskirts of the town.

The above are the primary collector streets within the township. The streets are narrow and bidirectional with on-street parking provided along the extent of the roads. The narrow nature of these roads, particularly Russell Street, pays homage to a predominantly pre-car era of development. Most of these roads provide pedestrianisation for walking and cycling, particularly towards the historic town centre.

The remaining part of the township is comprised of several no-through roads and cul-de-sacs as demonstrated in the below figure.

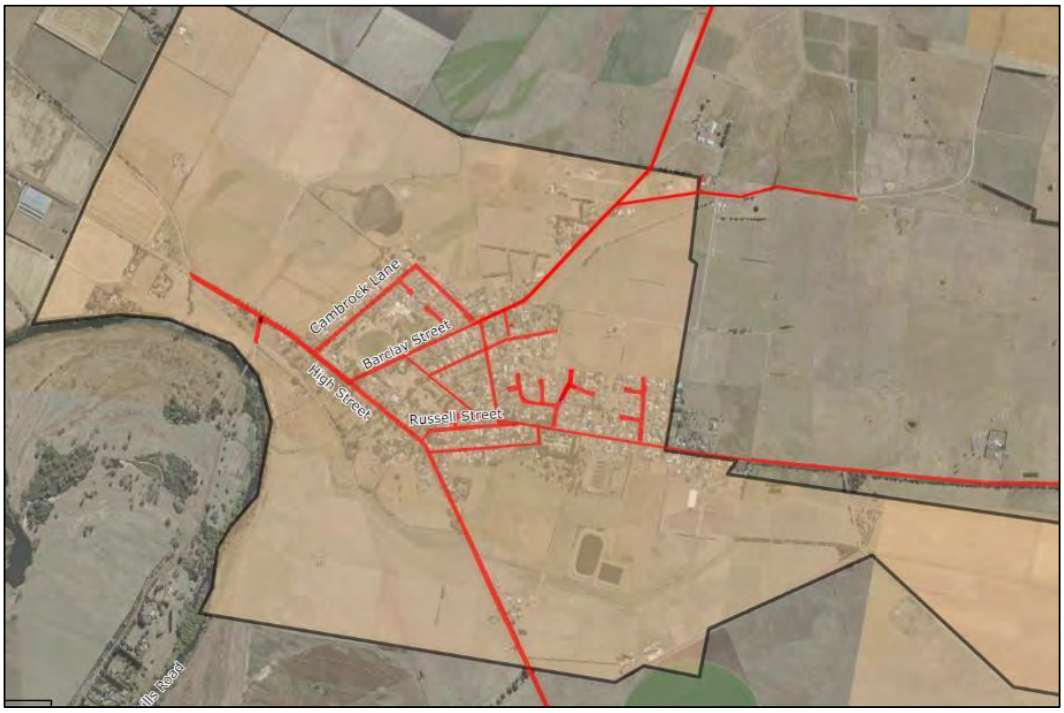


Figure 26: Modern subdivision layout (source: the LISTmap, 2022)

This reflects a more modern and suburban pattern of infill development. Whilst this limits road traffic, crowding and noise across much of the township, it results in a dendritic road network which reduces connectivity and permeability throughout the township.

The site is also within proximity to important transport links such as the Launceston Airport and the Translink precinct (located along Evandale Road), both of which are significant gateways to tourism and freight movements in the northern region. Furthermore, the Western Junction rail-line is located between the Midland Highway and Leighlands Road. Both of these areas are forecasted to grow as determined by the Launceston Airport Master Plan (2009).

Despite its rural appeal, the township of Evandale is ideally positioned within proximity of the state highway network, the rail network and the airport.

Consideration of the proposed road layout and connections is provided in section 10 of this report.

5.2 SERVICES

There is the potential for future infrastructure connectivity to the site from Arthur Street, Barclay Street, Stockmans Road and Coachmans Road, allowing for a natural extension of services across the remainder of the site.

The land immediately surrounding the township is serviced by reticulated water and further connections to the existing sewer network have been investigated.

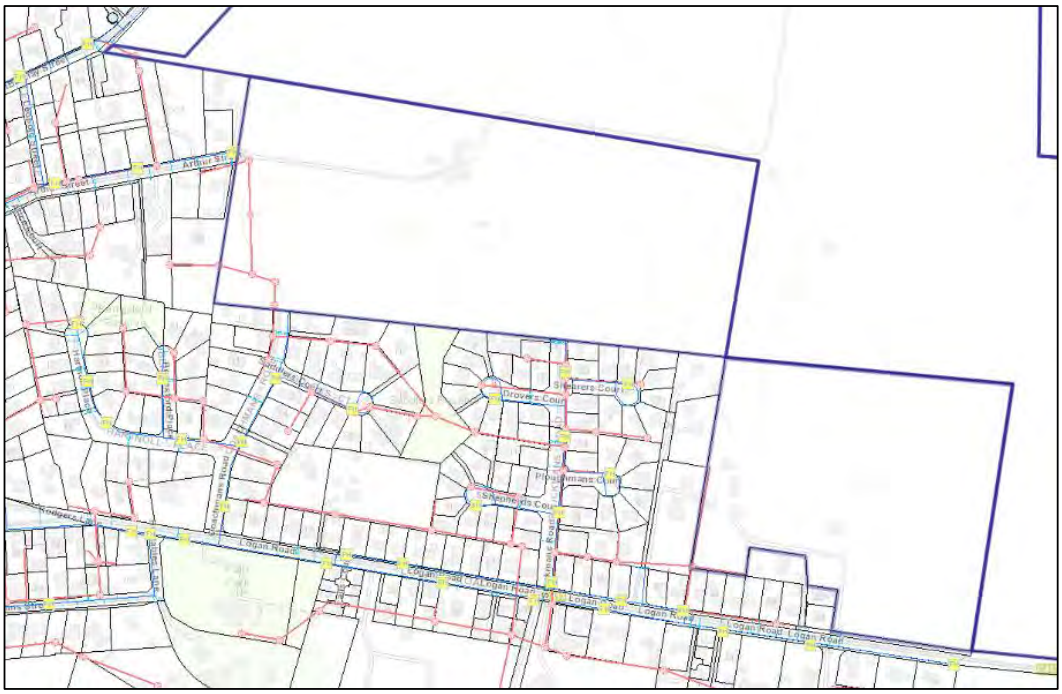


Figure 27: Water and sewer connection points and services (source: the LIST map, 2023)

The concept servicing plans demonstrate each stage of the Expansion Plan can be reasonably serviced. This includes water and sewer concepts and anticipated demand/loading calculations, which have been provided to TasWater for review and feedback. Preliminary advice indicates that whilst there may be a need to upgrade the existing wastewater treatment plant in the near future, there is capacity to cater for growth and new development will be serviced on a first in, first served basis.

Given delivery of the Expansion Plan will be staged, water/sewer loading will be re-considered and assessed during the subsequent approval processes for each stage, which is standard practice for a project of this scale.

Future use and development would need to be designed for the harvesting, storage and reuse of any stormwater from impervious surfaces, this would assist with the shortfall in water infrastructure across the site. Outflows would need to be designed with respect to Water Sensitive Urban Design Principles and to meet Water Quality targets. Again, the accompanying concept plans also outline potential stormwater management systems (inclusive of WSUD) and flooding considerations.

6. LAND SUPPLY

The proposed amendment seeks to expand the extent of General Residential, Local Business, Community Purpose and Open Space zoning within the township. The following provides a brief analysis of the existing supply of land within each of these zones and how this compares to the proposed expansion.

6.1 GENERAL RESIDENTIAL LAND

There is approximately 97.69ha of land currently zoned General Residential within Evandale, as illustrated below.

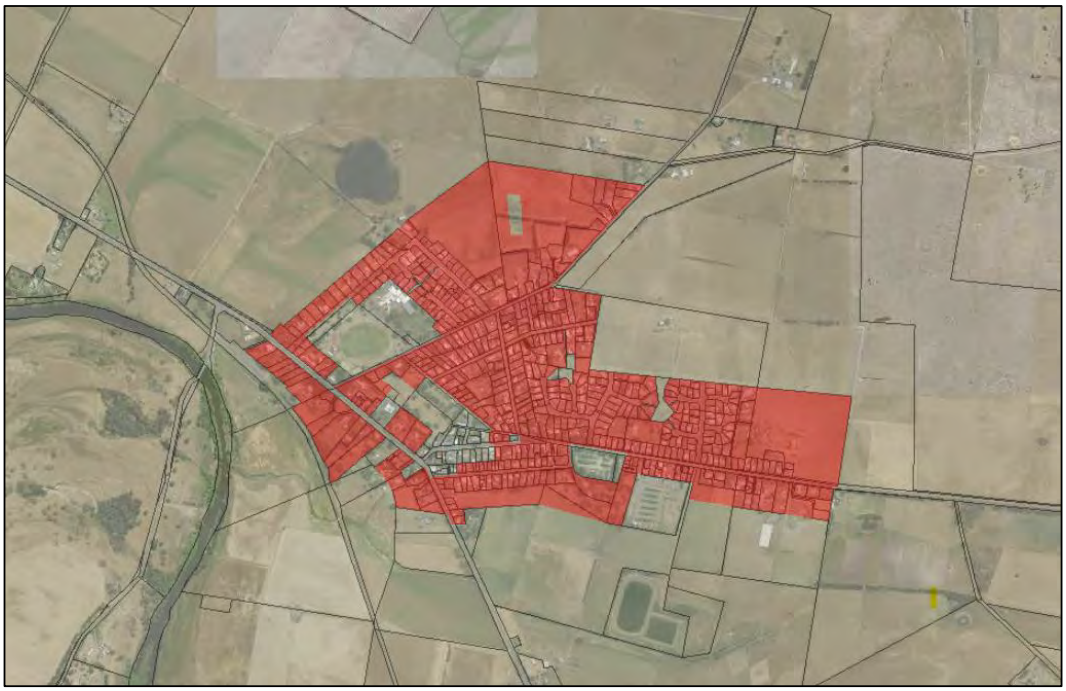


Figure 28: Extent of existing General Residential Land in the township (source: www.thelist.tas.gov.au © State of Tasmania)

This includes 12.78ha forming part of the Cambock Lane Development Precinct and 7.34ha within the Logan Road Development Precinct - neither of which have been developed. The total area also includes numerous private lots which have potential for further subdivision or development at greater densities.

Council have raised the following query in relation to the overall supply and provision of residential land within Evandale:

> *38 Arthur Street (122 lots) combined with the development areas NOR-S5.2.2 (96 lots) and NOR-S5.2.3 (72 lots) totals a potential 290 lots located within and adjacent the existing Evandale SAP boundary. In terms of development staging, it would be expected that the development of this land would necessarily precede the extension of residential zoned land at the periphery of the settlement.*
>
> *The development of the lots within the areas shown would represent approximately 65% of the town's existing residential lot development of approximately 440 lots.*

Even assuming the property at 38 Arthur Street was not rezoned, the existing vacant land set aside for development under the Evandale SAP represents 38% of the existing residential lots.

Assuming then the addition of the proposed 189 General Residential density lots in the master plan including 38 Arthur Street, the lots available for development will total 479 or 108% of the existing developed residential lots. Then adding the Rural Living lots (82) proposed by the master plan, the total potential lot yield (excluding 4 Ridgeside Lane) is 561 residential lots (+128% of the town's current developed allotments).

The land at 38 Arthur Street is currently zoned Agriculture and would serve as a logical extension to the township. However, the land is not owned by TiP and discussions with the landowner have confirmed they are not willing to sell or subdivide the property at this stage. However, they did express interest in the opportunity to do so in the future. For this reason, the land has been included in the amendment for rezoning to General Residential but has been excluded from the proposed Expansion Plan area.

The updated residential supply and demand analysis prepared by SGS Economics and Planning, considers the potential lot yields within the vacant precinct masterplans referred to above, along with the potential lot density within 38 Arthur Street.

Under existing conditions, the report indicates that even if all 168 lots in the Cambock Lane and Logan Road precinct masterplans were developed, housing demand in the Northern Midlands will still exceed supply between 2031 and 2036.

For the housing market to function adequately, there should be at least fifteen years of residential land supply available at any point in time. In the Northern Midlands, fifteen years' worth of dwelling supply equates to approximately 1,050 vacant lots. Under these requirements, there is already a shortage of dwellings in the Northern Midlands.

The Expansion Plan includes 75 'lifestyle' lots (not 82), along with 188 general residential lots (not 189) for a total of 263 residential lots. If the community purpose and local business lots are included, the total is 266. When combined with the 124 lots shown in the theoretical layout for 38 Arthur Street and 4 Ridgeside Lane, the total number of theoretical lots equates to approximately 387.

This increases to approximately 555, once the 168 lots shown in the existing precinct masterplans are considered.

Whilst on paper, this represents a significant contribution toward the forecast shortfall outlined in the Supply and Demand Report, this is assuming that all of the abovementioned lots are developed. However, the realisation rate is likely to be much lower and the following factors are crucial:

- There is no statutory requirement or guarantee that existing precinct masterplans will be developed fully, partially or at all. In the case of Cambock Lane, the precinct includes several lots under different private ownership, which can present constraints as indicated in the following point.
- There are numerous examples across the State where significant parcels of residential land continue to remain undeveloped, despite having been zoned for such purposes for many years.

  There is likely a range of reasons why this occurs, however it is well-known the costs to construct subdivision roads and infrastructure can be significant (particular for larger

subdivisions such as Cambock Lane and Logan Road) and can often be the reason private landowners are unable to substantially develop their land.

There are also those who have inherited or owned land for many years, or may have recently purchased and have no interest in subdivision and/or the financial means to do so, despite possessing suitable residential land.

Given the Expansion Plan is anticipated for delivery over a 10-year period, across up to eight (8) primary stages (not including possible sub-stages), the lots that do become available will be released over a significant period, indicating oversupply at any one-time is unlikely - notwithstanding market demand, affordability and other factors identified above.

The analysis indicates that even with these areas developed, there is still insufficient land to accommodate the preferred 15 - 20 year supply.

What differs with this proposal is that the bulk of land is under the ownership of Traders In Purple (the proponent), and a commitment has been made to develop the land (if approved) in accordance with the proposed Expansion Plan.

6.2 RURAL LIVING LAND

There is approximately 700ha of existing Rural Living land within a 10km radius of Evandale, the majority of which (approx. 497ha) is located at Relbia. This area is designated 'Area B', with a permitted lot size of 2ha.

The second largest area (approx. 141ha) is located north of Perth. This area is designated 'Area A' with a permitted lot size of 1ha. A review of existing lots in this cluster indicates a theoretical supply of up to 16 additional lots.

The following illustrates the extent of Rural Living land within the township.

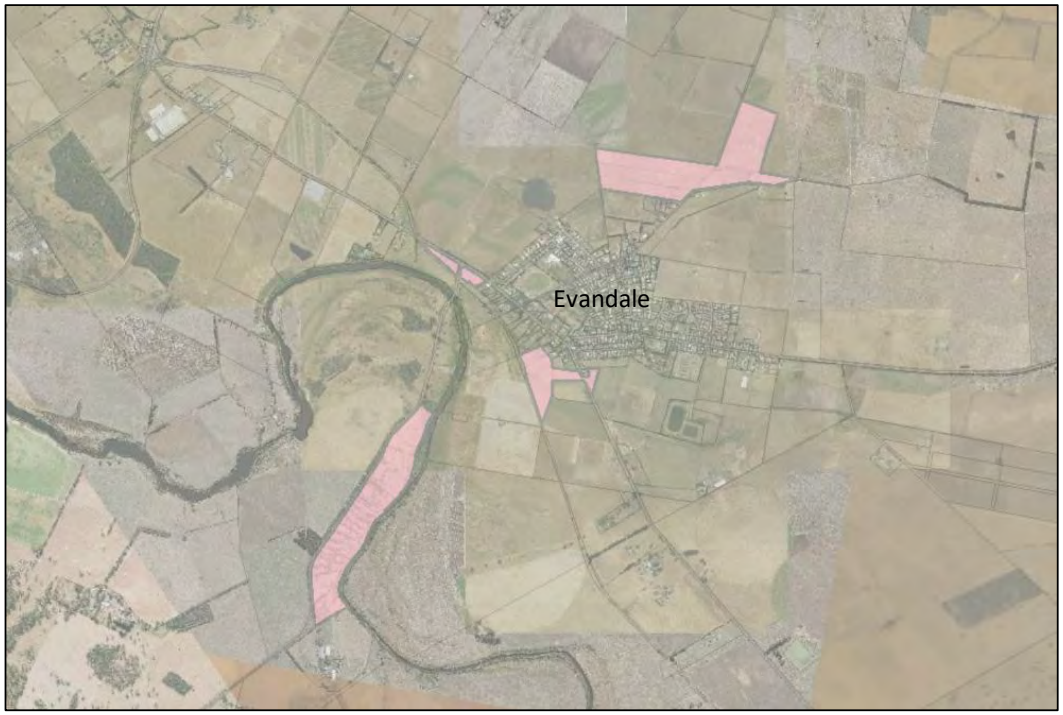


Figure 29: Extent of existing Rural Living land within the township (source: www.thelist.tas.gov.au © State of Tasmania).

The areas identified above are zoned Rural Living (Area C), requiring permitted lot sizes no less than 5ha. Most of the lots contained within these areas are either at, or well below the permitted lot size with no future subdivision potential.

The accompanying Residential Supply and Demand analysis (including addendum) demonstrates additional residential land across the Northern Midlands is required to meet current and projected dwelling demands over the next 15-20 years. The use of the Rural Living Zone to accommodate the larger 'lifestyle' lots will assist in addressing general demand, whilst providing rural residential opportunities that cater for a broader segment of the market, in conjunction with the standard general residential lots.

The application of the Rural Living Zone also reinforces the purpose of these lots within the broader masterplan, providing a necessary transition between higher density residential development and surrounding agricultural land.

6.3 COMMUNITY PURPOSE LAND

Community Purpose land within the township comprises approximately 46.62ha divided across 7 lots (as illustrated below) and supports the following primary functions:

- Evandale Primary School
- Evandale Community Centre
- War Memorial Hall
- Community Health Centre
- Evandale Cemetery; and
- Evandale Police Station.



Figure 30: Extent of Community Purpose land within the township (source: www.thelist.tas.gov.au © State of Tasmania)

The Plan and proposed amendment seek to provide a further 9.9ha of Community Purpose land to accommodate a possible retirement village and/or aged care and associated medical facilities. The potential provision of these facilities contributes to housing diversity, providing options for

older people whilst also generating local employment opportunities and access to medical facilities. The land will also provide opportunities for additional community infrastructure and services where necessary to cater for future demand generated by additional residents.

6.4 LOCAL BUSINESS LAND

The extent of Local Business land within the township is limited to a central area, comprising of 23 lots with a combined area of 2.8ha, as illustrated below.



Figure 31: Extent of Local Business land within the township (source: www.thelist.tas.gov.au © State of Tasmania)

Of the 23 lots, 11 are State listed heritage places and 5 appear to support dwellings used entirely for residential purposes. These factors significantly constrain opportunities to expand local level retail, business and professional services and food services to cater for future growth and demand likely to occur if the Plan and associated amendment is supported.

Therefore, the Plan and proposed amendment includes up to 2,800m2 of additional Local Business land to accommodate the potential increase in demand. This represents a 10% increase in the extent of Local Business land within the township and has been done so deliberately, to ensure the scale and intensity of additional businesses do not unreasonably impact the viability of existing businesses or detract from the character of the township.

The provision of an additional pocket of Local Business land is generally supported by Council Officer's, given opportunities for expansion within the township are limited due to heritage restrictions and existing development. However, it is understood such provision should be limited to avoid impacts on existing businesses, whilst also catering for expected demand increases over time as the Expansion Plan is developed. The introduction of the zone in the context of the expansion is logical and necessary to ensure adequate servicing of the area, whilst avoiding potential compromise of the heritage precinct.

Further consideration is provided in Section 7 of this report, along with a response to the TPC zone application guidelines in section 7.8.

7. POLICY & STRATEGIC ASSESSMENT

The following is an assessment of the strategic documents that are relevant to the future use and development of the subject land and site. Consideration is given to the *Northern Tasmanian Regional Land Use Strategy (NRLUS)* as the key regional strategic document and several local documents for assessment of localised strategies, along with other relevant documents as listed below:

- Northern Tasmanian Regional Land Use Strategy (version dated 23 June 2021)
- Tasmanian Population Growth Strategy (2015)
- Greater Launceston Plan (2014)
- Northern Midlands Council Strategic Plan (2021-2027)
- Integrated Priority Projects Plan (2021)
- Northern Tasmanian Regional Economic Development Strategy (2019)
- Evandale Development Plan, Pitt and Sherry (2012); and
- TPC Zone Application Guidelines

7.1 NORTHERN TASMANIAN REGIONAL LAND USE STRATEGY

The Northern Tasmanian Regional Land Use Strategy (NRLUS) is a statutory regional plan that sets out the strategy and policy framework to manage change and facilitate growth in Northern Tasmania. The document provides in-depth strategic policies, directions and actions to guide economic, social and cultural growth throughout the northern region.

The purpose of the NRLUS is to guide land use and development in the region and as such the contents of the NRLUS need to be considered concerning the rezoning proposal. In the context of the Tasmanian Planning Scheme, planning authorities are required to prepare draft Local Provisions Schedules that are consistent with the Regional Land Use Strategy.

The NRLUS includes Regional Planning Policies to address the management of regional growth. The existing urban area within Evandale is identified as a 'Supporting Consolidation Area' under the Urban Growth Areas (UGB) established in the Northern Tasmania Regional Land Use Strategy (NTRLUS). The proposed amendment includes land abutting the UGB. If the amendment is approved, the UGB will need to be expanded to include the subject sites. The following strategic directions are particularly relevant to the proposal.

7.1.1 POPULATION

The State's population has increased steadily, from 514,686 in 2014 to 541,071 in 2022. However, the average growth rate of 0.30% per annum is less than the Australian average of 0.50% (ABS data). In response, the Tasmanian government has introduced a policy to increase the state's population to 650,000 by 2050 by encouraging and facilitating interstate and overseas migration and encouraging expats to return to Tasmania.

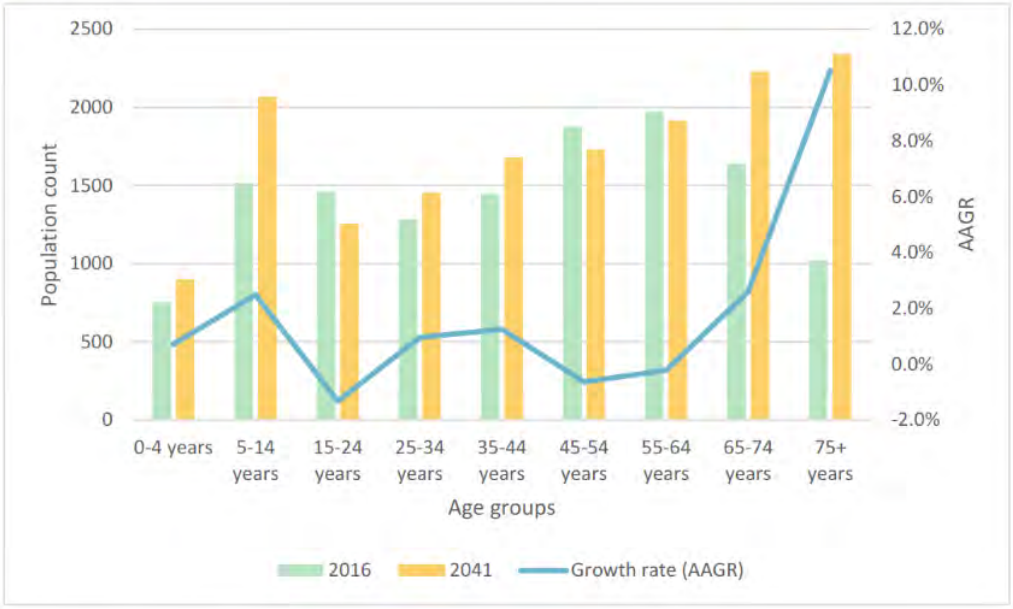
In 2016, the township of Perth had a population of 2,965, which has grown to 3,544 in 2021. This is similarly the case in Longford which had a population of 3,863 in 2016, which has grown to 4,268 in 2021.

In Evandale, the 2021 census data indicates the population has declined slightly, from 1,345 in 2016 to 1,265 in 2021. Like the remainder of Tasmania, the population of Evandale continues to

age, with the median age for the municipality increasing from 48 years in 2016 to 53 years in 2021. It is noted the higher median age in the township is in part due to the attractiveness of the area for retirees.

SGS has modelled population projections by age group, with the continuation of the trend of an ageing population but also an increase in children:

FIGURE 7: CURRENT AND PROJECTED POPULATION BY AGE GROUP, NORTHERN MIDLANDS LGA, 2016 AND 2041



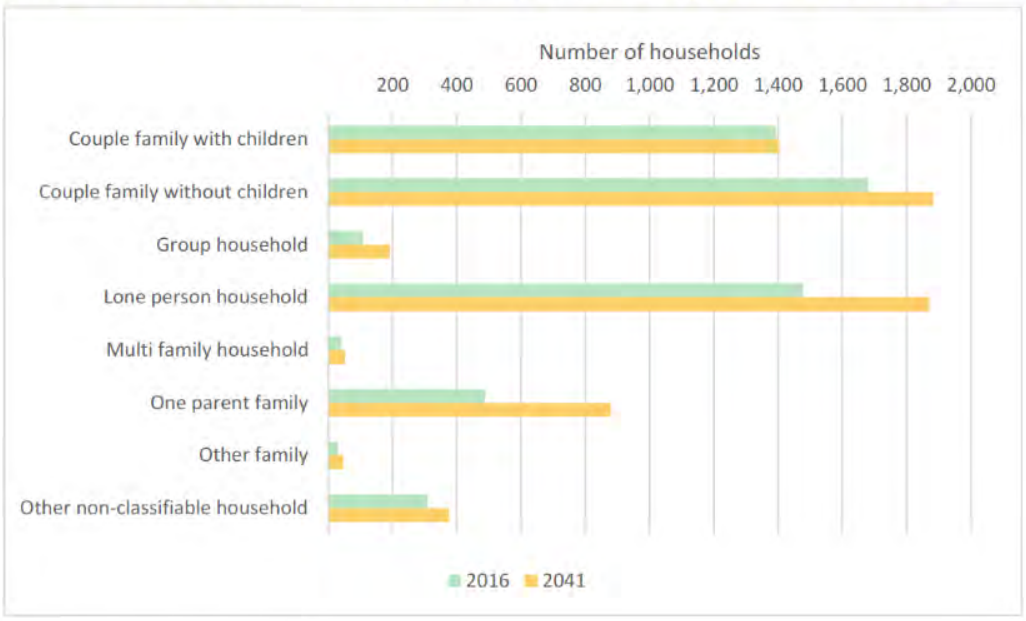
Source: SGS Economics & Planning (2021)

Figure 32: Current and Projected Population by age group (SGS, 2022)

Notwithstanding, the largest concentration of the municipality's population (40 per cent) is located within the Perth-Evandale SA2 and as detailed within the Supply and Demand Analysis, the area is becoming increasingly attractive as low-income earners and pensioners are being priced out of inner-urban areas within Launceston.

The following household structures are projected by SGS:

FIGURE 11: NUMBER OF HOUSEHOLDS BY COMPOSITION 2016 AND 2041, NORTHERN MIDLANDS LGA



Source: SGS Economics & Planning (2021)

Figure 33: Number of Households by Composition 2016 and 2041 (SGS, 2022)

The town is recognised as a predominantly residential community. Under the NTRLUS, Evandale is identified as a neighbourhood or town centre. The role of the neighbourhood or town centre is:

> *To serve daily needs of surrounding community and provide a focus for day-to-day life within a community.*
>
> *Includes a mix of small-scale retail, community, and health services. Limited office based employment.*

The neighbourhood town centre has a growth strategy as below:

> *Provide for lower order activity centres to be sustained through a local residential strategy or development plans to create vibrant and sustainable regional and rural communities. It should strengthen their role and function, maintaining and consolidating retail attractions, local employment opportunities, public amenities and services.*

Specifically concerning residential growth, the strategy outlines the below:

> *Some adjoining in centre/town residential development offering a greater mix of housing types and densities than outer laying residential areas.*

Based on the current residential land supply in Evandale, SGS has predicted a theoretical supply of 261 dwellings in Perth/Evandale, however, if the realisation rate is 25 -50 per cent there will be a shortfall of 195 -420 dwellings in the Northern Midlands in the next 15 years. SGS states "From a strategic perspective to optimise the residential housing market and maintain housing affordability, there is a need to start rezoning suitable land for residential use" (SGS, 2022, p. 28).

The proposal will contribute to the major goals of the NTRLUS as below:

7.1.2 REGIONAL SETTLEMENT NETWORK POLICY

Regional Settlement Networks

> *G-RSN-A1 - Provide an adequate supply of well located and serviced residential land to meet projected demand. Land owners/developers are provided with the details about how development should occur through local settlement strategies, structure plans and planning schemes. Plans are to be prepared in accordance with land use principles outlined in the RLUS, land capability, infrastructure capacity and demand.*
>
> *G-RSN-A4 - Provide for the long term future supply of urban residential land that matches existing and planned infrastructure capacity being delivered by TasWater, specifically in parallel with existing water and sewerage capacity and required augmentation to meet urban development growth and capacity - both residential and industrial.*

The subject sites are currently within the 'Rural' land use category, under the NTRLUS.

The strategy identifies Evandale as a 'Satellite Settlement' being a settlement within proximity to the Greater Launceston Urban Area. It is proposed to amend the Northern Regional Land Use Strategy to expand the 'Urban Growth Area' around Evandale to encompass the subject site.

The NTRLUS states that new Urban Growth Areas should be located to:

- *Achieve a balanced settlement pattern across the region and sub-regions;*
- *Maintain a well-planned region of distinct cities, towns and villages;*
- *Maintain the integrity of 'intra-regional' open space green breaks;*
- *Minimise impacts on natural resources;*
- *Maximise the use of major transport and water and sewerage infrastructure (committed and/or planned);*
- *Enable efficient physical and social infrastructure, including public transport;*
- *Have ready access to services and employment; and*
- *Ensure significant non-residential activities will meet specific location, infrastructure and site requirements.*

The proposed amendment will achieve these requirements as follows:

- Provide opportunity for regional population growth, to meet demonstrated demand;
- Provide housing diversity for all stages of life, including seniors living; and
- Provide an extension to the existing township of Evandale, contributing to and enhancing the liveability and sense of community through a vibrant, sustainable urban development that will be developed in a manner consistent with the existing character of the township.

The accompanying cost-benefit analysis and residential supply-demand report prepared by SGS Economics and Planning states that within the Northern Midlands LGA, there will be:

- an undersupply of 420 dwellings in the next 15 years - based on a 25% realisation rate of vacant land; or
- an undersupply of 195 dwellings - based on a 50% realisation rate.

The report indicates additional land is required to meet demand, on the basis that:

> ▪ *if population growth keeps tracking above the high scenario, as it is currently, this will put more pressure on the residential market.*

- *Providing service infrastructure, particularly water and sewerage is a lengthy and costly exercise.*
- *Land release by farm-owners on residential zoned land would be based on preferences and market forces providing the right return.*
- *With land becoming less available in Launceston there will be increased demand for housing in LGAs such as Northern Midlands due to their proximity to jobs and amenities in Launceston. Using ABS migration statistics and the housing demand model, SGS estimates an additional demand of 48 dwellings from Launceston in the next 15 years.*

Further analysis considers the yield within the two existing Precinct Masterplans, stating that:

> *…Even if the 168 dwellings these lots could provide were to enter the market soon, as shown in Table 4, housing demand in the Northern Midlands will exceed supply between 2031 and 2036.*
>
> *Additionally, for the housing market to function adequately there should be at least fifteen years of residential land supply available at any point in time. In the Northern Midlands, fifteen years' worth of dwelling supply equates to approximately 1,050 vacant lots. Under these requirements, there is already a shortage of dwelling supply in Northern Midlands.*[1]

The report concludes that there is less than 15 years of vacant residential land available in the Northern Midlands LGA, and a critical capacity constraint is expected between 2031 and 2036. The staging and timely release of the proposed TiP development could alleviate this shortfall.

The plan and amendment incorporate considerations of the strategy, land capability and infrastructure capacity.

Whilst outside of current TasWater strategy studies, the proposal does broadly form part of Longford/Perth/Evandale Area growth and capacity considerations. Pending the rezoning of the site, it is anticipated the subsequent development will occur over a 10-15 year period with corresponding infrastructure improvements required as a cost to development. The above will facilitate goal 1 of the strategy by facilitating economic development through integrated land use and infrastructure.

Notwithstanding, MRC Consulting Engineers have prepared an engineering report which includes conceptual water and sewer reticulation plans, which have been discussed directly with TasWater and discussions are ongoing regarding likely servicing requirements and associated infrastructure staging. These documents are included as part of the application demonstrating appropriate servicing can be achieved as each stage is progressed.

> *G-RSN-A6 - Encourage urban residential expansion in-and-around the region's activity centre network to maximise proximity to employment, services and the use of existing infrastructure, including supporting greater public transport use and services.*

Under the NTRLUS, Evandale is categorised as a satellite settlement. This is described as an extensive urban area independent of the Greater Launceston Urban Area with key local retail, commercial, and community service functions. The rezoning will allow for new urban development contiguous with the existing township with direct transport linkages to established towns, including Launceston and the Western Junction industrial precinct.

Proximity to Launceston and the Western Junction industrial precinct will provide accessible employment opportunities for future residents and young families.

[1] Supplementary update to Residential Supply and Demand Analysis – SGS Economics & Planning (2024, p: 12)

G-RSN-A10 - Apply zoning provisions which provide for a higher proportion of the region's growth to occur in suitably zoned and serviced areas. The application of Urban Mixed Use, Inner Residential and General Residential Zones should specifically support diversity in dwelling types and sizes in appropriate locations.

The proposed rezoning will allow for future growth to occur, adjoining land that is currently serviced allowing for future connections (as illustrated in the accompanying concept plans). Pending approval of the rezoning, the expansion plan includes provision for a variety of dwelling types and sizes.

Housing, Dwellings and Densities

G-RSN-P4 - Provide a planning framework for new and upgraded infrastructure and facilities to support a growing and ageing population and provide housing choice through a range and mix of dwelling types, size and locations in new residential developments.

G-RSN-A5 - Provide a diverse housing choice that is affordable, accessible and reflects changes in population, including population composition. Ageing populations and single persons should be supported to remain in existing communities as housing needs change; 'ageing in home' options should be provided.

The region has an aging population and is anticipated to experience a steady decline in people aged 0-39 over the next 20 years. The development will provide for a range of residential and rural living opportunities to provide diversity in housing and to address a need for first homeowners through to 'aging in place'.

Tasmania supports the oldest population in Australia. The following table provides data from the ABS between 2016 and 2021 outlining population levels and percentages of those aged between 55 and 85+. Whilst there appears to have been a drop in the number of people aged 55-59 in Tasmania between 2016 and 2021, the percentage of those aged between 65 and 85+ increased to 20.9% in 2021 compared with 19.5% in 2016.

The national average in 2021 was 17.2%.

Age *All people*	**Tasmania 2021**	**%**	**Tasmania 2016**	**%**	**Australia 2021**	**%**
55-59	36,993	6.6	37,383	7.3	1,541,911	6.1
65-69	35,137	6.3	32,946	6.5	1,298,460	5.1
70-74	31,856	5.7	24,433	4.8	1,160,768	4.6
75-79	22,029	4.0	17,610	3.5	821,920	3.2
80-84	14,617	2.6	11,992	2.4	554,598	2.2
85 +	12,995	2.3	11,762	2.3	542,342	2.1
		20.9% total		19.5% total		17.2% total

Table 1: Data extracted from ABS Census data 2016-2021 for Tasmania.

This trend appears consistent with previous predictions, indicating Tasmania's population is ageing faster than the Australian average.[2]

[2] ABS Census of Population and Housing 2016

It is well known that an ageing population increases demand for residential support services and retirement living opportunities as people look to downsize or are no longer able to live independently.

The *Strong Liveable Communities: Tasmania's Active Ageing Plan 2017-2022*, outlines the concept of active ageing, which seeks to encourage and promote continued belonging, involvement, learning and purpose as people age.[3] As a result, many older Tasmanian's are looking for smaller, alternative living arrangements where their needs can be met in a consolidated location, along with the added benefit of community and social support.

Whilst residential retirement villages and aged care in general can be supported on residential zoned land, the often speciality nature of these uses is managed through Particular Purpose Zones or Specific Area Plans. These planning mechanisms have been applied to a number of retirement and assisted care facilities across the State, including several in the south within the Clarence and Brighton LGAs, including the Gordons Hill Precinct, Springvale and Fairway Rise developments and St. Anne's Retirement Living.

As of 2021, Tasmania's population was listed at 557,571 and the percentage of people aged 65 years and above was 116,630, or 19.2% of the population, compared to 17.5% in 2016.

This equates to 107,053 people aged 65 years and above. Within Perth-Evandale, the data indicates that of the 5,482 residents, 25.8% were aged between 60 and 79.[4]

According to Aged Care Online, a directory for aged care homes, home care providers and retirement villages, there are approximately eighteen (18) aged care facilities and nine (9) retirement living facilities within a 50km radius of Evandale. This includes Launceston, Perth, Longford, Westbury, Deloraine, Exeter and Campbell Town.

The facilities cater for a range of options, including retirement living, aged care and home care services along with respite care and allied health services. As of November 1st 2024, Aged Care Online indicates only 48 vacancies across the eighteen aged care facilities.

The *Aged Care Market Analysis 2024*, prepared by KPMG indicates that in Tasmania, 6.2% of people 65 years or older were using residential aged care, compared with 30.5% aged 85 years or older.[5] The report also states the number of residential home care providers in Australia increased to 861 in 2023, whilst the number of aged care providers steadily decreased from 873 in FY 2015, to 661 in FY 2023. It is understood this is due to due to financial viability and increased regulatory burdens following recent and ongoing sector reform.

The report notes this is also due to an increased preference for 'ageing in place', under the home-care umbrella.

The provision of land for future potential aged care within the proposed Expansion Plan provides flexibility and could also be used for provision of other community related facilities / infrastructure. As outlined above, the expansion plan includes a range of lot sizes to cater for housing diversity and includes provision of land for potential aged care facilities.

Residential Design

> *G-RSN-P15 - In established urban areas where an existing urban or heritage character study has been undertaken and adopted by Council, provide for development that is consistent with that study and reinforces and enhances the strengths and character of the area in which it is set.*

[3] *Strong Liveable Communities:* Tasmania's Active Ageing Plan 2017-2022, p: 35.
[4] ABS Census Data 2021 – Perth/Evandale SA 2
[5] Aged Care Market Analysis, KPMG (2024, p: 14)

G-RSN-P17 - Provide accessible and high-quality public open space in all new 'Greenfield' and infill development by creating well designed public places.

Buildings will need consideration of townscape and rural settings as considered in the former section of the report. Residential design is not uniform throughout the township, giving a degree of flexibility for future use or development.

The proposed extension of the Evandale Specific Area Plan will provide additional use/development controls to ensure the character of the township is maintained and enhanced. The Expansion Plan also includes approximately 6ha of public open space, provided via parks and a central open space corridor running west to east through the site.

G-RSN-P20 - Provide a variety of housing options to meet diverse community needs, and achieve housing choice and affordability.

Despite the restrictions on subdivision and dwelling density on larger Genera Residential lots imposed through the SAP, several in the southern portion of the Expansion Plan area are sufficient in size to accommodate affordable housing development, in the form of multiple dwellings.

Rural Residential Areas

The following considers the relevant policies/principals related to provision of rural residential areas. The NTRLUS states the following with respect to these communities.

The region's rural landscape includes land suitable for opportunities for rural residential use and development on large allotments, in preferred locations. Rural Residential Areas will typically be included in the Rural Living Zone, however other zones may be appropriate, potentially associated with overriding local provisions to the SPP's, upon detailed analysis of particular areas.

These zones will be applied to reflect established land use patterns and will provide residential opportunities within a rural landscape, including where services are limited, or existing natural and landscape values are to be retained. An established Rural Residential Area is land with limited potential for efficient or practical agricultural or rural resource use on a commercial basis, and where the land use pattern is characterised by:

- *Predominantly residential land use, including lifestyle blocks, hobby farms and/or low density residential subdivision; and*
- *Fragmentation of the cadastral base and property ownership; and may include*
- *Topographical constraints resulting in physical impediments to rural resource use or connectivity, including biodiversity protection and/or conservation.*

In practice, this will mean that land that may have been included in low density residential, rural residential, village or rural zones will be identified based on existing land use patterns that are predominantly rural residential in character.

Additional demand for land will be met through intensification of existing Rural Residential Area where it can meet sustainability criteria.

G.2.2.4 - Key Planning Principals for Rural Areas

Planning for Rural Areas should consider the way in which it can:

- *Support rural living opportunities in appropriate locations (Rural Residential Areas) where it does not compromise or fragment productive rural land;*

- *Provide and maintain appropriate levels of infrastructure and services to support Rural Residential Area;*
- *Recognise rural living use as a legitimate residential lifestyle subject to appropriate location criteria.*

The application of the Rural Living Zone to the periphery of the Expansion Plan area, encompassing the proposed 'lifestyle' lots is broadly consistent with the considerations above.

Whilst the strategy classifies Evandale as a Satellite Settlement with the majority of land zoned General Residential, there is a significant interface between General Residential land and broader agricultural and rural land/ activities for which there is minimal separation or transition which would appear to present significant land use conflict issues. There is no use of the Village Zone or Low-Density Residential Zone and only limited use of the Rural Living Zone.

Greater use of these zones around the edges of the township caters for rural 'lifestyle' living, generally consistent with the character of the township whilst providing appropriate areas of transition. The following considers the relevant regional policies and actions applicable to rural residential areas.

> *G-RSN-P21 - Rural and environmental lifestyle opportunities will be provided outside urban areas.*
>
> *G-RSN-P23 - Growth opportunities will be provided in strategically preferred locations for rural living and environmental living based on sustainability criteria and will limit further fragmentation of rural lands.*
>
> *G-RSN-A24 - Future locations of the Rural Living Zone should not require extension of Urban Growth Areas, or compromise the productivity of agricultural lands and natural productive resources (within Rural Areas).*

Although large portions of Evandale are zoned General Residential, the township resembles a peri-urban area. Whilst the broader amendment will require an extension to the urban growth supporting area covering the eastern portion of the township, the extension would only apply to the extent necessary to encompass proposed General Residential, Community Purpose and Local Business land within the Expansion Plan area. Any proposed Rural Living Areas, if option 2 were preferred, would not require inclusion.

> *G-RSN-A26 - Consolidation and growth of Rural Residential Areas is to be directed to areas identified in local strategy, that align with the following criteria (where relevant):*
>
> - *Proximity to existing settlements containing social services;*
> - *Access to road infrastructure with capacity;*

The areas outlined for Rural Living zoning through option 2 form the outer extent of the existing settlement area and the broader township is within close proximity to other service centres containing social services.

Whilst additional road infrastructure will be required as part of any subsequent development, the accompanying Traffic Impact Assessment indicates the proposed growth can be supported and will be undertaken sequentially. This ensures growth occurs gradually and any subsequent development will require consideration of existing/proposed traffic and road infrastructure capacity.

- *On-site waste water system suitability;*
- *Consideration of the impact on natural values or the potential land use limitations as a result of natural values;*

- *Minimisation of impacts on agricultural land and land conversion;*
- *Minimisation of impacts on water supply required for agricultural and environmental purposes;*
- *Consideration of natural hazard management;*

The size of larger 'lifestyle' lots ensures sufficient areas are available to support on-site wastewater if required. However, the subdivision standards under the Rural Living Zone require lots within 30m of reticulated infrastructure to be connected, unless the relevant water authority indicates supply cannot be provided.

TasWater have been approached and discussions are ongoing regarding the sequential development of the Expansion Plan and service capacity.

The site is relatively clear of natural values, as indicated in the accompanying Natural Values Assessment. However, it is noted an isolated dam on the site may contain habitat for a vulnerable species and as such, the dam is to be retained and incorporated into the public open space network. The Expansion Plan is not anticipated to have any impact on agricultural water supply and is accompanied by an Agricultural Assessment indicating the land has limited agricultural potential.

- *Existing supply within the region;*
- *Potential for future requirement for the land for urban purposes; and*
- *The ability to achieve positive environmental outcomes through the rezoning.*

The supply of existing Rural Living land within Evandale is limited, although the township is within relatively close proximity to Greater Launceston to the north and Longford and Perth to the west where existing rural living communities are present.

However, unlike Evandale, these areas provide greater utilisation of Rural Living and Low-Density Zones to provide necessary transitions between higher-density urban areas and rural/agricultural areas. The proposed 'lifestyle' lots provide an opportunity to reduce potential for land use conflict, whilst providing for the sequential growth of the township by utilising the Rural Living zone along the periphery of the Expansion Plan area.

Integrated Land Use and Transport

> *G-RSN-P9 - Apply transit oriented development principles and practices to the planning and development of transit nodes, having regard for local circumstances and character.*

The site is located near Launceston airport which will allow for immediate access by tourists arriving or leaving the state. The rezoning will facilitate future subdivisions that will provide pedestrian and cycling connectivity to improve walkability, along with additional areas of public open space. The site is also in proximity to the Western Industrial precinct to the north-west.

This will promote goal 2 - To promote liveability measures for social and community development and the betterment of healthy, strong and vibrant urban and rural settlements.

7.1.3 Regional Activity Centre Network Policy

Regional activity centre network

> *RAC-A5 - Provide for lower order activity centres to be sustained through a local residential strategy or development plans to create vibrant and sustainable regional and rural communities. It should strengthen their role and function, maintaining and consolidating retail attractions, local employment opportunities, public amenities and services.*

Evandale, which is identified as a Satellite centre, has a role that seeks to "service the daily needs of surrounding community and provide a focus for day-today life within the community".

A 'Satellite Settlement' is defined in the Strategy as a settlement within proximity to the Greater Launceston Urban Area, which provides a dormitory function to the regional city. The Strategy confirms that such settlements:

> *"… provide for a rich mixture of land uses, including locations for residential housing for a significant proportion of the region's workforce, associated industrial areas and localised employment opportunities. The settlements are supported by a wide range of local community, retail, business and commercial functions. As key regional urban areas, they will deliver services to their surrounding area as they are subject to substantial change and growth pressures."*

The proposal will allow for the promotion and support of the existing Evandale business centre by providing additional residential use adjoining the existing town. The inclusion of a small Local Business area will provide opportunity to deliver retail options that are not yet available but required for the day to day function of residents - this type of retail has always been constrained in Evandale due to the heritage overlay on Russell St, restricting provision of purpose-built offerings.

Notwithstanding, the land has been included to cater for growth and demand without unreasonable risk of impact on existing local businesses and services.

7.1.4 Regional Infrastructure Network Policy

Regional infrastructure network policy

> *RIN-A6 - Provide for use and development nearby Launceston Airport that supports and complements the airport's role and does not adversely impact on its current or future operation.*

The proposed amendment was referred to Launceston Airport. The advice received is outlined in section 5.3.3 of this report.

> *RIN-A11 - Future subdivision design is to allow for permeability and connectivity in the transportation network.*

The primary form of transport access across the region is provided by the State and local road network and, for limited freight, the rail network. The proposed rezoning will allow for subdivisions of a size significant enough to allow for connectivity.

> *RIN-A13 - Provide for provision for on and off-road cycle facilities, including shared pathways and associated engineering considerations, is addressed by local planning policy.*

This has been considered within the layout of the Evandale Expansion Plan and will be implemented as part of each stage, which will be subject to separate planning applications.

7.1.5 Regional Economic Network Policy

Regional economic development policy.

> *ED-P5 - Support initiatives that provide Northern Tasmanian with an economic capacity to improve their lifestyle and engaged in fulltime or part-time employment to promote standards of living and access to basic services.*

Economic growth and new employment initiatives will stem primarily from the expansion of existing economic/employment hubs, rather than from an influx of new large-scale enterprises.

The proposal will support new investment initiatives with major upgrades to the regional infrastructure network (promoting efficient freight connections and operations and access to air and sea ports).

The proposal will also cater for aging populations, whilst reducing outward-migration of younger generations through the provision of affordable housing and access to employment opportunities (such as the Launceston Airport precinct and Western Junction Industrial Precinct).

7.1.6 Social Infrastructure and Community Policy

The policy seeks to implement the following strategies:

- *Support sustainable urban settlements through the provision of high-quality community infrastructure;*
- *Promote and protect cultural heritage as a key component of 'community';*
- *Promote coordinated social infrastructure planning to maximise efficiencies and improve land use and development outcomes; and*
- *Advance and demonstrate consistency with State and regional planning policies, projects and initiatives.*

The following policies are relevant:

> *SI-PO2 - Provide social infrastructure that is accessible and well-located to residential development, public transport services, employment and educational opportunities.*
>
> *SI-PO3 - Provide multi-purpose, flexible and adaptable social infrastructure that can respond to changing and emerging community needs over time.*
>
> *SI-PO4 - Allow for a greater choice in housing types.*

The amendment includes provision of up to 6.45ha of Open Space land, which will serve as public open/recreational space. The provision of Community Purpose zoning will provide opportunities for social infrastructure, such as childcare and aged/retirement living as well as community facilities if and where required.

The provision of Local Business land will also provide opportunities for additional local businesses/services to be established, as demand and residential growth increases. This area has been limited to provide a balance between anticipated need for additional services/access to goods, without unreasonably impacting existing businesses/services or disrupting the activity centre hierarchy.

This provides a degree of flexibility, ensuring the future subdivision/development of the land has capacity to cater for community needs as they change over time. The provision of this land will be locked in through the proposed inclusion of the Evandale Expansion Plan as a Precinct Development Plan embedded within the Evandale Specific Area Plan.

The amendment will also support the ongoing viability of the local school, as outlined below.

- According to a Mercury article published in November 2022, data from the Department of Education (provided by Schools Hub), indicates enrolments at Evandale Primary School declined by 18% between 2018 and 2022.[6]
- More recent data published by the Department (2023 Census 1 figures on student headcount/full time enrolments (FTE) for schools and support schools) indicates this trend

[6] *Tasmanian Education: Fastest growing schools revealed for 2023*, The Mercury (2023)

is continuing, with 126 students enrolled in 2023, compared to 129 students in the previous year.[7] It is understood the school has capacity for up to 225 students.

As such, it is reasonable to assume that the increase in new families with children or couples looking to start a family, will contribute to increased enrolments and additional employment opportunities in the education sector (i.e. additional teachers, assistants etc).

TiP have received a letter of support from Evandale Primary School, noting the likely increase in enrolments if the amendment is approved. The school has also provided TiP with an opportunity to assist in the development of a new playground project - a copy of the letter accompanies the application.

7.2 TASMANIAN POPULATION GROWTH STRATEGY 2015

Growing Tasmania's population is a key priority of the Tasmanian Government, with a target of 650,000 people living and working in the state by 2050. To achieve this, fifty actions against three key pillars are purported:

- Job creation and workforce development
- Migration
- Liveability

These targets extend beyond the major cities within the state and include well-located townships in proximity to major services and industries, such as Evandale.

The Tasmanian Department of Treasury and Finance population projections show slow growth for Northern Tasmania in the absence of any major development projects. A major issue for Tasmania and the Northern Midlands region is slow population growth and an ageing population. The projections demonstrate a decline for the low series and limited growth for the medium series over the Northern Tasmanian region. Under the medium and low series, the Northern Midlands LGA population is projected to decline, and under the high series, the population increases only by around 500 persons. Under all these scenarios the population continues to age. The Northern Midlands LGA is one of 12 LGAs in Tasmania whose populations are projected to decline under the medium growth scenario.

This trend is particularly evident in places such as Evandale, where the local population has an aging profile and a reduced working-age cohort. As per the most recent census data in 2021, the population of Evandale is 1265 people with a median age of 53 years (ABS Census Data 2021), representing a decline since the previous census in 2016. Over 40% of this population is not currently in the labour force. These figures are not dissimilar from the 2016 or the 2011 ABS census data results, highlighting a downward trend for the town.

In the absence of intervention, these trends would likely continue, which has major implications for local businesses and the provision of services. The proposal will allow for future development that has the potential to improve the viability of the township by attracting young families and working-age people to live in the area and increase the viability of a local school. Not only will this provide new and affordable houses outside of the heritage area of the town (which is generally expensive/restrictive due to the heritage classifications and overlays), but will provide for a much-needed renewal of the population.

Specifically, the proposal supports the three pillars as below:

[7] *2023 Key Data Publication, Section 2 - I305 - Student Enrolments by School*, Department for Education, Children and Young People.

Job creation and workforce development

The proposal actively pursues investment and provides opportunities for economic development. The strategy explicitly recognises that when economic indicators improve, the number of people employed increases, and so too does the population rate.

Infrastructure and services to support this growth will be delivered progressively with the development of each stage. Planning approval will be required for each stage, at which point network capacity and any upgrade requirements will be reviewed.

that will benefit both Evandale and the broader region.

Migration

Several factors entice people to relocate to Tasmania, including the exceptional natural beauty, relaxed lifestyle, cultural scene, and overall affordability. The proposal will provide an opportunity for both migrants and locals alike to experience this 'quintessential' Tasmanian lifestyle. As the proposal is informed by an understanding of what makes Evandale unique, any future developments that emerge will directly complement the township by honouring and progressing its historic roots. By providing greater opportunities for people to live and work somewhere that embodies the above desired values (somewhere that is affordable and rural but with access to modern services), the proposal can ultimately attract and retain working-aged populations in the region.

Liveability

The strategy recognises that Tasmania's liveability is one of its key strengths. Here, a place's viability has huge implications for its long-term sustainability. As discussed previously within this report, the need to sustain a viable working-age population is of critical importance in supporting the economic and social welfare of a place. To foster a culture that is vibrant, inclusive, respectful and supportive, the proposal will provide for future development that is supportive of the above, but also sensitive to the Evandale location as well.

The physical provision of new public open space areas and corridors throughout the Expansion Plan will also value add to the existing supply of land for passive recreation and opportunities for new parks and playgrounds.

7.3 GREATER LAUNCESTON PLAN 2014

The Greater Launceston Plan (GLP) is a major strategic plan to develop a coordinated approach to the sustainable development of the City and broader greater urban area. The primary reference area for the plan includes the Northern Midlands township of Evandale and therefore requires consideration.

Under the plan, the township of Evandale is described as a predominantly residential community located in the vicinity of the Launceston airport, western junction industrial precinct and within approximately 20 kilometres of the City CBD. The plan provides an outline for development within established urban areas and identifies growth areas.

The plan highlights the need to:

> *ensure that the effective land supply for residential development in designated established suburbs or growth areas will provide for a minimum of 10 years supply provision and a maximum of 15 years supply provision plus an allowance for a rolling reserve of 7 years which should be maintained and augmented over the supply period.*

Based on the current residential land supply in Evandale, SGS has predicted a theoretical supply of 261 dwellings in Perth/Evandale, however, if the realisation rate is 25 -50 per cent there will

be a shortfall of 195 -420 dwellings in the Northern Midlands in the next 15 years. SGS states "From a strategic perspective to optimise the residential housing market and maintain housing affordability, there is a need to start rezoning suitable land for residential use" (SGS, 2022, p. 28).

PERTH

Based on low, medium and high population projections for Perth, the demand for further residential properties is expected to be in the range of up to 226-605 new dwellings by 2036 (Perth Structure Plan, 2017).

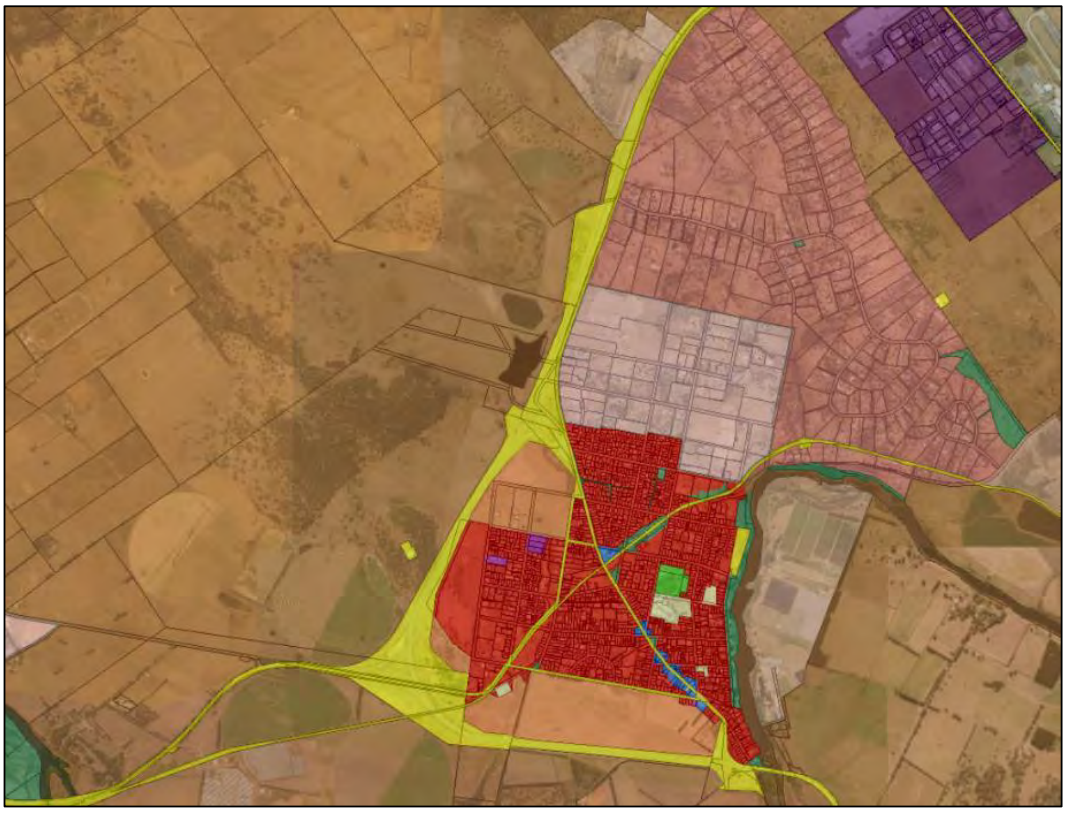


Figure 34: Current extent of Residential zoned land in Perth (source: the LISTmap, 2023).

LONGFORD

For Longford, the availability of vacant general residential zoned land is currently less than 7ha - which can yield anywhere between 70-200 new lots. It is acknowledged that land supply in Longford is limited to the existing town boundary due to the location of the flood levees and other low-lying land north of the town.

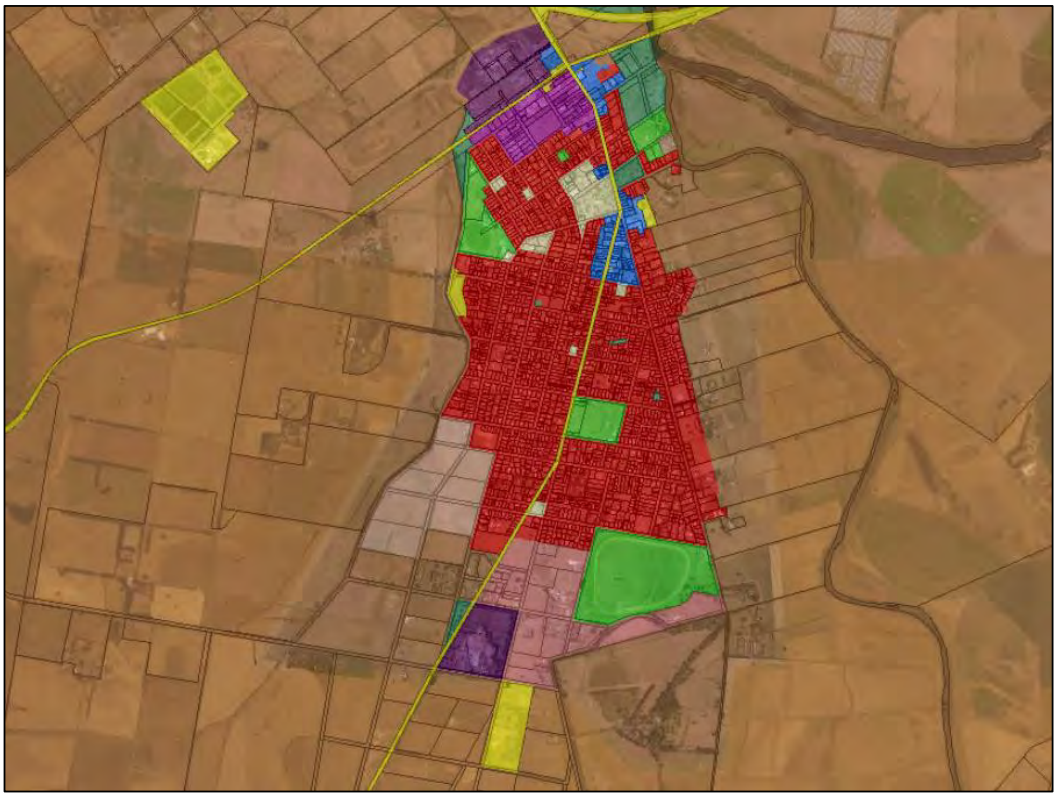


Figure 35: current extent of Residential zoned land in Longford (source: the LISTmap, 2023).

EVANDALE

The following demonstrates the extent of developed land within proximity to the site, relative to the respective zoning.



Figure 36: current extent of Residential zoned land in Evandale (source: the LISTmap, 2023).

There is a portion of land to the east of the township zoned General Residential that is currently vacant. This land is potentially developable for minimum lot sizes of 600m2 as required by the Evandale Specific Area Plan. With approximately 7.3ha, the site could yield approximately 79 lots (allowing for 10% open space and 25% for the road network).

There are two additional vacant general residential lots to the north, which could allow for an additional 98 lots approximately. This land is subject to the Evandale Specific Area plan, which places significant restrictions on the development of residential land (requiring specific consideration of built form, heritage and streetscape character). Through the proposed extension of the SAP, these restrictions will also apply to subsequent development within the proposed Expansion Plan.

Even with the current availability of residential land in Evandale, Longford and Perth, it becomes evident that there is still a shortfall to the requirements as outlined within the Greater Launceston Plan. According to the Greater Launceston plan, additional land stocks will be required to meet prospective residential land demands over the second planning period between 2021-2036. Whilst the site is not located within a growth area or a priority investigation area, the areas indicated in the Regional Framework Plan are indicative only and represent a contiguous urban form that will be subject to detailed local planning.

Hence, adjustments to the existing Urban Growth Area can be undertaken pending support for the amendment from the Council and Tasmanian Planning Commission.

7.4 NORTHERN MIDLANDS COUNCIL STRATEGIC PLAN 2021-2027

The Northern Midlands Council Strategic Plan 2017-2027 defines the Council's vision, mission and values. It aims to make the Northern Midlands an enviable place to live, work and play by guiding the development of annual plans and other documents to deliver the objectives of the Strategic Plan.

The plan was updated in 2021, following a review by elected members and council staff.

The relevant focus areas are explored below:

Progress

This goal primarily recognises the importance of supporting growth and prosperity in achieving economic development. Here, the importance of sustainable and strategic growth is paramount. Sustainability not only relates to sustainable development (i.e. meeting the needs of the present without compromising those of the future) but also sustaining local economies.

The proposal will contribute to the growth and renewal of the population by attracting a diverse mix of new residents (including families) which will directly correlate with an increased demand for local service businesses in Evandale and surrounds.

One of the key economic strengths of the town is its appeal as a tourist destination. However, the economic viability of the township cannot be sustained alone on frequenting populations. The need to attract investment and financial injection is paramount to sustaining the future permanent population of Evandale.

The proposal intends not only to build local community capacity to sustain economic growth but will do so in a manner that is strategically directed. The proposal has been strategically revised since its inception in 2017 to deliver outcomes that specifically benefit the local community both today and in the future.

People

This goal primarily relates to the culture and society of Evandale. A key component of this goal relates to the lifestyle afforded by living in the township.

As discussed previously under the NTRLUS assessment, the aging and static population of the township will continue to have several implications on the liveability and overall culture the town affords. This will increasingly impinge on the town's viability in future.

The proposal will provide for the retention of the cultural essence of the township (notably the historic and landscape values), whilst allowing for an opportunity for desirable development that will encourage more people to live and experience it as well. The proposal seeks to provide for attractive and liveable development that will support and encourage future generations to live, work and play in Evandale. In doing so, the proposal seeks to contribute to the overall sense of place of the township.

Furthermore, the proposal has allowed several opportunities for public involvement and commentary since its original inception in 2017. The engagement and participation of the community have allowed for the proposal to evolve into a scalable and more appropriate development to best espouse a 'sense of place' as desired by the community.

Place

Evandale is steeped in rich cultural heritage that is recognised as important both locally and on a broader scale. The town's historic buildings, picturesque streetscape, and vibrant community events (such as the Evandale Village Fair) make it an appealing place to visit. The preservation of

this heritage is crucial in promoting cultural tourism that directly supports the local economy. Not only this, but the town's heritage also plays a critical role in the community's sense of identity.

A key component of the proposal is its contribution to this sense of place through desirable, strategic and targeted development. A core component is to retain the important cultural and natural landscapes that give Evandale its rural and historic identity. The location of the proposal respects the visual and historical character of the township, and the proposed extension of the existing Evandale Specific Area Plan will ensure this character is maintained throughout the Expansion Plan. Through its location along the urban fringe of the township, the proposal will provide a logical extension to the more modern development that already exists east of the town centre. The proposal will retain this cultural amenity by providing for development that meets future lifestyle requirements whilst being sympathetic to the context of the place. The proposal will promote attractive and liveable places by allowing for the expansion of the town to occur positively and sympathetically.

7.5 INTEGRATED PRIORITY PROJECTS PLAN 2021

The purpose of this plan is to provide coordination between local, regional and federal plans. The Integrated Priority Projects Plan 2021 is guided by the vision, mission and values in the *Northern Midlands Council Strategic Plan 2017-2027*. The foundation projects identified in the *Integrated Priority Projects Plan 2021* seek to provide transformative impacts on the community to improve regional prosperity.

The plan acknowledges the potential for future large-scale subdivisions in places such as Evandale, and the need to provide infrastructure to accommodate such growth. As such, one of the key enabling projects acknowledged within the plan is the improvement of transport infrastructure to Evandale by 2023. This includes upgrades to Evandale Main Road from Breadalbane Roundabout to Leighlands Road (6km) as well as several shared pathways. These upgrades will benefit the region by improving travel time reliability and safety outcomes and catering for growth in the movement of goods and people.

Furthermore, the Council is currently working in tandem with TasWater and TasNetworks to determine what servicing upgrades will also be required to support such potential future subdivisions. Some identified upgrades include:

- Electricity network upgrades -an upgraded supply from Hadspen to cater for Evandale, Perth and Cressy.
- Water and sewer network upgrades -TasWater is currently undertaking a strategic review of sewage treatment plants (STPs) in the Meander Valley and portions of the Northern Midlands (including Perth and Evandale). Among other items, this will determine the viability of rationalising plants in the Northern Midlands area to a single STP in Longford to accommodate for growth and development.

The plan ultimately provides evidence of anticipated growth, particularly in regional areas such as Evandale. The strategic importance of such growth, and supporting it appropriately with targeted actions and projects, is also discussed extensively within the plan. The proposal is therefore determined to significantly align with the future strategy and growth anticipated within this plan.

7.6 NORTHERN TASMANIAN REGIONAL ECONOMIC DEVELOPMENT STRATEGY

The Northern Tasmanian Regional Economic Development Strategy was developed in 2019 and sets out the long-term economic strategies for the region. It sets a vision for Northern Tasmania to be Australia's most liveable and innovative region by 2031 by providing opportunities for the region to 'succeed' and 'grow'.

The following strategic priorities are considered relevant to the proposal.

Population growth

The strategy highlights that 10,000 additional workers will be required to meet the needs of a growing economy by 2031 across Northern Tasmania. As previously discussed, the population of Evandale is currently aging, and there is an identified need to attract and retain working-age people.

Future development of the site will provide for several direct employment opportunities, ranging from the construction through to the operation phase. Increasing the population also requires broader consideration of the planning and infrastructure required to accommodate and retain growth. Here, the strategy identifies the demand for housing is an integral part of this process.

The proposal is intended to attract and retain a working-age population to the region by providing a range of housing types to accommodate growth. The proposal is intended to increase the capacity for people to live and work remotely, whilst also being within commuting proximity to employment hubs such as Launceston and the Western Junction Industrial Precinct.

Investment

To ensure the region remains competitive, there is a target to increase public and private investment by an additional 40% by 2031. Such injection is required to nurture and support a resilient economy. The strategy specifically recognises the need to attract additional private sector support, with a key priority area of advocating at a regional level for investment in infrastructure projects.

The proposal will attract private industry investment to increase economic resilience and population growth. The proposal is estimated to be valued at a benefit-cost ratio of 1:58 with a net present value of approximately $27.4 million.

This includes investment associated with the aged-care / retirement living opportunities earmarked for the final stage of the Expansion Plan.

Over the evaluation period, 2022 to 2047, all options will contribute positively to the overall welfare of Tasmanians, with much of the welfare gain enjoyed in Evandale and Northern Midlands specifically, as outlined in the accompanying Cost Benefit Analysis by SGS.

Infrastructure

The provision of infrastructure is recognised as crucial in providing positive economic, environmental and social outcomes to the region. Priority infrastructure includes placemaking infrastructure that provides amenities, services, culture, and facilities, that make the region more attractive to people who want to stay long-term.

The proposal will provide for appropriately zoned land that is supportive of town planning principles and regulatory frameworks. The proposed rezoning will allow for high-quality infrastructure to enhance lifestyle factors in Evandale. Through the enhancement of liveability, vibrancy and identity in the region, the proposal can support a diverse population.

7.7 EVANDALE DEVELOPMENT PLAN (2012) - PITT & SHERRY

This development plan was commissioned by Northern Midlands Council and issued in 2012. The objective was to provide a broad development framework to guide Council in considering subdivision and development proposals for Evandale.

There have been several previous studies and plans prepared for Evandale to guide future expansion, including:

- Goldin Report (1990)

- Wendy Morris Plan and Report (1991)

Additional reports and guidelines were also prepared by various consultants in the intervening years, which have assisted in the establishment of the current Evandale Specific Area Plan and the Cambock Lane and Logan Road development precinct masterplans.

These plans/reports took into account the area forming part of this application, identifying potential for residential expansion. The land at 38 Arthur Street was identified in the report as an area that should be rezoned for residential development, with the report stating:

> *The site is a natural extension of the urban area and can be developed with little or no visual impact on the surrounding heritage area of Evandale. This site is not impacted by any of the shown bypass routes. Being in a single ownership this site would be relatively easy to develop and to link to existing road networks.*
>
> *This site would be the highest priority area for development but for the Reserved Residential zoning. Its single ownership and secluded location from the heritage area still makes this an attractive site for development. Under the new Northern Midlands Planning Scheme this site should be considered for a General Residential zoning.*

Despite the recommendation, it appears the site was not re-zoned General Residential during the implementation of the former Northern Midlands Interim Planning Scheme.

The existing Cambock Lane and Logan Road areas were also identified, and these areas were included in the Evandale Specific Area Plan as development precincts. It is understood that a subdivision application has been lodged with Council for the Cambock Lane development precinct.

The Pitt and Sherry plan also identifies portions of 4 Ridgeside Lane and 211 Logan Road as suitable for residential expansion, which also form part of this amendment.

7.8 ZONE APPLICATION GUIDELINES

The following provides a response to the relevant Zone Application Guidelines, prepared by the Tasmanian Planning Commission.

As outlined in section 1.1 and section 6 of this report, the amendment seeks to apply a number of zones to designated areas within the proposed Evandale Expansion Plan, which will form part of an extension to the Evandale Specific Area Plan. These zones include:

- General Residential
- Rural Living
- Community Purpose
- Local Business; and
- Open Space

The guidelines are considered in greater detail in the following sections.

7.8.1 GENERAL RESIDENTIAL ZONE

The following guidelines apply:

> *GRZ 1 - The General Residential Zone should be applied to the main urban residential areas within each municipal area which:*
>
> *(a) are not targeted for higher densities (see Inner Residential Zone); and*

(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system.

The Plan proposes to extend the urban area of the township, to cater for increased dwelling demand outlined in the accompanying SGS residential supply and demand report.

The Plan is to be staged, ensuring lots/areas that are serviced or capable of being serviced within existing infrastructure capacity are delivered first.

GRZ 2 - The General Residential Zone may be applied to green-field, brown-field or grey-field areas that have been identified for future urban residential use and development if:

(a) within the General Residential Zone in an interim planning scheme;

(b) within an equivalent zone under a section 29 planning scheme; or

(c) justified in accordance with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; and

(d) is currently connected, or the intention is for the future lots to be connected, to a reticulated water supply service and a reticulated sewerage system,

Note: The Future Urban Zone may be used for future urban land for residential use and development where the intention is to prepare detailed structure/precinct plans to guide future development.

The areas earmarked for General Residential zoning within the expansion plan are considered 'greenfield' areas, however the areas do not meet criteria (a) or (b). Therefore, criteria (c) and (d) are relevant.

The assessment against the STRLUS, provided in section 5.1 and 5.6 of this report provide a detailed local strategic analysis, supported by the accompanying economic (cost-benefit) and land supply/demand analysis.

With respect to service connections, the accompanying concept servicing documentation demonstrates an intent for all lots to be sequentially serviced, as each stage is delivered. It is noted the delivery of each stage and associated infrastructure will be dependent on the capacity of water/sewer infrastructure. To this end, MRC engineers have prepared a staged infrastructure plan to assist ongoing discussions with TasWater.

GRZ 3 - The General Residential Zone should not be applied to land that is highly constrained by hazards, natural values (i.e. threatened vegetation communities) or other impediments to developing the land consistent with the zone purpose of the General Residential Zone, except where those issues have been taken into account and appropriate management put into place during the rezoning process.

A detailed review of the site, including identification and consideration of hazards, natural values and potential for land use conflicts is provided in section 2 of this report. Consideration of specific planning codes and overlay provisions is provided in section 3.2.

The analysis indicates the only significant hazard across the site is bushfire. However, this has been appropriately considered in the design and layout of the Plan and each stage of the subdivision will require provision of further bushfire management plans.

Potential habitat for the vulnerable Green and Gold Frog (Lanis raniformis) has been identified within an existing dam on the site, as outlined previously in this report. In response, the layout of the Plan has been revised to ensure the dam is retained in-situ.

Given the above, the application of the General Residential Zone to the given parcels of land is broadly consistent with the zone application guidelines.

7.8.2 Rural Living Zone

The zone application guidelines for the Rural Living Zone are considered below:

> *RLZ 1 - The Rural Living Zone should be applied to:*
>
> *(a) residential areas with larger lots, where existing and intended use is a mix between residential and lower order rural activities (e.g. hobby farming), but priority is given to the protection of residential amenity; or*
>
> *(b) land that is currently a Rural Living Zone within an interim planning scheme or a section 29 planning scheme, unless RLZ 4 below applies.*

Application of the RLZ to the proposed 'lifestyle' lots abutting the northern and eastern boundary of the Expansion Plan area, would be consistent with (a), given the purpose and intent of the lots.

> *RLZ 2 - The Rural Living Zone should not be applied to land that is not currently within an interim planning scheme Rural Living Zone, unless:*
>
> *(a) consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council; or*
>
> *(b) the land is within the Environmental Living Zone in an interim planning scheme and the primary strategic intention is for residential use and development within a rural setting and a similar minimum allowable lot size is being applied, such as, applying the Rural Living Zone D where the minimum lot size is 10 ha or greater.*
>
> *RLZ 3 - The differentiation between Rural Living Zone A, Rural Living Zone B, Rural Living Zone C or Rural Living Zone D should be based on :*
>
> *(a) a reflection of the existing pattern and density of development within the rural living area; or*
>
> *(b) further strategic justification to support the chosen minimum lot sizes consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council.*

With regard to RLZ 2, the provision of additional Rural Living land to accommodate the proposed 'lifestyle' lots would be contingent on support from the Planning Authority, which in turn would be based on the strategic merits of the broader Expansion Plan.

It is noted the RLZ is used within Evandale, catering for six (6) lots on the northern edge of the township, accessed via White Hills Road and Ridgeside Lane. These lots are designated within Area C, which requires a minimum permitted lot size of 10ha. Given all six have areas less than 10ha, further subdivision of these lots is prohibited. It was accepted through the Draft LPS process that the application of the zone to these lots would provide a buffer between surrounding agricultural uses and the township.

Applying the zone to the 'lifestyle' lots along the periphery of the proposed Expansion Plan would read as a logical extension to the existing area, creating a consistent zoning transition across the north and east of the township. Most of the proposed 'lifestyle' lots fall below the minimum permitted lot size for RLZ Area A, with only a handful exceeding 1ha, meaning further subdivision would be prohibited.

However, the application of RLZ (Area C) may be more appropriate to provide consistency with existing RLZ areas.

This approach and the application of the RLZ would be consistent with the purpose of the 'lifestyle' lots and broadly aligns with the NTRLUS, specifically G-RSN-A7 (as these lots would be outside the revised UGB).

> *RLZ 4 - The Rural Living Zone should not be applied to land that:*
>
> *(a) is suitable and targeted for future greenfield urban development;*
>
> *(b) contains important landscape values that are identified for protection and conservation, such as bushland areas, large areas of native vegetation, or areas of important scenic values (see Landscape Conservation Zone), unless the values can be appropriately managed through the application and operation of the relevant codes; or*
>
> *(c) is identified in the 'Land Potentially Suitable for Agriculture Zone' available on the LIST (see Agriculture Zone), unless the Rural Living Zone can be justified in accordance with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council.*

Point (a) is not applicable as the land to which the RLZ may be suitably applied, is not earmarked for future greenfield development. Regarding point (b), the accompanying natural values assessment has not identified any significant landscape/scenic values, or any large areas of native vegetation that would require protection and conservation. Although a small area of habitat for the threatened Green and Gold Frog has been identified within an existing dam on the site, the dam is to be retained and there is insufficient justification for the application of the Landscape Conservation Zone.

Notwithstanding, the application of the zone to the outer extent of the Expansion Plan also assist in preserving the rural setting of the township.

Regarding point (c), all land contained within the Expansion Plan area is currently zoned Agriculture and is considered unconstrained in the *Land Potentially Suitable for Agriculture Zone*. However, the amendment is accompanied by an agricultural assessment prepared by Pinion Advisory, which indicates that whilst the Expansion Plan and subsequent development would result in some loss of agricultural land, the land has a negligible level of local and regional significance within the agricultural context, given the following:

- The subject land holdings represent less than 0.09% of the Class 4 land and approximately 0.05% of the total ground in the Northern Midlands (as per the South Esk land capability mapping area) and less than 0.03% of the Class 4 land and less than 0.02% of the total ground on a broader region basis (as per the South Esk, Meander, Pipers and Tamar land capability mapping areas).

As a result, the application of alternate zoning across the site(s) will not result in a significant loss of agricultural land. The figure below indicates the extent of the Rural Living Zone, applied in the manner outlined above.

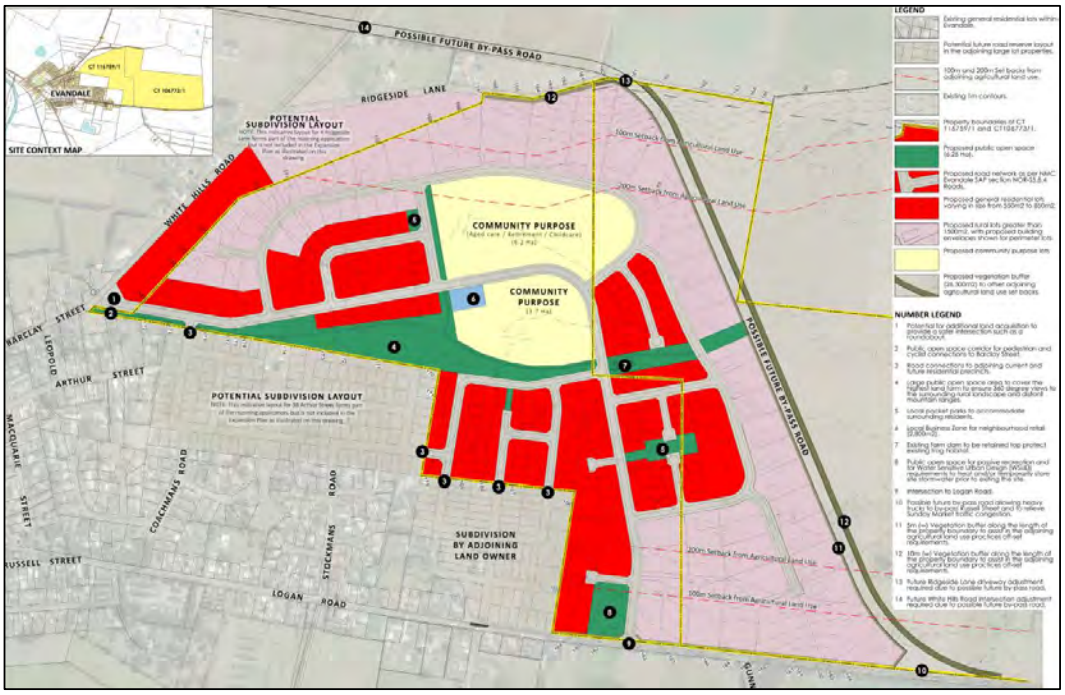


Figure 37: Extent of Rural Living Zone (Area C), shown pink - as per option 2 (source: Lange Design)

Based on the above, Option 2 does appear to carry more strategic weight and is far more consistent with the purpose and provision of these lifestyle lots. However, further consideration of relevant policies/principals under the Northern Tasmanian Regional Land Use Strategy is necessary and is provided in section 4 of this report.

7.8.3 Community Purpose Zone

The Expansion Plan includes two large Community Purpose lots. The first 3.6ha portion will be delivered in Stage 4A, whilst the larger 3.6ha portion will be delivered in the final stage (Stage 8).

Future use and development within the 3.6ha portion will be primarily driven by community needs, noting that the zone accommodates a range of use/development, including but not limited to:

- Business and Professional Services, including but not limited to:
    - A medical centre and community-based organisations
- Community Meeting and Entertainment
- Educational and Occasional Care
- General Retail and Hire - only if for a market; and
- Sports and Recreation

Whilst this provides a reasonable level of flexibility, it also ensures the land will be developed in a manner that provides for the community and will contribute to the range of services, facilities and amenities as forecast demand increases.

The larger 6.2ha portion is earmarked for delivery in the final stage (Stage 8) and will provide opportunities for possible aged care/retirement living and childcare facilities. This allows sufficient time to gauge support from existing and future residents, market demand and demographic changes along with a range of other metrics, to ensure the viability of future development whilst maintaining the township character.

The TPC has specified the following guidelines in applying the Community Purpose Zone.

> *CPZ 1 - The Community Purpose Zone should be applied to land that provides, or is intended to provide, for key community facilities and services, including:*
>
> *(a) schools, tertiary institutions or other education facilities;*
>
> *(b) medical centres, hospital services or other care-based facilities;*
>
> *(c) emergency services facilities; or*
>
> *(d) large community halls, places of worship or other key community or cultural facilities.*
>
> *CPZ 2 - Some community facilities and services may be zoned the same as the surrounding zone, such as a residential or business zone, if the zone is appropriate for the nature or scale of the intended use, such as a small scale place of worship, public hall, community centre or neighbourhood centre.*
>
> *Note: Major community facilities and services, such as tertiary educational facilities and hospital services, with unique characteristics may be more appropriately located within a Particular Purpose Zone.*

The areas set-aside for Community Purpose within the Expansion Plan are consistent with the zone application guidelines, providing opportunities for a range of community facilities and services that are not otherwise envisaged in the General Residential Zone.

Whilst the land area allocated within the Community Purpose Zone is significant, the broad range of potential use/development allowable within the zone often require larger land holdings for functionality and viability.

7.8.4 Local Business Zone

A response to the guidelines is provided below:

> *LBZ 1 - The Local Business Zone should be applied to land within urban settlements which provides, or is intended to provide, for the business, commercial and community functions within:*
>
> *(a) local shopping strips; or*
>
> *(b) town centres for some smaller settlements.*
>
> *LBZ 2 - The Local Business Zone may be applied to:*
>
> *(a) Local Centres and the lower order Minor or Neighbourhood Centres in the Activity Centre Network under the Southern Tasmania Regional Land Use Strategy;*
>
> *(b) Local or Minor Centres and the Neighbourhood or Rural Town Centres in the Regional Activity Centre Hierarchy under the Regional Land Use Strategy of Northern Tasmania; and*
>
> *(c) the main retail and business areas of Local Service Centres and Localities in the activity centres description in the Cradle Coast Regional Land Use Strategy.*

The basis for providing a limited area of Local Business land is to cater for the likely increase in demand for local goods/services, as each stage of the Expansion Plan is developed. However, the intent is to ensure what is provided does not unreasonably impact existing businesses in the township. This is achieved by restricted the physical area in which the zone applies to no more than 2,800m2.

LBZ 2 allows for the provision of Local Business land in Neighbourhood or Town Centres, as specified under the NTRLUS. Evandale is identified as a Neighbourhood Centre.

LBZ 3 - The Local Business Zone may be used for groups of local shops and businesses in existing residential areas where there is a strategic intention to maintain such uses, and the provisions of the surrounding residential zone are not appropriate.

Not directly applicable.

LBZ 4 - The Local Business Zone should not be used for individual, isolated local shops or businesses within residential areas, unless:

(a) they are a use, or are of a scale, that is more appropriate for the Local Business Zone and there is an intention to maintain the use; or

(b) there is a strategic intention to expand the existing retail or business area in this locality consistent with the relevant regional land use strategy, or supported by more detailed local strategic analysis consistent with the relevant regional land use strategy and endorsed by the relevant council.

The proposed Local Business Area is of a sufficient size to support several local businesses in a defined area, to account for likely increase in demand whilst minimising impact on the existing activity centre hierarchy.

7.8.5 Open Space Zone

A response to the guidelines is provided below:

OSZ 1 - The Open Space Zone should be applied to land that provides, or is intended to provide, for the open space needs of the community, including land identified for:

(a) passive recreational opportunities; or

(b) natural or landscape amenity within an urban setting.

The zone has been applied to all areas intended to serve as public open/recreational space within the Expansion Plan.

OSZ 2 - The Open Space Zone may be applied to land seaward of the high water mark where it includes existing, or is intended for, passive recreation opportunities.

Not applicable.

OSZ 3 - The Open Space Zone should generally only be applied to public land, but may be applied to privately owned land if it has been strategically identified for open space purposes.

It is expected that as each stage of the Expansion Plan is delivered, ownership and management of the corresponding areas of public open space will be transferred to Council, as public land.

OSZ 4 - The Open Space Zone should not be applied to land:

(a) with significant natural values (see Environmental Management Zone); or

(b) with, or intended for, formal recreational facilities, such as sporting grounds, golf courses, racecourses or major sporting facilities (see Recreation Zone).

Whilst the site contains some isolated natural values (as outlined previously in this report), the application of the zone is considered appropriate.

8. REQUIREMENTS UNDER LUPAA

8.1 SECTION 37

Section 37 requires amendments to the Local Provisions Schedule to be considered against the following:

1) *A person may request a planning authority to amend an LPS that applies to the municipal area of the planning authority.*
2) *A request under subsection (1) is to be in a form approved by the planning authority or, if a form has been approved by the Commission, is to be in that form.*
3) *A request under subsection (1) by a person to a planning authority to amend the zoning or use or development of one or more parcels of land specified in an LPS must, if the person is not the owner, or the sole owner, of the land -*
   - *(i) be signed by each owner of the land; or*
   - *(ii) be accompanied by the written permission of each owner of the land to the making of the request.*

Landowner consent is provided as part of this application.

Within this *Act,* any relevant planning instrument must meet Section 34 - LPS Criteria.

8.2 SECTION 34 - LPS CRITERIA

Section 34(2) of the *Land Use Planning and Approval Act 1993,* sets out the LPS Criteria, for which amendments to the Local Provisions Schedules must satisfy, as follows:

(2) The LPS criteria to be met by a relevant planning instrument are that the instrument

(a) contains all the provisions that the SPPs specify must be contained in an LPS; and

The proposal is for a rezoning and a such will contain all the provisions that the SPPs specific must be contained in an LPS.

(b) is in accordance with section 32; and

(c) furthers the objectives set out in Schedule 1; and

A response to section 32 and the objectives set out in Schedule 1 is provided in the following sections.

(d) is consistent with each State policy; and

(da) satisfies the relevant criteria in relation to the TPPs; and

A response to the relevant State policies has been provided in the following sections. The proposal satisfies the relevant criteria in relation to the *TPPs.*

(e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates; and

(f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates; and

(g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates; and

As detailed in section 5 of this report, the proposed amendment is consistent with the relevant goals and strategic directions of the NTRLUS and the relevant local strategic documents.

(h) has regard to the safety requirements set out in the standards prescribed under the Gas Safety Act 2019.

The provision of infrastructure such as gas has not been determined at this stage and will form part of subsequent subdivision applications.

(2A) A relevant planning instrument satisfies the relevant criteria in relation to the TPPs if-

(a) where the SPPs and the relevant regional land use strategy have not been reviewed under section 30T(1) or section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made - the relevant planning instrument is consistent with the TPPs, as in force before the relevant planning instrument is made; and

(b) whether or not the SPPs and the applicable regional land use strategy have been reviewed under section 30T(1) or section 5A(8) after the TPPs, or an amendment to the TPPs, is or are made - the relevant planning instrument complies with each direction, contained in the TPPs in accordance with section 12B(3) , as to the manner in which the TPPs are to be implemented into the LPSs.

(3) An amendment of an LPS, or a draft amendment of an LPS, is taken to meet the LPS criteria if the amendment of the LPS, or the draft amendment of the LPS, if made, will not have the effect that the LPS, as amended, will cease to meet the LPS criteria.

The proposal seeks to modify the Northern Midlands Local Provisions Schedules through the expansion of the Evandale Specific Area Plan, to include the subject site. However, this change will not affect the function of LPS.

The following sections provide a response to points (c), (d) and (da), demonstrating compliance with s.34(2).

8.2.1 Compliance with Section 32

Section 32 of the *Land Use Planning and Approval Act 1993*, sets out the following criteria:

SECTION 32 CLAUSE	RESPONSE
(1) An LPS is to consist of provisions that apply only to a single municipal area specified in the LPS.	The LPS applies only to land within the Northern Midlands municipality.
(2) An LPS - *(a) must specify the municipal area to which its provisions apply; and*	The LPS applies to the Northern Midlands.
(b) must contain a provision that the SPPs require to be included in an LPS; and	The proposal is for a rezoning and a such will contain all the provisions that the SPPs specify must be contained in the LPS.
(c) must contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to land, if required to do so by the SPPs; and	The spatial mapping of the proposed zoning will be implemented subject to approval of the Section 37 request.

(d) may, subject to this Act, contain any provision in relation to the municipal area that may, under section 11 or 12, be included in the Tasmanian Planning Scheme; and	The proposal is consistent with this.
(e) may contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to particular land; and	The application requests the rezoning of the entirety of: • Logan Road (CT116759/1) • 38 Arthur Street • 4 Ridgeside Lane; and • A 32ha portion of 211 Logan Road.
(f) must not contain a provision that is inconsistent with a provision of section 11 or 12; and	The proposal is consistent with Section 11 and 12.
(g) may designate land as being reserved for public purposes; and	The proposal includes areas to be zoned Open Space.
(h) may, if permitted to do so by the SPPs, provide for the detail of the SPPs in respect of, or the application of the SPPs to, a particular place or matter; and	No specific details relating to the place or matter are proposed beyond what the SPP provides for.
(i) may, if permitted to do so by the SPPs, override a provision of the SPPs; and	No provision of the SPP is proposed to be overridden.
(j) may, if permitted to do so by the SPPs, modify, in relation to a part of the municipal area, the application of a provision of the SPPs; and	No modification of the SPP is proposed.
(k) may, subject to this Act, include any other provision that - *(i) is not a provision of the SPPs or inconsistent with a provision of the SPPs; and* *(ii) is permitted by the SPPs to be included in an LPS; and*	No additional provisions are proposed.
(l) must not contain a provision that the SPPs specify must not be contained in an LPS.	This is achieved.
(3) Without limiting subsection (2) but subject to subsection (4), an LPS may, if permitted to do so by the SPPs, include - *(a) a particular purpose zone, being a group of provisions consisting of -...* *(b) a specific area plan, being a plan consisting of -*	Whilst no new Specific Area Plan is proposed, the application does seek to expand the existing Evandale Specific Area Plan to encompass the site and proposed future development as a 'development precinct masterplan'.

(i) a map or overlay that delineates a particular area of land; and *(ii) the provisions that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs* *(c) a site-specific qualification …*	
4) An LPS may only include a provision referred to in subsection (3) in relation to an area of land if - *(a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area;* *(b)…*	

The Evandale Specific Area Plan is an existing mechanism forming part of the Northern Midlands Local Provisions Schedules. Whilst this application seeks to rezone land east of the township and expand the SAP to encompass the site and control future development within the Expansion Plan, it does propose a new SAP.

As demonstrated in this report and supporting documentation, the amendment and future development will provide significant social and economic benefit to the municipal area and broader region by:

- Catering for further residential growth, population and housing diversity (including aged care/retirement living) and employment opportunities. The accompanying Residential Supply & Demand report demonstrates a need for additional housing to meet forecast demand in the region.
- Providing substantial public open space, providing greater connectivity and movement through the township.
- Providing limited growth for additional local business, to meet anticipated demand whilst respecting the 'township' character and activity centre hierarchy.
- Ensuring future development is undertaken in a manner which respects the existing character and qualities of the township, through the expansion of the existing Evandale Specific Area Plan; and
- Supporting the viability of Evandale Primary School, which is understood to have a capacity for 225 students.

  Data from the Department of Education indicates enrolments at Evandale Primary School declined by 18% between 2018 and 2022, with total enrolments at 129 students in 2022. More recent data published by the Department for Education, Children and Young People (2023 Census 1 figures on student headcount/full time enrolments (FTE) for schools and support schools) indicated a total student enrolment of 126 in 2023.

  The proposed amendment and staged masterplan will address the demand for residential growth, providing more affordable land/development opportunities for new families. This growth is anticipated to increase the number of enrolments, thereby supporting the ongoing viability of Evandale Primary School, assisting to retain and create additional jobs in the education sector.

The accompanying residential supply/demand and cost-benefit analysis demonstrate a need for additional residential land in the municipal area and wider region.

The proposed Expansion Plan has been prepared following extensive community consultation, in which the importance of maintaining the historic 'village' character of the township, whilst considering the need for growth and the values of the surrounding landscape were identified as core elements. This is broadly achieved by the existing Evandale Specific Area Plan, which provides a significant and ongoing social/community benefit by protecting the townships' heritage character whilst catering for new use/development that respects the overall character and liveability of the township.

The Evandale SAP will be extended to encompass the Expansion Plan, ensuring a consistent approach to development that incorporates the key urban design criteria established in the SAP, ensuring new use/development is undertaken in the same manner. The project will provide significant social/community benefits in the form of additional land for housing, opportunities for community, aged care/child-care services/facilities and considerable public open space corridors and parkland.

The delivery of each stage of the Expansion Plan will also generate sequential employment opportunities in the construction sector, along with additional jobs generated by subsequent development within the Community Purpose and Local Business area.

(5) An LPS must be in accordance with the structure, if any, that is indicated, or specified, in the SPPs to be the structure to which an LPS is to conform.	The LPS structure conforms with the requirements of the SPPs.
(6) A provision of an LPS must be in the form, if any, that the SPPs indicate a provision of an LPS is to take.	This can be achieved.
(7) A provision of an LPS in relation to a municipal area is not to be taken to have failed to comply with this section, or to be inconsistent with a provision of the SPPs, by reason only that it is inconsistent with a provision of the SPPs that has not come into effect in relation to the municipal area.	The proposal is consistent with Section 32.

8.2.2 Objectives of Schedule 1

The objectives are considered in the following tables:

PART 1	
PROVISION	**RESPONSE**
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and	The proposed amendment relates to an area of land which was modified and cleared of original native vegetation many years ago. There will therefore be no significant impact from the proposed rezoning on natural physical resources or ecological processes.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water: and	The rezoning will provide for the fair, orderly and sustainable development by providing a 200m buffer between sensitive uses and agricultural lands to the north. A variable buffer to the south has also been provided, where lower density lots are to be provided. This will ensure that agricultural enterprises on this adjacent land is not unreasonably impeded, and that fair and equitable use of land and resources can occur better than the existing conditions.
(c) to encourage public involvement in resources management and planning; and	The process required for the assessment of amendments to planning schemes provides interested parties with an opportunity to make representations during public exhibition as well as attending subsequent hearings. This process additionally provides Council and subsequently the TPC to consider issues raised during their assessment.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c): and	The proposal is aimed at facilitating economic development by enabling development and use of a site with suitable site characteristics and location for urban development in accordance with the objectives (a), (b) and (c). The proposal will facilitate increased visitor spending, will allow for the direct creation of construction jobs, and will generate new housing and potential employment opportunities for future residents.
(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.	Assessment of the amendment will occur at local and state level and will include the opportunity for involvement of the community.

PART 2	
PROVISION	**RESPONSE**
(a) to require sound strategic planning and co-ordinated action by State and local government; and	The amendment process requires assessment at local and state levels. The proposal is consistent with the strategic directions for the municipality described in the NTRLUS.
(b) to establish a system of planning instruments to be the principle way of setting objectives, policies and controls for the use, development and protection of land;	The system as per LUPAA provides the instruments to achieve these objectives.
(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land;	There are no direct effects caused through the proposed rezoning given there is a range of use and development opportunities available in the current zone. However, all matters related to the future use and development will be considered provisions of the Scheme as part of future applications.

(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;	Not directly applicable to the proposed amendment.
(e) to provide for the consolidation of approvals for land use and development and related matters, and to co-ordinate planning approvals with related approvals;	Not directly applicable to the proposed amendment.
(f) to secure a pleasant, efficient and safe working environment for all Tasmanians and visitors to Tasmania;	This amendment seeks to ensure the zoning is consistent with the designated use of the residential property and therefore ensure a pleasant and efficient living environment; and to ensure the access to open space is efficient and safe working environment.
(g) to conserve those buildings and areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;	The proposed rezoning does not alter any matter related to historic or cultural significance as identified under the scheme.
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and	The subject land is located with potential access to all required services. Any future application for subdivision or development will be required to detail connection and/or extension to infrastructure. The location is also within proximity to the local business precinct, the local school and the public transport network.
(i) to provide a planning framework which fully considers land capability.	The proposed rezoning considers land capability of the site.

8.3 STATE POLICIES

8.3.1 THE STATE COASTAL POLICY 1996

The purpose of the State Coastal Policy is to protect the natural and cultural values of the coast, provide for sustainable use and development of the coast, and promote shared responsibility for its integrated management and protection. The subject land is not within 1km from the high-water mark, consideration of the State Coastal Policy is not required.

8.3.2 THE STATE POLICY ON WATER QUALITY MANAGEMENT 1997

The purpose of this policy is:

> *To achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System.*

The amendment proposed does not alter any provision which relates to or will have any direct impact on water quality. The proposed rezoning of the subject land will not directly impact on any issues related to water quality (particularly given the existing zone provides a range of use and development opportunities relating to agriculture). Any future subdivision or development applications for the land regardless of the zoning would be required to detail appropriate water management, through connection to services and appropriate stormwater management practices, consistent with this Policy.

8.3.3 The State Policy on the Protection of Agricultural Land 2009

The subject land classification for agricultural capability is class 4. Class 4 is defined as:

> *Land well suited to grazing but which is limited to occasional cropping or a very restricted range of crops.*

The purpose of this Policy is:

> *To conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.*

The Principles of the Policy are:

1. Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.	The proposed rezoning will not result in fettering or constraint of any nearby agricultural use. Any future use or development of the site is proposed to retain a buffer between sensitive uses and surrounding agricultural land of between 100m-200m. This provides for better outcomes than the existing conditions, where there are no protective/buffer measures between the residential and agricultural interface.
2. Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.	The subject land is not prime agricultural land.
3. Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.	The subject land is not prime agricultural land.
4. The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, …	The subject land is not prime agricultural land.
5. Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.	As detailed previously the subject land has limited value for agricultural purposes. An agricultural assessment by pinion advisory accompanies this application which further details this.
6. Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.	The subject land is not prime agricultural land. The proposed development will provide significant economic, social and employment benefits to the region as confirmed within the CBA by SGS.
7. The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local	The proposed rezoning is consistent with this Principle as detailed in the accompanying Agricultural Assessment. The overall area of land represents a negligible proportion of

and regional significance of that land for agricultural use.	similar class 4 land and that of the total land area on a local and broader regional context.
8. Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.	The North Esk Irrigation Scheme covers a total area of 16,545 ha of irrigable land around White Hills, Relbia and Evandale. The combined area of the proposal is approximately 89ha, representing less than 0.9% of the total irrigable land within the NEIS. The proposal will not therefore result in significant impact on irrigation districts within the state.
9. Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.	Not relevant to proposed amendment.
10. New plantation forestry must not be established on prime agricultural land unless a planning scheme …	Not relevant to proposed amendment.
11. Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.	Not relevant to proposed amendment.

8.4 NATIONAL ENVIRONMENT PROTECTION MEASURES (NEPMS)

NEPMs are not state policies but have the same status and are taken to be State Policies in Tasmania for the purpose of compliance with Section 34. NEPMs are made under Commonwealth legislation and given effect in Tasmania through the State Policies and Projects Act. The current NEPMs are:

- Air Toxics
- Ambient Air Quality
- Assessment of Site Contamination
- Diesel Vehicle Emissions
- Movement of Controlled Waste
- National Pollutant Inventory
- Used Packaging

The Codes within the Scheme deal in detail with the relevant matters (noise and air quality) and the assessment of an application can be undertaken against the appropriate Use and Development Standards. The proposed amendment is not considered affected by the other NEPMS.

A preliminary site investigation was undertaken in 2023 by Pitt & Sherry, which accompanies this submission. The report outlines recommendations to address areas of potential contamination (historical waste deposits, abandoned building (asbestos), septic tanks and soil quality (pesticides).

Further assessments may be required as part of subsequent development applications, if the proposed amendments are approved.

8.1 POTENTIAL FOR LAND USE CONFLICT

Evandale primarily supports residential use and development but is surrounded by Agricultural land and associated rural activities.

Currently, many existing residential areas along the edges of the township directly adjoin Agricultural land with no buffers or transitions provided to alleviate potential conflicts. This is particularly evident along the township's northern interface.

Whilst the proposed Expansion Plan incorporates new general residential land along this northern interface, the proposed 'lifestyle' living lots are positioned along the outer extent of the Expansion Plan, providing a transition between new and existing higher density residential areas and existing Agricultural land.

An additional portion of land has been set-aside along the outer extent of the Expansion Plan area, the purpose of which was to cater for a potential by-pass road in response to matters raised during the community consultation process. The accompanying traffic assessment does specify any need for the by-pass, but the area set-aside has been retained and will serve as an additional buffer from adjoining Agricultural land.

It is noted the agricultural land to which the Expansion abuts is owned by Traders in Purple.

Given the above, the proposed amendment and future implementation of the Expansion Plan is not expected to give rise to any significant or unreasonable land use conflicts.

9. AMENDMENT FORMAT

9.1 INTENT OF THE AMENDMENT

The amendment seeks to implement the following modifications to the Northern Midlands Local Provisions Schedules and apply the following mix of zones:

- To expand the Evandale Specific Area Plan to encompass the subject sites and embed the proposed Expansion Plan as a 'precinct development masterplan'.
- To apply the following mix of zones across the subject sites:
  - General Residential
  - Rural Living
  - Community Purpose
  - Local Business; and
  - Open Space.

The purpose of the rezoning is to facilitate the future subdivision/development of the site as outlined in the Evandale Expansion Plan. The plan will provide a range of residential lots to cater for current/future growth and demand and contribute to housing diversity.

The expansion of the Evandale Specific Area Plan to encompass the site and inclusion of the proposed expansion plan will provide assurances that future development is undertaken in a manner that respects and complements the town character. This approach is consistent with similar expansion plans for the properties at 67 Logan Road and Cambock Lane which have been embedded within the SAP. The location, topography and access to services make the land suitable for development to urban densities and the location is desirable in terms of amenity and services for residential development. The requested amendment also aligns with the strategies residential development as set out in regional and local government strategies.

The following sections outline the specific amendment mechanisms.

9.2 REZONING

To rezone approximately 100ha of land from the Agricultural Zone to a combination of General Residential, Rural Living, Local Business, Open Space and Community Purpose, as indicated below:

- Rezone the entirety of 38 Arthur Street (CT 227117/1) to General Residential.
- Rezone Logan Road (CT 116759/1) to a combination of General Residential, Rural Living, Local Business, Open Space and Community Purpose.
  - The Local Business area will comprise approximately 2,800m2.
  - The Open Space areas will comprise approximately 6ha.
  - The Community Purpose Zone will comprise of:
    - A 6.2ha area set aside for potential aged care/retirement/childcare facilities; and
    - A further 3.7ha area for potential community services/affordable housing.
- Rezone a 35ha (approx.) portion of 211 Logan Road (CT 106773/1) to a combination of General Residential and Rural Living.

- Rezone 4 Ridgeside Lane (CT 81897/1) to a combination of General Residential and Rural Living.

This is illustrated in the following figure.



Figure 38: Alternate zoning, with inclusion of Rural Living Zone (mapping amended by Ireneinc from the LIST map, 2024)

9.3 CHANGES TO ORDINANCE

- To expand the Evandale Specific Area Plan to encompass the site, as illustrated below:

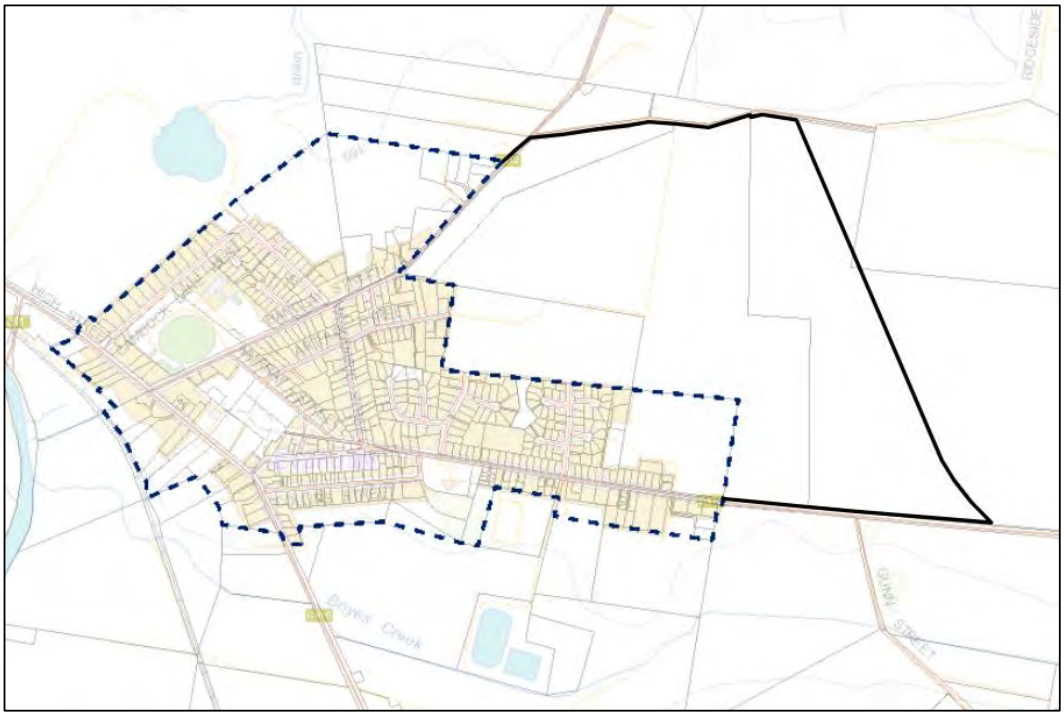


Figure 39: Existing Evandale SAP shown blue - Proposed expansion shown black (source: www.thelist.tas.gov.au © State of Tasmania)

9.3.1 GENERAL MODIFICATIONS

Amendments to specific provisions:

To embed the Expansion Plan, the following modifications to the SAP provisions will be required (shown in red):

NOR-S5.2 - Application of this Plan

- Insert the following additional clause into section *NOR-S5.2 - Application of this Plan:*
  - *NOR-S5.2.4 - Precinct Plan NOR-S5.2.4 applies to the area of land designated as (naming TBC) Development Precinct Masterplan on the overlay maps and in Figure NOR-S5.2.4; and*
  - *Amend the numbering of NOR-S5.2.4 to NOR-S5.2.5.*

Proposed Local Area Objectives

It is proposed to insert the following Local Area Objectives that will apply to non-residential areas within the Expansion Plan.

NOR-S5.3 - Local Area Objectives

Reference Number	Area Description	Local Area Objectives
NOR-S5.3.1	Local Business Zone, shown in Figure NOR-S5.2.5.	The local area objectives for the Local Business Zone are:

		(a) To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area and support the staged and sequential growth of the township. (b) To ensure the type and scale of use and development is compatible with the established character of the township and avoids unnecessary duplication of businesses/services. (c) To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.

NOR-S5.8.1 - Lot Design in Development Precincts

- Amend the Acceptable Solution A1 and Performance Criteria P1, as per below:

  Acceptable Solution A1

  Each lot, or a lot proposed in a plan of subdivision, must be in accordance with the lot layout shown in the Precinct Masterplans in Figures NOR-S5.2.2, NOR-S5.2.3 and NOR-S5.2.4.

  And;

  Performance Criteria P1

  Each lot, or a lot proposed in a plan of subdivision, must be consistent with the rural township character and provide an optimal location for public open space, having regard to:

  (a) lot layout shown in the applicable precinct masterplans in Figures NOR-S5.2.2, NORS5.2.3 and NOR-S5.2.4.

NOR-S5.8.3 - Internal Lots

- Amend the Objective as follows:

  Objective: That subdivision layout of land outside the precinct masterplans in Figures NOR-S5.2.2, NOR-S5.2.3 and NOR-S5.2.4:

  (a) minimises internal lots;

  (b) is consistent with existing patterns of residential development in the surrounding area; and

(c) retains the rural township character.

This adjustment is to ensure consistency across the SAP.

Amendments to Figures:

- Amend Figure NOR-S5.2.1 to include the expanded SAP area and the proposed Evandale Expansion Plan as shown below.

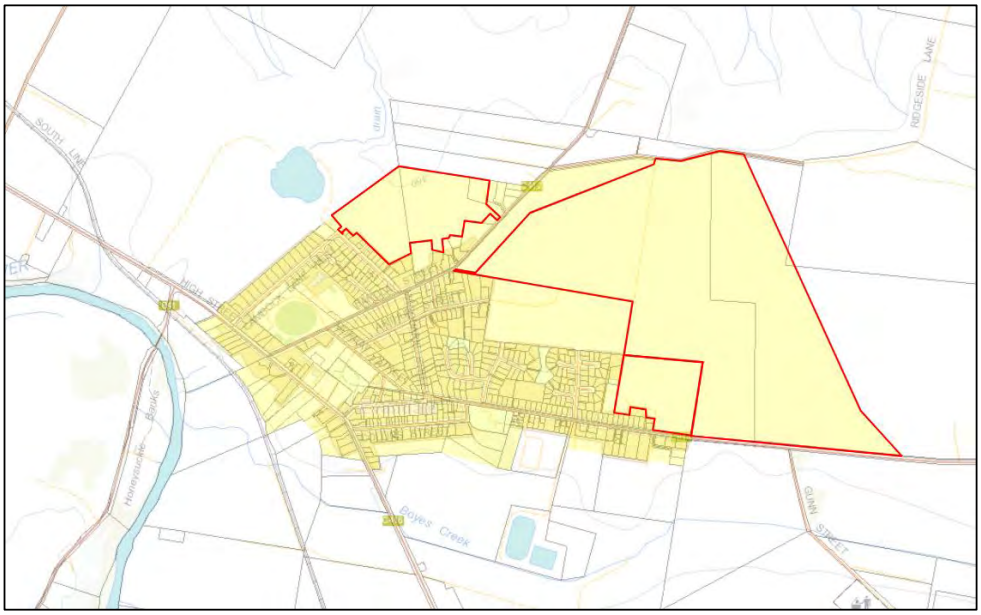


Figure NOR-S5.2.1: Evandale Specific Area Plan shown in light yellow as required by clause NOR-S5.2.1, with precinct development masterplan locations outlined in red.

- Insert the following *Figure NOR-S5.2.4 - Ridgeside Lane (name TBC) Development Precinct Masterplan,* as shown below:

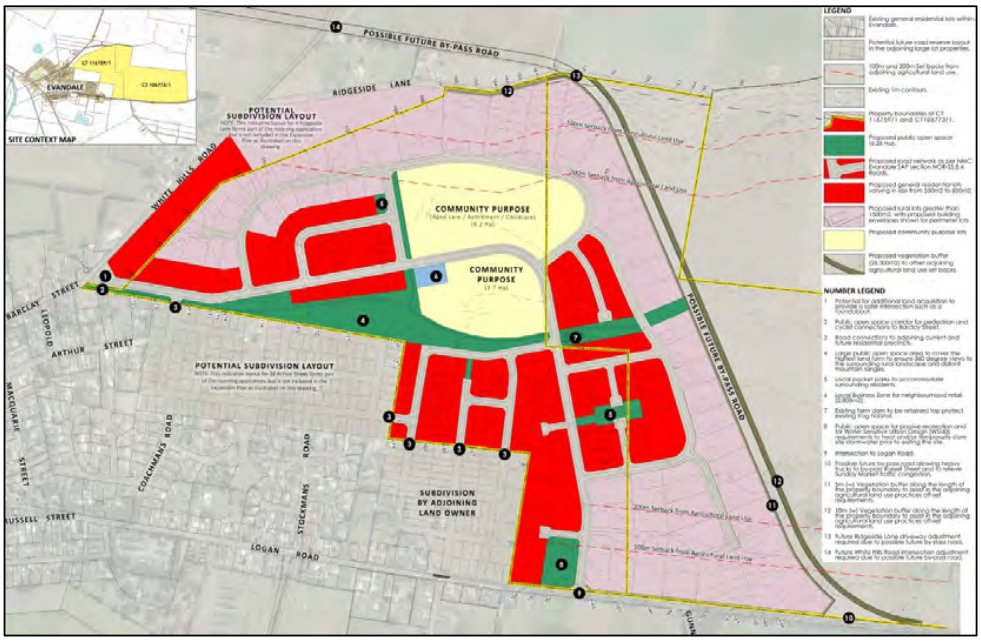


Figure NOR-S5.2.4 - Ridgeside Lane Development Precinct Masterplan (name TBC)

10. COMPLIANCE ASSESSMENT

The purpose of this section is to demonstrate that the project appropriately aligns with the resulting zones and mechanisms to achieve future development in accordance with the precinct development masterplan.

10.1 EVANDALE SPECIFIC AREA PLAN

The purpose of the SAP is:

NOR-S5.1.1 To protect and enhance the unique history and character of the village.

NOR-S5.1.2 To maintain the current open space, picturesque and historic streetscapes.

NOR-S5.1.3 To provide for community events.

NOR-S5.1.4 To encourage the provision of appropriate tourism infrastructure whilst maintaining the scenic character of Evandale.

NOR-S5.1.5 To provide for development that is compatible with the existing streetscape settings, building forms and the rural village character.

NOR-S5.1.6 To provide for the subdivision of key development sites and provide for appropriately located public open space.

NOR-S5.1.7 To encourage subdivision that provides for large lots and minimises internal lots.

NOR-S5.1.8 That as part of any new subdivision, new trees are provided to increase the township's tree canopy cover.

The following figure illustrates the extent of the SAP, as it relates to the subject site.

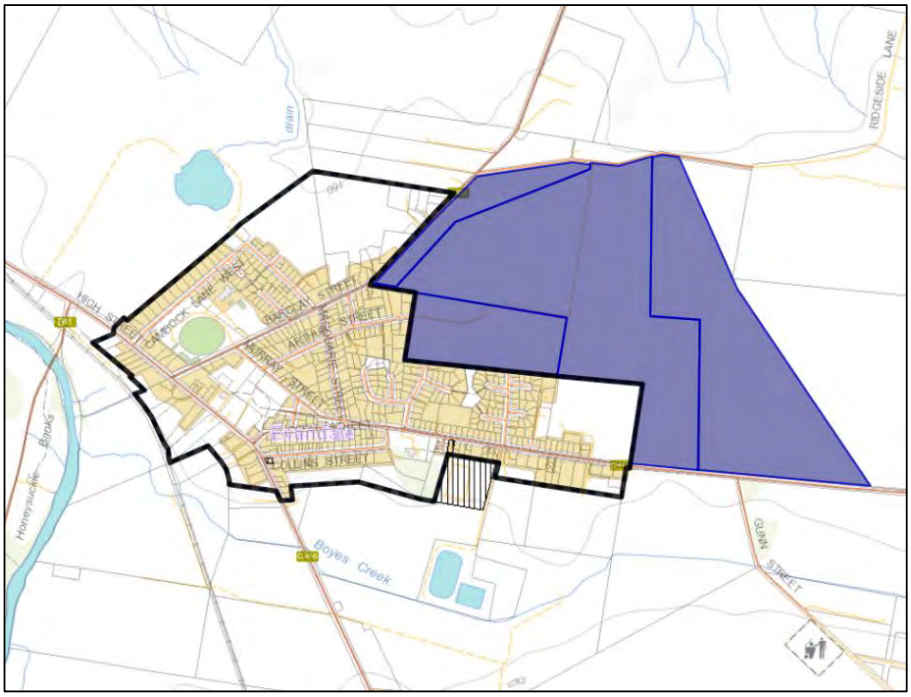


Figure 40: Black area = Evandale SAP extent. Blue area = sites to be rezoned and included within the SAP (source: www.thelist.tas.gov.au © State of Tasmania)

Local Area Objectives

Currently, the SAP does not include any Local Area Objectives. However, an additional 2,800m2 of land is proposed and is intended to provide limited growth options without impacting the existing activity centre hierarchy.

To ensure the purpose of the zone is consistent with the intent of the amendment, the following Local Area Objectives apply:

> *NOR-S5.3.1*
>
> *The local area objectives for the Local Business Zone are:*
>
> *(a) To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area and support the staged and sequential growth of the township.*
>
> *(b) To ensure the type and scale of use and development is compatible with the established character of the township and avoids unnecessary duplication of businesses/services.*
>
> *(c) To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*

Future development must be undertaken in accordance with the above.

Use & Development Standards

The SAP includes a variety of use/development standards which serve to control and maintain the character of the township, including:

- A permitted multiple dwelling density of 400m^2.
    - This can be reduced under the performance criteria.
- Detailed standards stipulating:
    - Specific roof forms and external cladding for new and existing buildings
        - Wall materials for new buildings must be compatible with the design and period of construction of the street and broader village, regarding:
            - Using bull-nosed timber weatherboards, or
            - Brickwork with natural/earthy mortar, or
            - Concrete blocks that blend with sandstone or rendered with natural earthy tones.
    - Specific window forms and details
        - Windows must be compatible with the design and period of those on the same street.
    - Detailed lot design and road standards.
        - Including a mandatory requirement for street trees to be provided in the road reserve at 10m intervals (there is no performance criteria).

These standards generally apply in addition to the standards under the relevant zone, however several standards are in substitution for controls under the General Residential Zone and Open Space Zone.

The expansion of the SAP provides the following benefits:

- Provide assurances that future development is undertaken in a way that accords with the established pattern and character of development within the township; and
- Allow the Evandale Expansion Plan to be embedded within the SAP, as a Precinct Development Plan.
    - This ensures future subdivision of the site is undertaken in accordance with the expansion plan.

Given the extent of the area to be rezoned and the future development potential outlined in the expansion plan, embedding the plan into the SAP provides an appropriate level of certainty from both a strategic perspective and community perspective.

Subdivision Standards

An assessment of the relevant subdivision standards under the SAP has been provided below, to outline that the subdivision layout proposed in the expansion plan can comply with the requirements.

NOR-S5.8.1 - Lot Design in development precincts

(This clause is in addition to General Residential Zone - clause 8.6.1 Lot Design and Open Space Zone - clause 29.5.1 - Lot Design).

OBJECTIVE: That each development precinct creates an efficient lot design that provides connectivity and optimal location for public open space compatible with the rural township character.

PLANNING SCHEME REQUIREMENT

A1 - Each lot, or a lot proposed in a plan of subdivision, must be in accordance with the lot layout shown in the Precinct Masterplans in Figures NOR-S5.2.2, NOR-S5.2.3 and NOR-S5.2.4.

P1 - Each lot, or a lot proposed in a plan of subdivision, must be consistent with the rural township character and provide an optimal location for public open space, having regard to:

(a) lot layout shown in the applicable precinct masterplans in Figures NOR-S5.2.2, NOR-S5.2.3 and NOR-S5.2.4;

(b) the road network as north south grid;

(c) fronting new lots onto existing roads where possible;

(d) minimising cul-de-sacs;

(e) the provision of public open spaces that facilitate pedestrian loops around the town;

(f) creating connections between new and existing public open spaces;

(g) creating road frontages around public open spaces;

(h) using public open spaces for stormwater detention;

(i) the relevant requirements for development of buildings on the lots;

(j) the intended location of buildings on the lots; and

(k) the pattern of development existing on established properties within the area.

COMMENTS

The layout of lots is consistent with that shown in the applicable precinct masterplan.

NOR-S5.8.2 - Lot Design

(This clause is a substitution for General Residential Zone - clause 8.6.1 - Lot Design)

OBJECTIVE: That each lot:

(a) has an area and dimensions appropriate for the use and development;

(b) is provided with appropriate access to a road;

(c) contains areas which are suitable for development appropriate to the purpose of the zone and specific area plan, located to avoid natural hazards; and

(d) is oriented to provide solar access for future dwellings.

PLANNING SCHEME REQUIREMENT

A1 - Each lot, or a lot proposed in a plan of subdivision, must:

(a) have an area of not less than 600m2 and:

(i) be able to contain a minimum area of 10m x 15m with a gradient not steeper than 1 in 5, clear of:

a. all setbacks required by clause

8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; and

b. easements or other title restrictions that limit or restrict development; and

(ii) existing buildings are consistent with the setback required by clause 8.4.2 A1, A2 and A3, and 8.5.1 A1 and A2; or

(b) be required for public use by the Crown, a council or a State authority; or

(c) be required for the provisions of Utilities; or

(d) be for the consolidation of a lot with another lot provided each lot is within the same zone.

P1 - Each lot, or a lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) the relevant requirements for development of buildings on the lots;

(b) the intended location of buildings on the lots;

(c) the topography of the site;

(d) the presence of any natural hazards;

(e) adequate provision of private open space;

(f) the pattern of development existing on established properties within the area; and

(g) must be no more than 15% smaller than the minimum applicable lot size required by clause NOR-S5.8.2 A1 (a).

COMMENTS

The General Residential lots within the Expansion Plan have been designed to ensure compliance with the acceptable solutions as far as practicable, however a small number of lots may fall slightly below 600m2.

In these instances, the lots satisfy the performance criteria P1(g) which allows discretion down to 510m2 (representing a 15% reduction in lot size).

NOR-S5.8.3 - Internal Lots

(This clause is in addition to General Residential Zone - clause 8.6.1 - Lot Design)

OBJECTIVE: That subdivision layout of land outside the precinct masterplans in Figures NOR-S5.2.2, NOR-S5.2.3 and NOR-S5.2.4:

(a) minimises internal lots;

(b) is consistent with existing patterns of residential development in the surrounding area; and

(c) retains the rural township character.

PLANNING SCHEME REQUIREMENT

A1 - No acceptable solution.

P1 - Each internal lot, or an internal lot proposed in a plan of subdivision must have sufficient useable area and dimensions suitable for its intended use, having regard to:

(a) consistency with existing patterns of residential development of the surrounding area;

(b) the lot gaining access from a road existing prior to the planning scheme coming into effect;

(c) site constraints making an internal lot configuration the only reasonable option to efficiently use the land;

(d) the lot contributing to the more efficient use of residential land and infrastructure;

(e) the amenity of adjacent lots not being unreasonably affected by subsequent development and use;

(f) the lot having access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;

(g) passing bays being provided at appropriate distances to service the likely future use of the lot;

(h) the access strip being adjacent to or combined with no more than three other internal lot access strips provided that it is otherwise not appropriate to provide access via a public road;

(i) the lot addressing and providing for passive surveillance of public open space and public rights of way if it fronts such public spaces;

(j) the relevant requirements for development of buildings on the lots;

(k) the intended location of buildings on the lots;

(l) the topography of the site;

(m) the presence of any natural hazards;

(n) adequate provision of private open space; and

(o) the pattern of development existing on established properties in the area.

COMMENTS

The Expansion Plan has been designed to avoid the creation of internal lots, with only four lots requiring access to a road via an access strip. No lot relies upon a right-of-way.

Notwithstanding, the detailed design of each stage is subject to further planning approval. It is expected that slight adjustments can be made during this process to either entirely remove or further reduce these internal lots.

NOR-S5.8.4 - Roads

(This clause is a substitution for General Residential Zone - clause 8.6.2 - Roads)

OBJECTIVE: That the arrangement of new roads within a subdivision provides for:

(a) safe, convenient and efficient connections to assist accessibility and mobility of the community;

(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic;

(c) adequate areas for the planting of street trees in the road reserve; and

(d) the efficient ultimate subdivision of the entirety of the land and of surrounding land.

PLANNING SCHEME REQUIREMENT

A1 - The subdivision includes no new roads.

P1 - The arrangement and construction of roads within a subdivision must provide an appropriate level of access, connectivity, safety and convenience for vehicles, pedestrians and cyclists, having regard to:

(a) any road network plan adopted by the council;

(b) the existing and proposed road hierarchy;

(c) the need for connecting roads and pedestrian and cycling paths to common boundaries with adjoining land to facilitate future subdivision potential;

(d) maximising connectivity with the surrounding road, pedestrian, cycling and public transport networks;

(e) minimising the travel distance between key destinations such as shops and services and public transport routes;

(f) access to public transport;

(g) the efficient and safe movement of pedestrians, cyclists and public transport;

(h) the need to provide bicycle infrastructure on new arterial and collector roads in accordance with the Guide to Road Design Part 6A: Paths for Walking and Cycling 2016;

(i) the topography of the site; and

(j) the future subdivision potential of any balance lots on adjoining or adjacent land.

COMMENTS

The Expansion Plan will require new roads and these will be designed in accordance with the requirements set out in the performance criteria. Reference will also be given to the Tasmanian Standard Drawings and relevant Australian Standards.

A2 - Where the subdivision plan includes one or more new roads, street trees must be provided within the road reserve:

(a) at intervals of not less than 10m measured between the centre of each trunk; or

(b) at intervals not less than the canopy diameter of the tree species at maturity; and

(c) in locations where sight distances to vehicle access points are compliant with the following:

(iii) in the case of non-commercial vehicle accesses, Australian Standard AS 2890.1:2004, Parking Facilities, Part 1: Off-street car parking, section 3, Access Facilities to Off-street Parking Areas and Queuing Areas; and

(iv) in the case of commercial vehicle accesses, Australian Standard AS 2890.2:2002, Parking facilities Part 2: Off-street commercial vehicle facilities.

P2 - No performance criteria.

COMMENTS

All new roads will be designed with sufficient width to allow provision of street trees along at least one-side of each new road.

10.2 ZONES

10.2.1 General Residential Zone

The zone purpose statements for the general residential zone are as follows:

8.1.1 To provide for residential use or development that accommodates a range of dwelling types where full infrastructure services are available or can be provided.

8.1.2 To provide for the efficient utilisation of available social, transport and other service infrastructure.

8.1.3 To provide for non-residential use that:

(a) primarily serves the local community; and

(b) does not cause an unreasonable loss of amenity through scale, intensity, noise, activity outside of business hours, traffic generation and movement, or other off-site impacts.

8.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The Expansion Plan provides designated areas for General Residential growth, which have been sited to adjoin existing residential land within the township to assist with sequencing, servicing and road/pedestrian connections. The existing township is predominantly comprised of modern subdivisions towards the outskirts of the town centre. The land is therefore considered suitable for residential development at urban densities and therefore would be consistent with the above purpose statements.

Use Table

The General Residential Zone provides for residential use as no permit required, or permitted, and additionally provides for a limited number of non-residential uses such as childcare.

Future use of the site will likely be primarily for residential, passive recreation, aged care and childcare purposes. The Use Table applicable under the State Planning Provisions remains unchanged.

Subdivision Standards

Future subdivision will be undertaken generally in accordance with the proposed Evandale Expansion Plan (forming part of the proposed Development Precinct Masterplan- name TBC) and the applicable zone provisions.

It is noted that several provisions under the Evandale Specific Area Plan either override or are in addition to the standards under the General Residential Zone.

Provisions within the zone that will continue to apply include standards relating to size and scale (including setbacks to ensure that each lot is appropriate for residential use or development), frontage length (to ensure functionality and manoeuvrability), vehicular access, lot orientation, subdivision roads (safety and amenity for users), and connectivity to services (water, sewer, stormwater).

10.2.2 Rural Living Zone

The zone purpose statements for the Rural Living Zone are as follows:

11.1.1 To provide for residential use or development in a rural setting where:

(a) services are limited; or

(b) existing natural and landscape values are to be retained.

11.1.2 To provide for compatible agricultural use and development that does not adversely impact on residential amenity.

11.1.3 To provide for other use or development that does not cause an unreasonable loss of amenity, through noise, scale, intensity, traffic generation and movement, or other off site impacts.

11.1.4 To provide for Visitor Accommodation that is compatible with residential character.

The rural 'lifestyle' living lots are positioned on the outer edge of the Expansion Plan and are broadly consistent with the character and rural setting of the township, providing a transition from higher density residential use.

Use Table

The Rural Living Zone provides for residential use and compatible agricultural/low-order rural activities. The purpose and intent of the 'lifestyle' lots are consistent with the range of uses achievable within the zone.

Development / Subdivision Standards

All rural 'lifestyle' living lots will be provided in accordance with the layout shown in proposed Evandale Expansion Plan, which will be embedded within the existing/expanded Evandale Specific Area Plan.

The Zone allows for minimum permitted lot sizes ranging from 1ha (Area A) up to 10ha (Area D). The minimum discretionary lot size achievable is 8,000m2, under Rural Living (Area A).

Given all proposed 'lifestyle' lots will have areas at or below 1ha, Rural Living (Area A) would normally be most applicable.

However, Rural Living (Area C) is proposed to align with the adjoining rural living lots to the north-east. This ensures that further subdivision opportunities are prohibited, which aligns with the purpose of the zone and restricts growth that would otherwise exceed demand and infrastructure capacity.

10.2.3 Local Business Zone

A Local Business area has been included as part of the amendment. The purpose of this is to provide future options for local shops or other businesses, as required -to support the growth of the township.

The zone purpose is as follows:

> *14.1.1 To provide for business, retail, administrative, professional, community and entertainment functions which meet the needs of a local area.*
>
> *14.1.2 To ensure that the type and scale of use and development does not compromise or distort the activity centre hierarchy.*
>
> *14.1.3 To encourage activity at pedestrian levels with active frontages and shop windows offering interest and engagement to shoppers.*
>
> *14.1.4 To encourage Residential and Visitor Accommodation use if it supports the viability of the activity centre and an active street frontage is maintained.*

The extent of existing Local Business land within the township comprises approximately 2.8ha. This area is located along Russell Street, Scone Street, Collins Street and a portion on the western side of Nile Road.

Whilst this land does support some local businesses, it does not appear to be utilised specifically for the provision of business, retail, administration, professional, community or entertainment functions. This appears to be restricted due to several of the buildings being heritage listed and within the Evandale Heritage Precinct.

Further development of this area to provide the range of businesses/services to cater for growth in the township is significantly constrained, as outlined in section 2.1.9 of this report.

It is anticipated the proposed amendment and subsequent subdivisions will increase demand for local goods/services over time. As such, the limited additional Local Business land will provide additional flexibility for the provision of services to meet the future needs of the township, as required - without impacting the activity centre hierarchy.

Modified Local Area Objectives are included in the SAP, to ensure use/development is consistent with the Expansion Plan intent and override those identified above.

Use Table

The zone provides for a variety of use/development. However, the intent for Local Business land is to provide additional goods/services that meet growing demand over time but are commensurate with the character of the township. For example, the zone allows for Equipment and Machinery Sales and Hire, Manufacturing and Processing and Bulky Goods Sales.

The proposed Local Business area is unlikely to be of a sufficient size to cater for these types of use and the demand is anticipated to be relatively low. Therefore, the most likely future uses would include the following, which are a mix of no-permit required, permitted and discretionary uses in the zone:

- Business and professional services

- Food services;
- General retail and hire
- Educational and Occasional Care
- Hotel Industry
- Emergency Services
- Vehicle fuel sales and hire
- Visitor accommodation; and
- Service industry

The zone includes use standards which apply to non-residential uses within 50m of a residential zone. In addition, discretionary uses must demonstrate there will be no unreasonable loss of amenity to properties in adjoining residential zones and be of an intensity that respects the character of the area.

The zone also includes a provision (Clause 14.3.3 - Retail Impact) which applies a maximum gross floor area of 250m^2 per tenancy for Bulky Goods and General Retail and Hire uses. Whilst the performance criteria provide a pathway to vary this, tenancies exceeding the floor area requirement must not compromise the activity centre hierarchy, having regard to:

(a) the degree to which the proposed use improves and broadens the commercial or retail choice with the area;

(b) the extent that the proposed use impacts on other activity centres; and

(c) any relevant local area objectives contained within the relevant Local Provisions Schedule.

These controls are appropriate and would be read in conjunction with the requirements under the Evandale Specific Area Plan.

Use / Development Standards

The standards in the zone control building height, design, amenity impacts, setbacks and service provision. The permitted building height in the zone is 10m.

For any future subdivision, there are several provisions that will require assessment.

The permitted lot size in the zone is 200m^2. However, this can be reduced via the performance criteria. The area to be zoned Local Business constitutes approximately 2,800m^2.

The number of lots created would depend on site constraints and landowner/tenant requirements, which may necessitate slightly larger lots thereby reducing the potential yield.

Any subdivision/development of this land would likely occur gradually, in response to demand. If the expansion of the Evandale SAP is approved, this will provide additional standards that may be in addition to, or substitute those within the Local Business Zone.

10.2.4 Community Purpose Zone

Of the two 'super lots' proposed as part of the expansion plan, one will be zoned entirely Community Purpose to provide options for childcare and aged care facilities, whilst the other will be zoned a mix of Community Purpose and Local Business.

The purpose of the zone is:

27.1.1 - To provide for key community facilities and services including health, educational, government, cultural and social facilities.

27.1.2 - To encourage multi-purpose, flexible and adaptable social infrastructure.

The purpose statements are broad, reflecting a general desire for community facilities and social infrastructure.

Use Table

The Community Purpose Zone provides for aged care/retirement living which falls under the residential use classification but prohibits all other forms of residential use.

The zone also provides for:

- Business and Professional Services, if for:
  - Medical centre;
  - A community-based organisation;
  - Government offices; or
  - Funeral parlour.
- Community Meeting and Entertainment
- Education and occasional care
- Emergency services
- Hospital services
- Food services
- General retail and hire (if for a market); and
- Sports and recreation

The use classifications provide substantial flexibility, to ensure the area zoned Community Purpose is utilised appropriately.

Use / Development Standards

The standards in the zone provide controls for non-residential use, covering hours of operation, commercial vehicle movements and external lighting to minimise amenity impacts if within 50m of a residential zone (there are exceptions, such as emergency services).

Development standards include a permitted building height of 10m, setback standards and subdivision standards which specify permitted lot sizes of 600m^2.

The total area to be zoned Community Purpose is approximately 8.4ha across the two 'superlots'.

These standards would be addressed as part of subsequent subdivision/development applications in accordance with the expansion plan. The provisions of the Evandale Specific Area Plan will also be applicable if the SAP is extended.

10.2.5 Open Space Zone

The rezoning includes provision of designated areas of public open space, to provide certainty regarding the provision of open space, rather than implementing these spaces through subsequent subdivision applications where open space is provided on a case-by-case basis, rather than a strategic approach.

The zone will be applied to the areas designated on the expansion plan (references 4 and 7) and constitute a total area of approximately 6ha.

The purpose of the open space zone is:

> *29.1.1 To provide land for open space purposes including for passive recreation and natural or landscape amenity.*
>
> *29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.*

Allocating the Open Space zone will secure several areas of site as public space, ensuring it is not used for residential or other development. The primary area of open space (Expansion Plan reference 4) is a key urban design feature of the Expansion Plan and will serve as a significant public open space contribution.

Use Table

Whilst the zone does provide for a range of discretionary uses, it is anticipated the open space areas will be utilised for public recreation. Development within these areas will generally be restricted to public infrastructure (parks, playground equipment etc).

Use / Development Standards

As the intended use of the areas is consistent with the above, further consideration of the use/development standards is not necessary at this stage. However, it is noted that the Evandale Specific Area Plan includes Lot Design standards that override the lot standards within the Open Space Zone.

10.3 CONSOLIDATION OF TITLES

If approved, the proposed amendment and rezoning will require a reorganisation of boundaries between 211 Logan Road (CT 106773/1) and 95 Logan Road (CT 116759/1) to align with the north-eastern extent of the Expansion Plan area.

The remaining portion of 211 Logan Road would retain an approximate area of 72.22ha, which is considered sufficient to ensure the future agricultural potential of the land is not constrained.

10.4 CODES & OVERLAYS

10.4.1 PARKING AND SUSTAINABLE TRANSPORT CODE

The purpose of the Code is as follows:

> *C2.1.1 - To ensure that an appropriate level of parking facilities is provided to service use and development.*
>
> *C2.1.2 - To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
>
> *C2.1.3 - To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
>
> *C2.1.4 - To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
>
> *C2.1.5 - To ensure that parking spaces and accesses meet appropriate standards.*
>
> *C2.1.6 - To provide for parking precincts and pedestrian priority streets.*

The Code provisions outline requirements for car parking provision, construction and layout of parking areas and pedestrian access. These standards apply to development proposals and will be considered as part of each subsequent planning permit application.

Road Design

All new roads within the Expansion Plan will be designed in accordance with the relevant Tasmanian Standard Drawings and Australian Standards, to ensure appropriate grades, widths and drainage is achieved.

The TIA provides an in-depth assessment of the existing road network and junctions, to determine the design approach for the proposed Expansion Plan.

All internal roads and junctions have been designed to accommodate two-way vehicle movements, along with sufficient width for footpaths and street trees (as required through the Evandale SAP). The analysis confirms that future/proposed roads and intersections within the Expansion Plan will achieve appropriate view lines and sightlines and can be appropriately integrated into the existing road network.

Notwithstanding, all roadways and intersections forming part of the various stage(s) will require assessment under the relevant provisions of the SAP and Codes, to determine compliance prior to the issue of a permit(s).

10.4.2 Road And Railway Assets Code

The purpose of the Code is:

C3.1.1 - To protect the safety and efficiency of the road and railway networks; and

C3.1.2 - To reduce conflicts between sensitive uses and major roads and the rail network.

The Code provisions outline requirements to ensure the continued safety and efficiency of the road and railway networks. This includes compliance with Australian Standards in regard to the design of junctions, accesses, maintaining sight lines and level crossings.

Standards related to development will be addressed as part of each subsequent permit application. However, the accompanying TIA has provided preliminary consideration of the relevant use standards under the Code, as outlined below.

Clause 3.5.1 - Traffic generation at a vehicle crossing, level crossing or new junction

Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

As there is potential for up to 370 vehicle movements to be generated during the peak hours to and from the site, the clause requires consideration against the following performance criteria:

Performance Criteria P1

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

a) Any increase in traffic caused by the use

b) The nature of the traffic generated by the use

c) The nature of the road

d) The speed limit and traffic flow of the road

e) Any alternative access to a road

f) The need for the use

g) Any traffic impact assessment; and

h) Any advice received from the rail or road authority.

As outlined in the TIA, the SIDRA modelling results and mid-block assessment, demonstrate the traffic generated by the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road network surrounding the site.

The proposed development is expected to generate predominantly light vehicle traffic which is already catered for on the surrounding road network and the analysis indicates there is spare capacity in the road network surrounding the site to accommodate the traffic generated by the proposed development.

The roads surrounding the proposed development are generally subject to a 50km/h speed limit. These speed limits will be maintained and will ensure safe and efficient access to the proposed development. The TIA concludes that post-development traffic volumes (once all stages are complete) are not expected to have any major impacts on the safety and operation of the surrounding road network.

10.4.3 Natural Assets Code

The purpose of the Code is:

C7.1.1 - To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.

C7.1.2 - To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.

C7.1.3 - To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.

C7.1.4 - To minimise impacts on identified priority vegetation.

C7.1.5- To manage impacts on threatened fauna species by minimising clearance of significant habitat.

The Code includes provisions which control the clearance of native vegetation and use/development within identified waterways.

Whilst no development is proposed as part of this application, an ecological report was prepared to identify the presence of natural values and consider the implications of the Expansion Plan. The report notes that due to historic agricultural land use and associated land clearing, there is little native vegetation remaining and few habitat opportunities on the property.

However, two existing water bodies on the site (comprised of a man-made dam / ponds and drainage channels) support various types of aquatic vegetation. The presence of the green and gold frog (Litoria raniformis) was identified in the large dam in the centre of the site. The species is listed as vulnerable under both the *Threatened Species Protection Act 1995 (TSPA)* and *Environment Protection and Biodiversity Conservation Act 1999 (EPBCA).* The report indicates the dam has a good cover of aquatic plants providing habitat for this species.



Figure 4. Pond where green and gold frogs were calling along with three other species. The vegetation along the edges and within the pond provide good habitat for the frogs.

The report provides the following recommendations:

- *Log piles and gorse patches providing potential refuge should be monitored for the presence of Eastern barred bandicoots prior to any removal work.*
- *Alternative refuge areas should be provided/planted to offset loss of log piles and gorse patches.*
- *The waterbody with intact fringing vegetation where the vulnerable Green and gold frog has been confirmed, should if possible be retained as habitat for aquatic fauna.*
- *The waterbody identified in 2019 as having the pest crustacean the yabby (Cherax destructor) should be checked thoroughly to determine whether it is still present. If it is, it should be treated to control this species. Options for treatment include lowering the water level and treating with Rotenone, or filling these dams in if they are not required within the overall plan.*
- *Where possible the few remaining copses of trees and solitary mature trees should be retained as potential habitat for hollow dependent species, including the endangered Masked owl. These areas should be protected from further degradation and could be rehabilitated with native grasses and shrubs consistent with the lowlands grass complex and woodlands vegetation types. This would potentially provide habitat for other local and threatened fauna species.*
- *Develop an ecological plan to include rehabilitation of those areas that could be restored to provide conservation values through using selected plant species for each location. This could be integrated with open spaces and recreational areas.*
- *Ensure vehicles and machinery entering the site are clean to prevent spread of environmental weeds and pathogens.*

In response, the layout of the Expansion Plan has been amended to enable the retention of the dam, which will be incorporated into the broader open space network. Additional landscape plans will be prepared for each stage of the Expansion Plan, and the use of native vegetation will be prioritised. The inclusion of substantial areas of open space will provide opportunities for new habitat and is expected to significantly improve the overall natural environment and ecological values across the site.

Whilst no development is proposed as part of this application, each stage of the Expansion Plan will require planning approval at which point the provisions of the Code will be considered (where applicable).

10.4.4 Attenuation Area Code

A portion of the site is subject to the Attenuation Area Code. This code applies to subdivision of a lot where sensitive uses may be established within an attenuation area. The below figure demonstrates the extent of the attenuation area from the Tasmanian Gun Club. As per Table C9.1, the attenuation distance for noise from a shooting range is 2,000m which covers a small portion of the southern boundary of the site.



Figure 41: Noise attenuation area (2000m) (source: the LIST map, 2022)

To the south of the township are also two TasWater sewerage treatment aerobic lagoons. These lagoons have a plant capacity of 12000kL/day and 5600 kL/day. The attenuation distance for odour is therefore 1,000m.

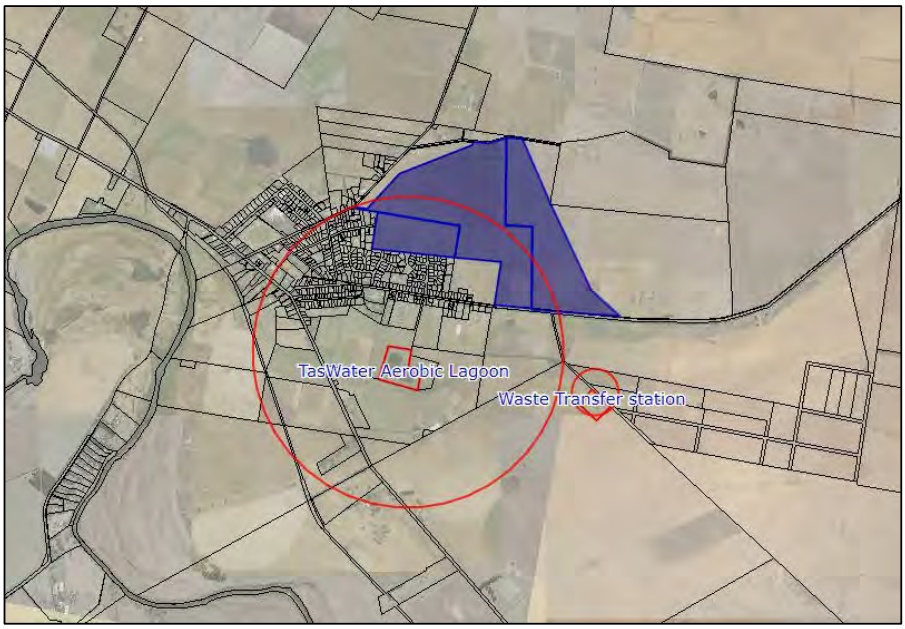


Figure 42: Odour attenuation area (1000m) (source: the LIST map, 2022)

The TasWater treatment plant is located a significant distance south of the site, such that prevailing north/north-westerly and westerly winds will carry any odours away from the site.

The plant also encompasses most of the existing township. As such, the potential impact from odour emissions is likely to be very low.

10.4.5 Flood-Prone Areas Code / Overland Flow

There are several overland flows paths that run through the site toward Drovers Court and Stockmans Road. The preliminary flood/overland flow assessment illustrates potential stormwater/overland flow that may be experienced across the site during a 1% AEP event, as illustrated below.

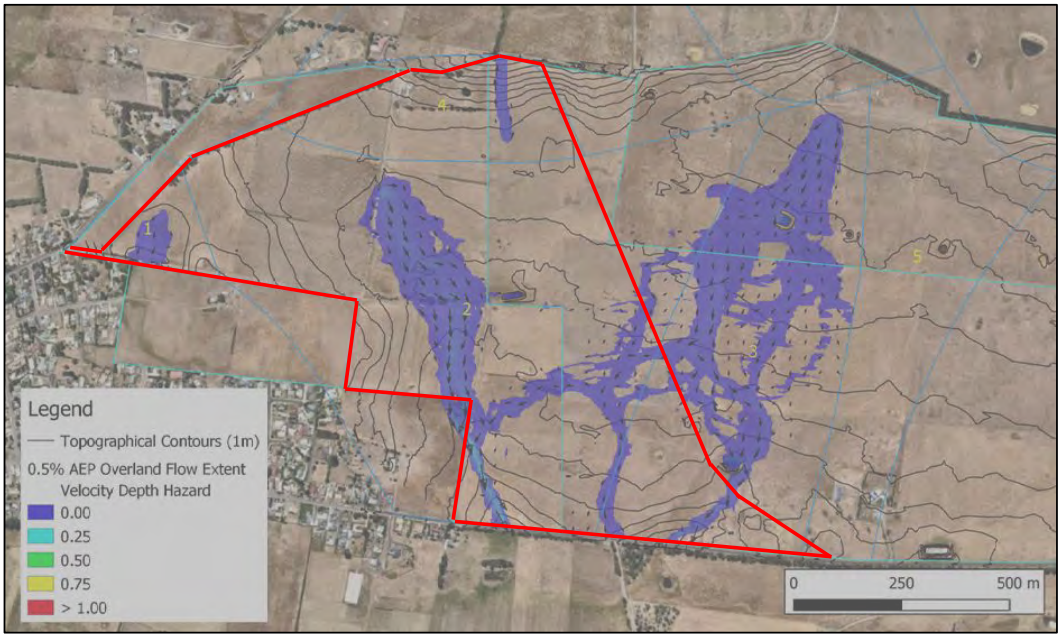


Figure 43: 0.5-1% AEP overland flow velocity - Expansion Plan extent shown red (source: Preliminary Food Hazard Assessment, MRC)

The modelling indicates the maximum depth (200mm) and velocity (0.5 m/s) of stormwater/overland flow is very low. When the modelling is applied to the Expansion Plan, areas of proposed residential and community purpose land may be affected. The Code includes provisions that apply to vulnerable land use that may be subject to flooding, such uses include retirement / aged-care facilities and assisted housing, some of which may be provided within the community purpose lots.

The provisions state that vulnerable uses must achieve tolerable levels of risk from flooding and permit applications must be accompanied by a flood hazard report. However, standard residential lots and associated development are not considered a vulnerable use under the Code.

Whilst no development is proposed as part of the application, each stage of the Expansion Plan will require separate planning approvals. Once each area is established, further planning approvals will be required for the construction and use of buildings, at which point detailed plans and associated reports will be required demonstrating compliance with the relevant provisions. Notwithstanding, the road layout generally runs east to west through the overland flow paths, rather than in the direction of flow (north-south) which is expected to reduce depths and velocities. This will assist in isolating the flow paths into manageable sections and is expected to reduce overall load on the subsequent stormwater system as each stage is developed.

It is anticipated this will allow broader stormwater management measures to be implemented, where required (such as swales and/or detention basins). These measures can be incorporated into the broader open space corridor proposed within the Expansion Plan. Regarding discharge to Logan Road, the general topography of the site slopes down toward the road in several locations. Therefore, it is inevitable that a portion of overland flow and general stormwater drainage will discharge to Logan Road. However, as indicated above, there are several measures that can be accommodated to minimise post-development discharge.

Ultimately, the concept plans indicate stormwater and overland flow can be reasonably accommodated and managed and each stage of the Expansion Plan will require separate planning approval, at which time detailed stormwater management plans will be prepared illustrating in greater detail how stormwater will be managed.

10.4.6 Bushfire Prone Area Code

The entirety of the site is subject to the Bushfire-Prone Areas Code. A Bushfire Hazard Management Assessment accompanies this report. The assessment concludes that any required mitigation measures can be accommodated within any future development applications which the rezoning would provide for.

The proposed rezoning will not result in changes to the way that the code applies to the site. Given that the surrounding land is pasture, the site is considered capable of maintaining a Bushfire Hazard Management Area within its boundaries and that risk can adequately be addressed through a bushfire assessment at the time of a development application for subdivision.

Each stage of the Expansion Plan will require consideration of the bushfire provisions, and any future development will need to be designed with consideration of the risk in order to satisfy further building requirements at a building stage.

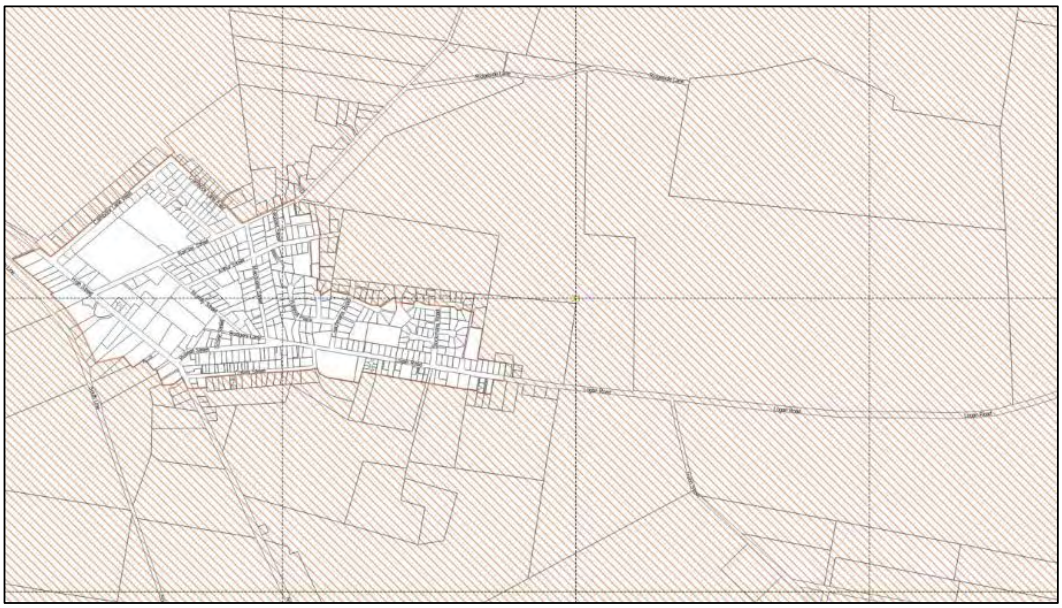


Figure 44: Extent of Bushfire Prone Area Overlay (source: Draft LPS, 2022)

10.4.7 Safeguarding Of Airports Area Code

A portion of the site is subject to the Airport Obstacle Limitation Area as, demonstrated in the below. Given the nature of the proposed future use as residential dwellings, future development



Figure 45: Airport Obstacle limitation area (source: Draft LPS, 2022)

As the site is not within any airport noise exposure area, provisions pertaining to subdivision will not be relevant for any future development proposal and is unlikely to conflict or interfere with safe aircraft operations.

Notwithstanding, Launceston Airport has provided the following advice:

- *Any construction equipment (such as cranes) that exceed 211m AHD, may require referral and written approval from the airport, prior to use.*
- *Lights within 6km radius of an airport may cause confusion, distraction or glare to pilots in the air. Should any external lighting compromise aviation safety, Under Regulation 94 of the Civil Aviation Regulations 1998 (CAR1988) CASA may seek that the lighting be modified, shielded or extinguished to ensure aviation safety; and*
- *Whilst the subject site is located outside the Australian Noise Exposure Forecast (ANEF) and N contours, as mapped and laid out in the Launceston Airport Master Plan 2020, prospective lot owners should be notified that the area may be subject to low-level noise from aircraft.*

  Therefore, the airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the future dwellings relating to noise complaints due to the dwellings being located close to the airport and its flight paths.

This advice has been noted.

5. SUMMARY

This report forms part of a request for an amendment to the *Tasmanian Planning Scheme - Northern Midlands.* As outlined in section 6 of this report, the amendment seeks to:

- Rezone the subject site to a combination of:
    - General Residential
    - Rural Living
    - Local Business
    - Community Purpose; and
    - Open Space
- Expand the existing Evandale Specific Area Plan, to encompass the subject site; and
    - Incorporate the *Evandale Expansion Plan* as a precinct masterplan in the SAP.

The amendment broadly aligns with the strategies and policies for land use and development, as set out in the regional and local government residential land use strategies. The amendment has also been considered against the following:

- Tasmanian Population Growth Strategy 2015.
- The Greater Launceston Plan 2014.
- The Northern Midlands Council Strategic Plan 2017-2027 - (updated in 2021).
- The Integrated Priority projects plan 2021.
- Northern Tasmanian Regional Economic Development Strategy; and
- The Evandale Development Plan (2012)

The proposal has also been assessed against the objectives and requirements of the Land Use Planning and Approvals Act, particularly the State Policies, Requirements of Section 32, Schedule 1 Objectives and the provisions of Section 34.

The rezoning will cater for staged future subdivision and subsequent development of the site, whilst the expansion of the Evandale Specific Area Plan will ensure future development complements the rural and historic setting of the township, promoting growth whilst maintaining and enhancing the township character. The amendment and subsequent development will provide substantial social and economic benefits to the local community and municipal area by facilitating future provision of:

- Residential land and a range of potential housing types to meet demand (including potential affordable housing).
- Retirement/aged care.
- Childcare and Community facilities.
- Some local commercial uses to address future demand, that cannot be accommodated within the heritage town centre; and
- Dedicated areas of public open space.

The social and economic benefits are outlined in the accompanying cost benefit analysis and residential supply and demand reports prepared by SGS Economics and Planning. This should be read in conjunction with the additional supporting information provided within this report.

APPENDIX A - EVANDALE EXPANSION PLAN


SITE CONTEXT MAP
CT 116759/1
CT 106773/1
EVANDALE
RIDGESIDE LANE
WHITE HILLS ROAD
POTENTIAL SUBDIVISION LAYOUT
NOTE: This indicative layout for 4 Ridgeside Lane forms part of the rezoning application, but is not included in the Expansion Plan as illustrated on this drawing.
100m Setback from Agricultural Land Use
200m Setback from Agricultural Land Use
COMMUNITY PURPOSE
(Aged care / Retirement / Childcare)
(6.2 Ha)
COMMUNITY PURPOSE
(3.7 Ha)
BARCLAY STREET
LEOPOLD
ARTHUR STREET
POTENTIAL SUBDIVISION LAYOUT
NOTE: This indicative layout for 38 Arthur Street forms part of the rezoning application, but is not included in the Expansion Plan as illustrated on this drawing.
MACQUARIE STREET
COACHMANS ROAD
STOCKMANS ROAD
SUBDIVISION BY ADJOINING LAND OWNER
RUSSELL STREET
LOGAN ROAD
GUNN
LEGEND
Existing general residential lots within Evandale.
Potential future road reserve layout in the adjoining large lot properties.
100m and 200m Set backs from adjoining agricultural land use.
Existing 1m contours.
Property boundaries of CT 116759/1 and CT106773/1.
Proposed public open space (6.25 Ha).
Proposed road network as per NMC Evandale SAP section NOR-S5.8.4 Roads.
Proposed general residential lots varying in size from 550m2 to 850m2.
Proposed rural lots greater than 1500m2, with proposed building envelopes shown for perimeter lots.
Proposed community purpose lots
Proposed vegetation buffer (26,300m2) to offset adjoining agricultural land use set backs.
NUMBER LEGEND
1 Potential for additional land acquisition to provide a safer intersection such as a roundabout.
2 Public open space corridor for pedestrian and cyclist connections to Barclay Street.
3 Road connections to adjoining current and future residential precincts.
4 Large public open space area to cover the highest land form to ensure 360 degree views to the surrounding rural landscape and distant mountain ranges.
5 Local pocket parks to accommodate surrounding residents.
6 Local Business Zone for neighbourhood retail (2,800m2).
7 Existing farm dam to be retained top protect existing frog habitat.
8 Public open space for passive recreation and for Water Sensitive Urban Design (WSUD) requirements to treat and/or temporarily store site stormwater prior to exiting the site.
9 Intersection to Logan Road.
10 5m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.
PROPOSED EVANDALE EXPANSION PLAN
CT 116759/1 and CT106773/1 Logan Road Evandale Tasmania
PRELIMINARY
Subdivision Master Plan
0 25 50m
Sheet 1 of 1
4 December 2024
Issue M
N
Traders In Purple
LANGE design
landscape architecture

APPENDIX B - COMMUNITY CONSULTATION SUMMARY REPORT

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Ridgeside Lane Community Engagement Report

JULY 2018

'If I was to have imagined the land uses at the beginning, they would never have been as good as what we have in the concept plan. The outcomes are much richer for the contributions made by the community.'

Charles Daoud, Traders in Purple

thenoagroup

www.noagroup.com.au

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Introduction

Traders in Purple are a private development company with major projects in the Illawarra Region of New South Wales and the Redcliffe Peninsula in Queensland. In May 2018 the company purchased approximately 245 hectares of land 250 metres east of the Village of Evandale. The site borders on Logan Road to the south and Ridgeside Lane to the north. Prior to planning the uses for the site the company decided to engage the community of the Evandale District in conversations on what they would like to see happen on the site. This voluntary engagement enabled initial site planning to incorporate the views of the community. 285 people participated in the activities, which provided an understanding of a range of issues, which then guided the development and further refinement of an initial high-level concept plan for the site. This concept plan will guide the research and further detailed information for a rezoning application to the Northern Midlands Council.

Engagement Activities

The engagement plan included the following activities, which were facilitated by Lynda Jones and Bob Campbell from the noagroup:

- Mapping the whole system of the Evandale District. The whole system includes the organisations, groups and individuals that will influence or be influenced by the proposed development. This mapping exercise facilitated the development of a database as a key resource for communication, awareness raising and recruitment to engagement activities.
- Developing a communication plan, which included project narrative, audiences, mediums and scheduling. Included in the plan was the establishment of a dedicated project website.
- Scheduling face-to-face interviews with key stakeholders and local groups with leadership roles in the community. Examples include the Northern Midlands Council, the Evandale District Committee and relevant State Government agencies. A summary of the interviews is included as Attachment A (Input) and Attachment B (Feedback) of this report.
- Conducting four co-design workshops to identify community views on what they would like to see included or not included in any future development. Co-design workshops are a way for people to contribute their thoughts and ideas around potential opportunities, challenges and solutions for any development proposal. Co-designing starts at the beginning of the planning and guides the development of initial and ongoing responses.
- Specific briefings to Council and the Evandale District Committee on the project's advancement and the draft concept plan developed after the initial Input phase of the engagement.
- Conducting an additional Feedback phase, which involved three workshops where the draft concept plan was presented and additional comments sought.
- Throughout, the team responded to requests for one-on-one/small group interviews and combining these with the four co-design workshops, three feedback sessions on the draft concept plan and associated briefings, resulted in the total engagement of 285 people.

At a Glance

82 interviews/presentations for input
110 input co-design workshop participants
70 feedback workshop participants
23 interviews/presentations for feedback
Overall: 285 people engaged

Executive Summary

This Executive Summary presents the key issues from both the Input and Feedback phases of the community engagement program. The issues have been drawn from the outputs of the engagement activities and are qualitative in nature. However, they have guided and informed the development of the high-level site concept plan and have provided invaluable project 'grounding'. Areas where more detailed research and planning are needed have also been identified during the process.

The key opportunity the proposed development provides is the integration of economic, social and environmental outcomes. Successfully planned communities bring all aspects of life and living together to define their own sustainability and liveability.

The Evandale District and Village has an ageing profile and a reducing working aged cohort. Population growth is needed to sustain commercial and community services in the Village. The proposed new development has the potential to improve viability by attracting young families and working age people to live in the area. Increased commercial and community services will reduce the need for time consuming and costly commutes to neighbouring towns and to Launceston by residents.

The proposed development is a mixed-use project not just a housing development. The range of activities will broaden employment opportunities both during construction and ongoing. Opportunities for young people through apprenticeships and traineeships could be facilitated by the mixed-use nature of the development. There is also the opportunity to develop social enterprises within an area where people live

There is a strong focus on health and sustainability. The plan to utilise current and emerging technologies to be self sustaining and off the grid attracted interest and support during engagement discussions. The provision of an extensive network of extensive tracks and trails throughout the site will promote an active, healthy lifestyle that is attractive to residents and visitors

Both the positive and negative issues raised during the Input engagement discussions were incorporated into the site concept plan and consequently there was less tension during the Feedback sessions and more understanding of the development's aims. Younger residents in particular were encouraged by the potential of more housing choice and increased opportunities for their families. There was support for the attraction of more young families as the resultant population growth would increase support for local businesses, provide certainty for school student numbers and help maintain sporting and recreational groups.

A point of consensus was that 'the development should be about the children and grandchildren of existing residents'. This sentiment when joined with the principles of economic, social and environmental integration is a potent force for optimism about the development's potential contribution to the future of the Evandale District and broader Region.

Bob Campbell and Lynda Jones
noagroup
July 2018

Accessing the site

This remains a key issue. There needs to be more than one-way in and one-way out of the development. An emergency services access point onto Logan Road is suggested. Consideration should also be given to the main entrance into the development being via White Hills Road and perhaps incorporating a newly constructed road around the Village. There was mixed feedback over the use of Logan Road for site access. During the input discussions the potential traffic pressures on Russell Street from a Logan Road access point were strongly raised. During the feedback meetings there was a softening of that view and a Logan Road access point was seen as beneficial for local businesses.

Housing

This is essential for community viability. The number, density and mix of housing proposed in the concept plan was well received, particularly when considering that there are very few rental properties presently available in the Evandale Village or any new housing. In keeping with the Regional Housing Strategy an integrated approach including affordable housing is proposed and younger community members and families welcomed this.

All age groups need to be part of the development's future community, but there needs to be housing options for young families and working aged people. This would then support the regional migration strategy to address the challenges of an ageing population and decreasing working age cohort. The concept plan has positively responded to all these issues.

Energy, Water and Waste

As much as is possible, the development aims to be 'off the grid'. The degree to which this can be achieved will mitigate any capacity challenges from existing utilities servicing the Village and will also be a point of difference for the development. The sustainable ideals of the proposed development are attractive to many people.

Name

If rezoning is successful, the development should be named as soon as possible and the name communicated and promoted. The name Ridgeside Lane was temporarily chosen, as it is the property address.

Management and Maintenance

The provision and sharing of considerable areas of open space by the community is a feature of the site concept plan and an idea embraced by the majority of people at the Feedback sessions. This contributes to the values of sustainability and liveability. Questions were raised about where the responsibility for maintenance and funding of the open space will lie once the development is established. Part of the development's sustainability and liveablility ethos is that residents will contribute to maintaining open spaces and places because in doing so they help build both a sense of place and community. Many people liked this idea too.

The Airport

Three areas of concern were raised by airport management and will be easily addressed:

- Potential residents need to understand the proposed new development is beneath the airport flight path and there will be aircraft noise, which won't change.
- There should be no area of water planned for the proposed new development that could potentially increase the amount of birdlife above current levels. (There is no area of water planned)
- Attending the Community Consultative Committee meetings to ensure there is an exchange of information and discussion over any concerns.

Tourism

There needs to be a destination purpose in the end development; not something you come across but something you go to. According to the Launceston Accommodation Demand Study there is still capacity for extra beds in the area. Any accommodation facility could also incorporate a specific meeting/training centre with a focus on executive management and leadership development.

Agri-tourism is still the focus of tourism potential in this area. To that end activities which provide immersive activities involving capacity building, producers and makers, value adding and sustainability will be attractive. Essential to the development and also the future visitor will be the inclusion of 'best' connectivity and a recharging mechanism for vehicles and people movers.

Tracks and Trails

These have been incorporated into the end design. They are the means to support active, healthy lifestyles and sustainable movement and transport within the development. They are desirable to many of the engagement participants.

Good Neighbours

There is some concern amongst the surrounding farming community that a proposed development will create tensions between the 'right to farm' and the 'right to live' the way people want to live. These concerns will be best managed by maintaining dialogue between developers and farmers during the detailed planning stage and farmers and residents as the project develops. There is also the suggestion that engaging an expert agronomist to study the current and future farming practices in the area would help develop recommendations to minimise potential impacts between neighbouring farmers and residents. The use of buffer zones and various types of fencing have already been discussed.

Engagement Phase 1: Input

Interviews: Summary of key issues raised

Prior to the first round of community co-designing workshops, interviews were held with a number of regional stakeholders, community organisations and individuals and contact was made with over 80 people. A record of the interviews and key issues raised is in Attachment 1 to this report. A summary of the key issues raised during the interviews and conversations is set out below.

Evandale's character

Many people moved to Evandale for its heritage, beauty and quietness and there is a fear that this may be compromised. The concern is that any proposed development would end up bigger than the Village and therefore the Village would be lost.

Evandale is a heritage village, which attracts visitors. There was concern that an increase in population associated with any proposed development would detract from the heritage character of the town; that any development may prove inappropriate; that Evandale remain a 'walking Village', as opposed to a 'driving Village'.

It was also suggested that perimeter areas of the development back onto activities, which would improve liveability.

Roads

Beyond the airport, the road leading to Evandale deteriorates in standard and is not considered adequate by Evandale residents. Any increase in traffic due to population growth in the Evandale District has the potential to exacerbate the situation.

The Northern Midlands Business Association has also been lobbying for the upgrade of roads in the area to reduce travel time from 'paddock to port'.

Traffic in Evandale Village

The concern with any proposed development is using the Village as an entrance and the associated traffic that would be generated.

There was concern over access to the proposed development site. It was considered that Russell Street would not be able to take any extra traffic as the volume of cars, trucks and people competing for space already challenges it. This is highlighted each Sunday when the market operates.

Utilities: water, power and sewer

The provision of utilities to service extra population is a key concern as there is limited capacity in the existing Evandale Village services. Aiming to be 'off the grid' was well-received.

Agricultural land

A view was expressed that agricultural land should be used to grow food not houses.

Jobs and apprenticeships

The area needs local jobs and apprenticeships especially for young people and if this could be incorporated into any proposed development it would be positively received.

Population

Evandale has an ageing population and is predominately a retirement village. This potentially threatens the long-term sustainability of the school, services and commercial activities. There is a regional strategy to increase population through immigration to address the issue of a diminishing working-age population.

Housing and livability

Housing development should take an integrated approach with a variety of options, including affordable housing. Housing affordability is an issue.
The development should be 'pitched' at telecommuters where people live and work from an area of high lifestyle and livability.

Healthy lifestyle

Any new development should incorporate green open spaces, tracks and trails, provision for active transport, community gardens for fresh food and sport and recreation facilities. The Evandale Football Club has successfully moved into female football and is presently outgrowing its present facilities.
Revegetation of the area was also seen as part of a healthy lifestyle with the connection made between a healthy environment and human health outcomes.

Tourism

The projected demand for visitor accommodation in the Region over the next 10 years is 500 rooms and after factoring in proposed Launceston developments there is still opportunity for 200 rooms.
Agri-tourism is a focus for the area, the aim being to create immersive experiences around produce, producers and value adding.

Evandale Village viability

Commercial viability is challenging particularly during the winter months. Additional service and retail outlets have often failed e.g. service stations and butchers shop. At one stage the local supermarket closed. There was concern that Village commercial activity would be replicated in any new development and increase competition in an already challenging commercial environment.
The viability of the school and having enough students to ensure its future is also a concern to many people. A social enterprise, perhaps working with a not-for-profit, might provide good outcomes for all.

Past planning and the present Planning Scheme

There is an agreed town boundary, outside which the Village should not expand. Also within this boundary there is a population cap of 2000. There were concerns that this planning framework that had taken a long time to agree was now being ignored.

The development's address/name

The 'working' name of 'Ridgeside Lane' for the project was used because the site borders on Ridgeside Lane – its address. There is also a nearby property called 'Ridgeside' and there was confusion over why that name was being used. Many would prefer an alternative name be given to any proposed project.

Ongoing costs

There is concern over who will pay for the ongoing maintenance costs of gardens, parks, open spaces, track and trails. If this fell to Council there was an added concern that rates would be increased to pay for additional maintenance.

Launceston Airport

The three issues raised by airport management were making it clear to people living in any proposed new development that they are on the airport flight path and there will be aircraft noise that will not change; safety over establishing any body of water which would attract birds which are a safety hazard for air traffic; and the airport retaining good relationships with the community.

Co-design Community Workshops: Summary of Key Issues

Around 110 people attended the four workshops. They were held at various times to maximise convenience on Wednesday, May 23rd and Thursday May 24th. There was a separate meeting with the Evandale History Society and volunteers from the Information Centre held Thursday, May 24 to coincide with their regular monthly gathering. People were asked to register for the workshops to help with the formation of workshop groups and inform catering needs.
The workshop process was organised around the exploration of themes, with project team professionals working with community members. Each participant had the opportunity to contribute to each of the following four themes: Infrastructure; Character; Residential Options; Uses and Opportunities. A summary of the issues raised by participants is set out below:

Infrastructure fit for purpose

Roads and traffic:

- This is a key concern. There is a fear that any proposed development will generate traffic pressures on Russell and Barclay Streets. There was strong opinion that the Evandale Village centre not be used as the 'through-road' to access any proposed new development. There is also a concern that increased traffic will tax existing Village roads.
- Russell Street is integral to the heritage character of Evandale and is also the commercial activity hub. However, it is narrow with restricted parking, driver line of sight concerns and heritage amenity. The Sunday Market creates parking issues and restricts traffic movement and whilst this is generally accepted, people 'don't want Sunday, everyday.'
- The intersections of Russell and Barclay Streets with High Street also have line of sight concerns at current traffic levels. Nobody wants to see a roundabout or traffic lights.
- Barclay Street does not have the parking issues of Russell but does pass by the school. It also has truck traffic.
- A traffic study is needed.
- Vibration from trucks may potentially damage heritage buildings and homes.
- The use of Cambock Lane is limited as an access point as it is a narrower residential street.
- A solution that diverts traffic around the Village would be ideal but the density may not justify the capital cost. Creating a connection from Ridgeside Lane through farmland north of Cambock Lane to the Leighlands Road / Evandale Road intersection was suggested.
- Evandale Road beyond the airport narrows; there are no white lines and there are grade issues around the rail crossings. The Community and Council would like to see it upgraded. The creation of a 'Ring Road' to the Leighlands Road intersection might provide a catalyst for Council and State Government funding for such an upgrade.

Water, sewerage, storm-water and waste management:

- Will the existing infrastructure be able to accommodate a large increase in population?
- The sewage treatment plant is ageing, located in the flood plain of the South Esk River and considered to be close to capacity. TasWater manages it.
- Water pressure is good on White Hills Road but patchy across the Village. There are some quality issues for those living in Trafalgar Lane.
- Councils have retained responsibility for drainage and storm water.
- There is a Waste Transfer Station on Logan Road adjacent to the southern boundary of the site. It was also mentioned that a previous landfill and hydatids testing site might be located on the eastern end of the site on Logan Road. The exact location will need to be determined so testing can be conducted.
- There was support for storm water retention and reuse in any proposed development.
- The notion of any proposed development being self-sufficient and sustainable was generally well received and considered feasible given the rate of technological advancements.

- The ability to connect any proposed development with existing water and sewer infrastructure will need discussion with TasWater.

Character

Village comes first

This is a description of Evandale's character by a resident and workshop participant.

'Evandale is an historic village in a peaceful, rural setting. The leafy, green trees provide cool shade in summer and beauty all year round. It is peaceful, quiet and safe. The landscape surrounding the Village gives us views of mountains, rivers, and productive farming land. The sounds you hear are of cows bellowing, and our kids walking together, riding bikes and playing. Evandale is a creative, enterprising community and there are many 'big' personalities. We stage national and international events like the Penny Farthing races and Glover Art Prize. What is unique about Evandale is the people, their stories, convict history, churches and our historic Village with its cosy, quiet laziness. There has been steady and considered development in Evandale since its establishment. Steady and staged growth is the favoured approach. A steady, staged increase in population within the agreed limits, with the potential of extra families living in the area and jobs that might be developed and maintained would be good.'

What was liked?

- Greenery, open space, trees and gardens. Trees you can eat. 'In Sorrento the streets are lined with lemon trees.'
- Development that is subtle and respectful of the 'neighbouring' historic Village of Evandale
- The development to be surrounded by the landscape, which can be seen wherever you are; this is integral to the character of the District.
- A community focus, parks, walkways, something for families and children
- Underground power
- Good standards of design and construction
- A fire buffer zone, and a community preference to separate any new areas. 'It should not be an extension of Evandale but separate to it.' This also raised the question of a separate name, which has not been determined.
- The potential green belt to contain tracks, trails and paths that link to the Village and to existing tracks and trails which facilitate active transport, health and wellbeing outcomes. Many were positive about this.
- Facilities that help build community.

What was not liked?

- The look and feel of a suburb.
- No concrete jungle!
- High-rise developments
- A place like Grindlewald with gimmicky themes
- Bright colours that clash with the landscape and Village
- Big fences and colour bond fences
- Big houses on small blocks
- Blocked views
- A great big hotel

Residential Options

- Previous planning studies resulted in the recommendation that population in the Evandale Village be restricted to 2,000 persons. The present population is estimated to be around 1,400.

- There is limited supply of new housing and land for sale in Evandale. Housing development is happening nearby in the municipality at Perth and Longford.
- Residential options should cater for all ages and stages in life. There needs to be a mix and diversity. Density however is not favoured.
- To attract families, housing will need to be affordable. This implies smaller lot sizes. Currently the Village has an ageing profile. More young families would help secure the future of the school and eventually the Village. 'If we lose the school, we lose Evandale'.
- There is a tension between small lots and bigger lot sizes. Generally the Devon Hills or Leighlands Road sizes with the traffic problems resolved had support. That however may not address affordability.
- Some objection to grid pattern streets and cul de sacs.
- Ageing in place should be facilitated by the housing options. There was discussion around a Glenara Lakes aged care facility with a mix of independent living and supported care facilities set in landscaped grounds. This got a mixed reception.
- There are examples of areas where building design guidelines are set and covenants placed on buyers to ensure the character of a place is maintained. There is scepticism over how this would be enforced and achieved over time.

Uses and Opportunities

- The Village of Evandale has lost services over time: 'We used to have two service stations, we need a pharmacy, the butchers shop closed and the general store even closed for a while. If the numbers of children don't increase the school may become vulnerable. There is no police station. We could do with increased access to doctors and dentists. Without growth Evandale runs the risk of continued service decline.'
- 'We don't offer enough to tourists to keep them here for very long.' However the community hosts two iconic events with the Penny Farthings and Glover Art Prize. There was some enthusiasm to restore the historic water tunnels.
- A view was expressed that there was no desire to be like the Village of Richmond (outside Hobart) with its 'tacky shops' and high visitor numbers.
- An event, conference or wedding venue was suggested. Weddings could strengthen existing businesses.
- The Agrarian Kitchen (Derwent Valley) concept showcasing local produce was mentioned. In the 1980's Evandale supported two fine dining establishments, Casey's and Russell's, which brought visitors to the Village.
- Artist studios and exhibition spaces to build on the 'Glover' reputation were suggested.
- In broad terms however, there were no consistently strong tourism ideas.
- There were many more suggestions around recreational and community facilities and they included: a 36 hole golf course, sports oval, swimming pool, a men's shed, walking and cycling trail including mountain biking and an outdoor gym. One participant suggested that there was the potential for 8 km's of trails around the development site that could link into the Village and existing trail networks. A 'country-club' style centre with community spaces was suggested and was also seen as a facility that would have a positive impact on community building.
- Landscaping, parks and open spaces linked by walking trails, playgrounds and an outdoors event space were mentioned. An arboretum could enhance the landscape.
- One participant stated that the first public library established in Australia was at Evandale and suggested a community engagement space reflecting that history could be established.
- It was stated that the soils on the northern aspects of the site are suitable for grape growing. Keeping some part of the site for agricultural and rural uses was generally supported.

Phase 1 Summary: What we heard from the engagement INPUT stage

Combining the insights and understandings of both the interview process and the co-designing community workshops the following list summarises the first stage of the engagement's INPUT stage.

- Approach development as it has been done in the past: steady and staged.
- Understand the land and landscape from the perspective of the Aboriginal community.
- The natural environment and surrounding landscapes was a common thread throughout discussions and should be an integral reference point to any considerations.
- Develop separately from, but in sympathy with, the Village. Good design, construction, a subtle colour palette, lower density and respect for the existing heritage is favoured. There needs to be a green zone of separation between Village and New and this provides the opportunity for linkages and connections through tracks, trails and parklands.
- A major issue is the concern around traffic pressure on Russell and Barclay Streets that may be caused by any development associated with a large increase in population.
- An off the grid, self-supporting settlement using modern technology may overcome any challenges with sewer, water and energy.
- Landscaping, green open spaces and recreational facilities are supported. Tracks and trails in particular would promote active transport, health and wellbeing.
- Affordable housing and opportunities for young families would help safeguard the school. Places and spaces for families and young people are needed. The development should be about the children and grandchildren of existing residents.
- Keep part of the site as farmland, vineyards may be the opportunity, but also specialised local produce as the focus.
- Evandale like Tasmania is ageing and ageing in place facilities are likely to be in demand. This has implications for residential options.
- Build on Evandale's history, events and rural produce for tourism in line with a 'heritage to harvest' concept. Mass tourism is not popular.
- An alternative name for any development, not Ridgeside Lane.
- In all planning, be mindful of the Airport requirements.

Phase 2: Feedback

Following the engagement program's INPUT stage, the project team worked to translate the understandings into a draft, high-level concept plan. This concept plan was presented to community and stakeholders at the beginning of June 2018 for further feedback. Below is a summary of the key issues or questions raised during the feedback workshops and presentations.

Presentation and feedback workshop: Summary of Key Issues Raised

Three workshops were held on Wednesday June 6Th 2018 and 70 people attended over the three sessions. The high-level draft concept site plan, developed following the co design workshops was presented and explained.

Working in groups, participants were asked to say what they liked about the concept and what they were not sure about. The key issues from these discussions are set out below. The numbers indicate the number of times an issue was raised. The main like was the provision of tracks, trails and community facilities. The main area of uncertainty was road access and traffic.

Likes

Tracks, trails and facilities (10)
The ability to walk and cycle to Evandale Village and to be active within the project by cycling and walking on tracks and trails amongst lots of trees was popular. An amphitheatre, performance space and training centre were liked. There is interest in a swimming pool being provided.

Housing (7)
The housing design is compatible with the area. Not high density housing and not as many as 1,000 homes. Good variety of lot sizes and integration of living.

Sustainability (5)
The emphasis on sustainability and the eco focus particularly with energy

Population (2)
The development will assist with local population issues.

Community spirit (2)
The development encourages a strong and safe community spirit.

Not Sure

Road access and traffic (23)
Road access and generation of traffic is the key issue. There is debate over vehicle access from Logan Road. Some want it, others don't. Emergency services queried the safety of having only one way in or out. A gated emergency access onto Logan Road was suggested. The need to upgrade Evandale Road between the airport and the Village was also raised.

Development certainty (8)
Who is going to own and operate the development and what happens if you get to a certain stage and then sell to someone else? Is the project economically feasible? How can you be confident to make such a long-term commitment?

Housing issues (8)
Should there be covenants in place to control the standard and style of homes?
The provision of social housing in the community draws mixed views and what a lot of moderately priced houses mean? What will Council say about rural residential blocks? What are the implications for my house?

Future Maintenance of the land (7)
How will the open land and gardens be maintained and by whom? Do the residents look after the open space? How will the subdivision of large blocks later be controlled?

Facilities for young people (7)
What facilities are planned for young people on the site - skate parks, mountain biking, bike trails, and BMX tracks?

Waste and services (6)
What is the waste management plan for the site? How will water be provided?

Don't lose the countryside (6)
What impact will there be on the countryside and environment? This is the countryside and we don't want to lose it.

The plan and zones (5)
What zones are you proposing and how does the project affect the rural classification of Evandale?

Risk to agriculture (4)
How will the development interface with adjoining agricultural enterprises? There is a potential risk to agriculture. Need to protect right to farm.

Commercial activity (3)
What commercial activities are intended in the project? Will they be at detriment to local business?

Attachment 1: Record of Interviews held during the input phase of the engagement activities

Chris Griffin: CEO Tourism Northern Tasmania
Accommodation Demand Study commissioned by Office of Coordinator General outlines the need for 500 rooms over next 10 years. After taking into account the addition of the Silo Hotel and the proposed Joe Chromy Hotel the area will still be short 200 rooms. NTT is working on the area's core attributes – heritage, productive landscapes, harvest. History is still a focus but only with the 'harvest' connect. Just focusing on a heritage town doesn't work - hard for communities to maintain and needs to be linked to something. NTT is also working with the Aboriginal Community around establishing walks relating to produce and landscape. Free settlers, not convicts, populated the Midlands. Many families are multi-generational residents and have a long and credible relationship with the area. Agri-tourism is a key opportunity - create immersive experiences; merino fine wool; distillery activities e.g. whisky and gin; wine; growing food; growing/using native and heirloom plants; meet the makers and producers.

Ian Goninon: Councillor and President of the Northern Midlands Business Association (NMBA) Please note: it was stressed and understood that this meeting was in the context of Ian's involvement with the NMBA not the Northern Midlands Council. Ian commented that there was confusion about the proposal and specific questions raised by NMBA members were:

- Where is the location?
- If it doesn't go ahead, what will you do with the land?
- How will access be managed?
- Existing roads won't cope
- What size are the lots?

The NMBA has been lobbying for some time to upgrade roads to reduce the travel time of produce to port. There is a need to extend the airport road beyond the airport because the present road cannot cope with the existing volume. Any increase in traffic will exacerbate the situation. Any additional support for road improvements would be welcomed.
The area needs new jobs and apprenticeships for young people

Evandale Rotary Club
Questions raised

- Are they residential blocks?
- Will there be rural blocks?
- What about aged-care blocks?
- What sort of zoning do you need?
- What about the roads going in and out? (This is a key issue)
- How much green/public space will be allocated?
- Have you bought White Hills Ridgeside?
- How will you access it?
- Can you put 'ticker-tape' up on the land you have bought so it can be identified?
- What about power, sewage, water? How are you going to accommodate that?
- Are you part of the Blessington Road development?
- Will all dwellings be built or could you buy a vacant lot?
- What similar projects have you done that we could look at?
- What would the project start time be?
- Would you establish a nursery at/near the house?
- How many people?

1-250

- You must have done the projections and know what you are going to do?
- Will you be using wind energy and building turbines?
- Will you have shops as part of the mixed-use?
- We don't want a whole lot of people coming into the Village and making everyday a 'Sunday'.

Maree Tetlow: CEO NTD

NTD taking an integrated approach to development and are keen to see any new housing take the same approach. Also working on an economic strategy for the region, which is highlighting the need for population growth (which will require housing); responding to tourism demand and social and health issues.

Lucy Byrne, Managing Director, Healthy Tasmania

Focus is on health as an economic driver and the need for the State to improve their health outcomes

- Link to Evandale and provide healthy lifestyle opportunities; create a circuit that joins Logan Road, Nile with Leighlands and make use of existing tracks and trails. If there was a trail along Leighlands Road it would make a substantial running, walking, cycling circuit.
- Build understanding of the 'drivers', viability of Village; school numbers;
- Community gardens, landscaping
- Historical connections e.g. to Glover
- No duplication.
  Many deer in the area: could be a 'wildlife attractor'
- Recreation: tennis (cardio tennis), gym equipment; outdoor hoops; playgrounds; mountain bikes, trail running

Jane Shaw, Ingleside Bakery

Businesses find winter months very difficult. Had a butcher but it closed. More locals would influence the kind of retail and services offered and the viability of the Village as a small 'activity centre'.

Frank Deane (Resident)

Frank highlighted the work that had been done in setting the township boundary and also the population cap. He would like to see a golf course incorporated into the end design.

Evandale Football Club

Club was dwindling in numbers and so moved into female football
Now has a need to expand facilities

- Need bigger change rooms
- Could explore incorporating new facilities as part of a new development
- Raised community concerns: traffic, loss of Village atmosphere; too close to Village, competition
- One member, related to the person whose property is called Ridgeside, was upset that the name had been used for the development

Neil Grose CEO and Tim Holder, Chairman, Launceston Chamber of Commerce

Chamber is keen to see increased airport capacity for logistic solutions. Roads beyond airport are an issue. Opportunities for Launceston and Northern Tasmania: new international players; building identity; need smart investors; address winter months, accommodation at airport. New economy where people will be working from home and the north gives a great lifestyle benefit
Opportunities for inclusion in the development

- Incorporate a social enterprise into the mix of use

- Establish a sculpture Park as part of the botanical gardens
- Making lighting a feature
- Digital capabilities for the digitally enabled worker

Coordinator General's Office: John Perry and Catherine Murdoch,
This meeting took the form of a briefing where the idea of a proposed development was outlined to members of the Office.

Launceston Airport Peter Holmes (Operations), Ilya Brucksch-Domanski (Planning) and Paul Godier Planning Manager Northern Midlands Council (on phone)
Airport does not come under the Northern Midlands Council Planning Scheme but Air Services (Federal Government) however development applications near airport are always done in collaboration with the Northern Midlands Council. Want to make sure people who buy in area understand it is an airport precinct and there will be noise. Don't want to have people complaining and trying to get things changed. Need to make it clear; clearly advertise as stipulated in the Air Services Act 1995.
If Launceston/Tasmania was successful in the bid for the Qantas Air School, could mean an increase of workers into the area and more traffic
Airport is responsible and engaged with local community and we don't want this to change. We are a community asset.
The road past the airport is not good. Already decreased speed on road. Locals do not like the roads. They are narrow and in last two years there has been 2 crashes near the railway crossing.
There is concern regarding safety in relation to birds. Bodies of water attract birds. Have been incidents with swans. Swans migrate east to west. If there were another body of water in-between they would use it. CASA dictates we measure and monitor birdlife within a 15k radius. At Evandale, birds are at flying level. Other wildlife hazards include wallabies, peacocks, wombats, and hares. We are very conservative about bird and wildlife hazards because of safety.
Hobart has built a hotel to accommodate early flights but it's not doing well. Launceston is a destination, not a stop over.
Airport is looking to develop their vacant land.
The road upgrade between Breadalbane to airport will be duplicated but not beyond. This was an election promise.
Airport consultative advisory committee meets every six months. TIP representatives are invited to attend and update everyone.

Angus Douglas (P&F member, local farmer)
Sustainability of the area needs to be proven and understanding longer-term trends in relation to an increase in the number of families would be helpful.
The area needs re-vegetating. There is a lot of native authenticity and understanding of vegetation; corridor ethos – reference to bioregions; habitats; re-generative agriculture
Area points to the hills and therefore need for an organic shape
For liveability, the perimeter areas need to back onto activities

Johannes Verhoeff
Development to be neat, tidy and simple
Narrow streets in the village, walking village – car is not king!
Fancourt in South Africa is a model and is like a walk through the country from village to village.
Langezandt outside Cape Town and also Kievits Kroon in Pretoria are examples of well-designed developments

John Kirwin, CEO Royal Flying Doctors Service Tasmania

Tasmanian has an ageing population and Evandale is a retirement village
Traffic, parking and roads are the key issues
Plans for Western Junction: rails, all facilities; Airport is starting their master plan next year; airport used to be busy for freight but that has changed to boat. If Western Junction development goes ahead then people will need to work and live somewhere.
Pitch development at the 'telecommuters'; housing affordability will be an issue; need good school and healthy lifestyle.

Chris Byrne and Chris Concade Hangar 57

The two Chris's are making whiskey in the old Ansett hangar at the airport.
They are at the early stages of their marketing efforts.
They will soon start looking for outlets to sell their product.

John Clements: Missiondale

Missiondale runs a rehabilitation program
Clients are usually in the program for 3 to 12 months
Range of activities include market gardening
Looking for other activities around horticulture skills development
Might be opportunities for skill development within the nursery or agriculture

Peter Wolfe and James Abbott (Glover Society)

Evandale has the highest residential prices outside Launceston
Where you are going to build overlooks the transfer station; land looks down on it
If get 30k winds, plastic gets stuck in the trees
Sight line for land to waste transfer station
Map needs to be adjusted as things look like they are there when they're not
Only people with money can afford sustainability
Where will the storm water go?
Solar panels need to be cleaned

Evandale History Society

Volunteers from the Information Centre joined society members
The following comments/questions were raised

- What did Council say you needed to provide them?
- There is no official application as yet
- The solicitor said that you don't own the land. Do you?
- Evandale feels like a community. 'I came here because of the heritage, beauty and quietness of the Village. Lot of feeling about that and people are concerned and scared that it will be taken away
- Traffic and using the Village as an entrance is the key concern
- Don't want any other days like Sunday
- What size blocks will you have down there?
- This terrifies me – it's larger than our Village
- You are not welcome here!
- Many of us see you as a 'nuisance'
- We need land to grow food, not houses
- Are you aware of Pitt and Sherry's report?
- There is a great deal of confusion
- A town that size (no size specified) needs a 'hub' – this will compete with and destroy the main street of Evandale

- The information says that the proposed development is kilometres away but it's not – it's on the edge of the Village
- Everything TIP does is 'high rise' – are you going to do that here?
- Who will look after the botanical gardens?
- What about flooding?
- What do you mean by affordable housing?
- Ongoing liabilities get passed onto Council and ratepayers
- Grey water – pump breaks down – who pays?
- What is design in sympathy with heritage values?
- Have you made contact with the irrigation?
- If you do this and then leave or sell to someone else, we have to pay for it all
- Impact of using water for domestic use
- Have you been to see the Coordinator General?
- Any meeting with Planning Commission?
- Are there offshore investors?
- Beneficial for land to remain rural land without residential
- There is a rumour that Launceston airport is to be made an international airport
- Perth and Longford already have plenty of land for housing – they can't sell it
- Launceston has an amalgamation agenda
- Planning Scheme has the 'village on the hill' and we want that to remain
- Council have held two closed meetings on this development
- Ridgeside is the name of an existing property

Attachment 2: Record of feedback presentations and interviews

Northern Midlands Council presentation

Questions raised

- Where will you put the battery bank?
- Will people drive White Hills Road into Launceston? Or is an alternative route planned?
- Would tourists want to go into this development?
- Will you be replicating retail? E.g. two supermarkets? (Don't want to end up like Devonport)
- Where does your land start and finish?
- Who determines the building standards?
- What are the next steps?
- What comes to Council in July?

Comments

- Russell Street is impossible. You need to solve entry into the site. This is fundamental
- There is opposition. However, some people like the idea, but won't say
- There is a fear of losing the school
- Jobs and kids is what the community care about
- Barclay Street and growth – still want children to be able to get to school
- Building and apprenticeships would be very beneficial
- Farmers use Logan Road
- The fire brigade will need more resources and up-skilling to handle the increase in population
- There is no ambulance station. Would be good to address that
- Move the existing sewerage station (need to discuss with TasWater)
- Council will have a workshop prior to the meeting when the application comes in and then move to a formal Council meeting

Evandale Advisory Group

Questions raised:

- How wide is the buffer?
- Houses in Logan Road will lose their view
- Will the developers provide the trees?
- Will the developers provide and maintain the botanical garden?
- Who maintains the whole thing?
- Who came up with the name Ridgeside?
- Will you consult regarding the name?
- Off the grid? Will there be wind turbines?
- What do you mean by affordable housing?
- Will there be different rate calculations to the rest of Evandale?
- What zoning are you going for?
- Do you think there will be an enthusiastic take-up?
- One of the key messages you left off the list was 'go away'.

1–255

Maree Tetlow: CEO Northern Tasmania Development

Feedback she had heard was around the following

- Name
- Agriculture/vineyard: spray drifting back and therefore upsetting people
- Utilities

Northern Tasmania issues

Population: unless we act, the working population will dramatically drop off in the next three years. Strategy to encourage more skilled migration needed.
NBN: will need to look at how the new community connects to the web so people can work from there.
Housing strategy: being developed. Aim is for inclusion.
Economic data: developing an economic plan with the help of NIEIR (National Institute of Economic and Industry Research). Report will be available soon
NTD do not separate economic and social but focus on the two together.
Employment: focus on apprenticeships and employment

Chris Griffin CEO Northern Tasmania Tourism

Will need to be visitation around purpose – not something you come across
Artisan/makers has great appeal particularly around produce and agricultural activities
Agreed, something like the Mt Eliza Management Centre would be appealing
Incorporate facilities for 'electric cars' – visitors will only travel as far as they can on the 'daily battery' – will want to power up at the night when they are asleep
TNT focuses on the heritage precincts/villages in next few years

Neil Grose, Launceston Chamber of Commerce

Thanked us for the briefing

Leanne Hurst and Richard Jamieson, Planning and Development, Launceston City Council

Thanked us for the briefing

End report
July 2018

thenoagroup



Agricultural assessment report

Property titles 106773/1 and 116759/1, Evandale TAS 7304

SEPTEMBER 2023 – REVISED FEBRUARY 2025

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Executive summary

This 2nd final version of this agricultural assessment report has been prepared in response to an update to the proposed development plan, as per the Proposed Evandale Expansion Plan, and a request for further information by the Northern Midlands council.

This agricultural assessment report has been prepared on behalf of the proponent, Traders in Purple (TIP), and covers the various aspects of the agricultural land activities associated with and surrounding the subject properties at Evandale and potential to be negatively impacted by the proposed development.

Four property titles are associated with the proposed development including the entirety of titles CT 116759/1, CT 116759/1, CT 81897/1 and the western portion of title CT 106773/1.

The proponent wishes to rezone the subject titles from Agriculture to a mixture of General Residential, Local Business, Open Space and Community Purpose.

Under the Tasmanian Planning Scheme, the subject properties are zoned as Agriculture.

The subject property titles associated with the proposed development are covered by ground with a land capability of Class 4 land, and portions of the land are currently used for agricultural land use activity, that being to grow pasture for livestock production albeit at a low intensity.

The properties are covered by declared irrigation districts and this includes both the Lower South Esk (LSID) and North Esk Irrigation Districts (NEID).

Approximately 100 hectares of agricultural land would be re-zoned as Agriculture to a mixture of General Residential, Local Business, Open Space and Community Purpose.

The subject property titles are utilised for low intensity and small scale grazing use, and due to the current condition of the pasture and associated level of productivity would not be considered as commercial scale agricultural. These properties could be developed and improved and used to support more intensive grazing use, cropping and perennial horticulture. However, in reality due to a combination of factors such as operational challenges and very significant investment required relative to the financial returns which could be generated it is unrealistic to consider that the land would be further developed and improved.

Extensive shelter belts should be established on the sensitive boundaries surrounding the specific area of land subject to the development, as per the northern, eastern end of the southern and eastern boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.

The layout of the Proposed Evandale Expansion Plan has established 100m and 200m setbacks to agricultural land on the northern and southern boundaries to provide guidance on building envelopes on the proposed development.

The proposed development could be undertaken with a negligible impact on the current future agricultural land use activities which can and could be undertaken on the adjacent and nearby properties.

1 Purpose

This report has been undertaken on behalf of TIP (the proponent) in order to support an application for covering a number of property titles at Evandale to be rezoned from Agricultural to a mixture of General Residential, Local Business, Open Space and Community Purpose.

The document provides an agricultural assessment of the property in question and reviews the current and future agricultural usage of the property and the surrounding area in relation to the Land Capability and Land Classification.

This includes soils, aspect, topography, water resource, economic feasibility, and impact of the proposed development in relation to agricultural activities.

1.1 Land Capability

The currently recognised reference for identifying land capability is based on the class definitions and methodology described in the Land Classification Handbook, Second Edition, C.J Grose, 1999, Department of Primary Industries, Water and Environment, Tasmania.

Most agricultural land in Tasmania has been classified by the Department of Primary Industries and Water at a scale of 1:100,000, according to its ability to withstand degradation. A scale of 1 to 7 has been developed with Class 1 being the most productive for agriculture and resilient to degradation and Class 7 the least suitable to agriculture. Class 1, 2 and 3 is collectively termed “prime agricultural land”. For planning purposes, a scale of 1:100,000 is often unsuitable and a re-assessment is required at a scale of 1:25,000 or 1:10,000. Factors influencing capability include elevation, slope, climate, soil type, rooting depth, salinity, rockiness and susceptibility to wind, water erosion and flooding.

In providing the opinion enclosed here, it is to be noted that Jason Lynch possesses a Bachelor of Applied Science (horticulture) and is a certified practising agriculturalist (CPAg) and over 25 years of experience in the agricultural industry in Tasmania. Jason is skilled to undertake agricultural and development assessments as well as land capability studies. He has previously been engaged by property owners, independent planners, and surveyors to undertake assessments within the Break O’Day, Burnie, Central Coast, Central Highlands, Circular Head, Clarence, Derwent Valley, Devonport, Dorset, George Town, Glamorgan Spring Bay, Kentish, King Island, Latrobe, Launceston, Meander Valley, Northern Midlands, Southern Midlands, Sorell, Tasman, West Tamar, Waratah-Wynyard and West Coast municipalities. Most of these studies have involved the assessment of land for development purposes for potential conflict with the Tasmanian and various council based interim planning schemes.

1.2 Tasmanian Planning Scheme – Northern Midlands Provisions

The Northern Midlands municipality declared the Tasmanian Planning Scheme (TPS) to be active in November 2021 and this sets out the requirements for use and development of land in the municipality.

2 Property details

2.1 Location

The properties involved in the development consists of four titles and are located on the peri-urban area to the immediate north eastern and eastern outskirts of Evandale. Table 1 and Image 1.

Table 1 Property location identification details

Address	Property ID	Title Reference	Hectares *(Approx.)*	
			Total	Subject to development
211 Logan Road, Evandale 7212	1898289	CT 106773/1	99.5	32
4 Ridgeside Lane, Evandale 7212	6395373	CT 81897/1	6	6
38 Arthur Street, Evandale 7212	7286347	CT 227117/1	12	12
95 Logan Road, Evandale 7212	1662145	CT 116759/1	50	50

These properties have a generally northerly facing aspect and are covered by flat and gently sloping ground. Image 2 and Image 3.

The subject property titles have frontage to a number of roads, including:

- Property title CT 227117/1 has frontage to three roads, including Arthur Road (western boundary) and also Coachmans and Stockmans Road (southern boundary).
- Property title CT 106773/1 has frontage to Logan Road (forms the southern boundary) and Ridgeside Road (forms the northern boundary),
- Property CT 81897/1 has frontage to White Hills Road (western boundary) and Ridgeside Lane (northern boundary),
- Property CT 116759/1 has access to White Hills Road via a laneway access as well as Ridgeside Lane to the north and Logan Road to the south.

Infrastructure present on the property includes:

- Property title CT 81897/1: boundary fencing, a residential dwelling and three sheds.
- Property title CT 227117/1: boundary fencing, three sheds and a derelict residential dwelling.
- Property title CT 106773/1: boundary and paddock fencing on the parcel of ground subject to the proposed development (western area) whilst on the balance of this property not subject to the proposed development (as per the eastern area) infrastructure includes boundary and paddock fencing, three sheds and a residential dwelling.

- Property title CT 116759/1: boundary and paddock fencing, stockwater system, stockyards and farm sheds

Some shelter belt plantings are present throughout the properties, but these are limited in size.

No Threatened Native Vegetation Communities have been identified on the subject properties, as per the Tasmanian Native Vegetation Community 2020 GIS dataset[1].

The subject properties are held as private freehold land and is similarly surrounded by private tenure land, and in the wider Evandale area are property titles covered by Local Government tenure, Authority Freehold, Authority Crown and further to the south is TasWater tenure land.[2] Image 4.

The subject properties in question are covered by Agriculture zone land. Adjacent and nearby land is covered by a mixture of General Residential, Rural Living, Open Space Community and Rural zoned land.[3] Image 5.

No land associated with land slip hazard bands are present on the subject properties.

Subject property titles CT 81897/1, CT 227117/1, CT 116759/1 are serviced by TasWater for the provision of drinking water.[4] Image 6.



Image 1 Properties subject to the rezoning development, 1: title CT 227117/1, 2: title CT 81897/1, 3: title CT 1165759/1 and 4: title CT 106773/1.

[1] Extracted from the LIST https://maps.thelist.tas.gov.au/listmap/app/list/map
[2] Extracted from the LIST https://maps.thelist.tas.gov.au/listmap/app/list/map
[3] Extracted from the LIST https://maps.thelist.tas.gov.au/listmap/app/list/map
[4] Extracted from the LIST https://maps.thelist.tas.gov.au/listmap/app/list/map

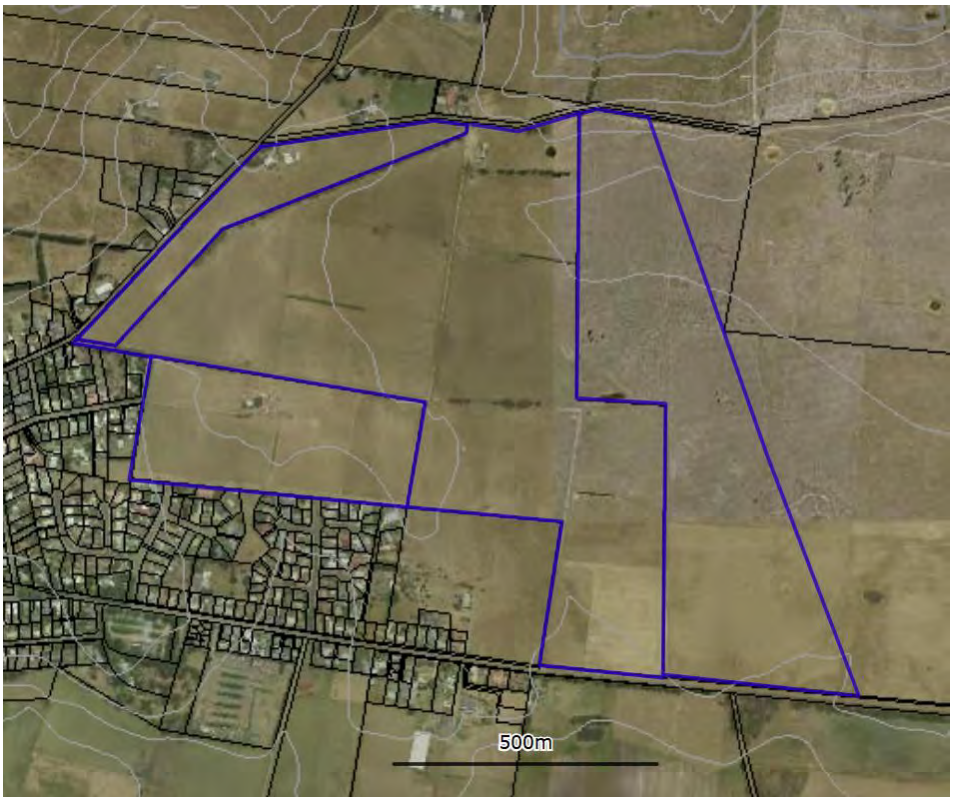


Image 2 Topography of the subject properties (5 meter contours) (source the LIST)



Image 3 The subject properties topography (colour scale map) (source the LIST)

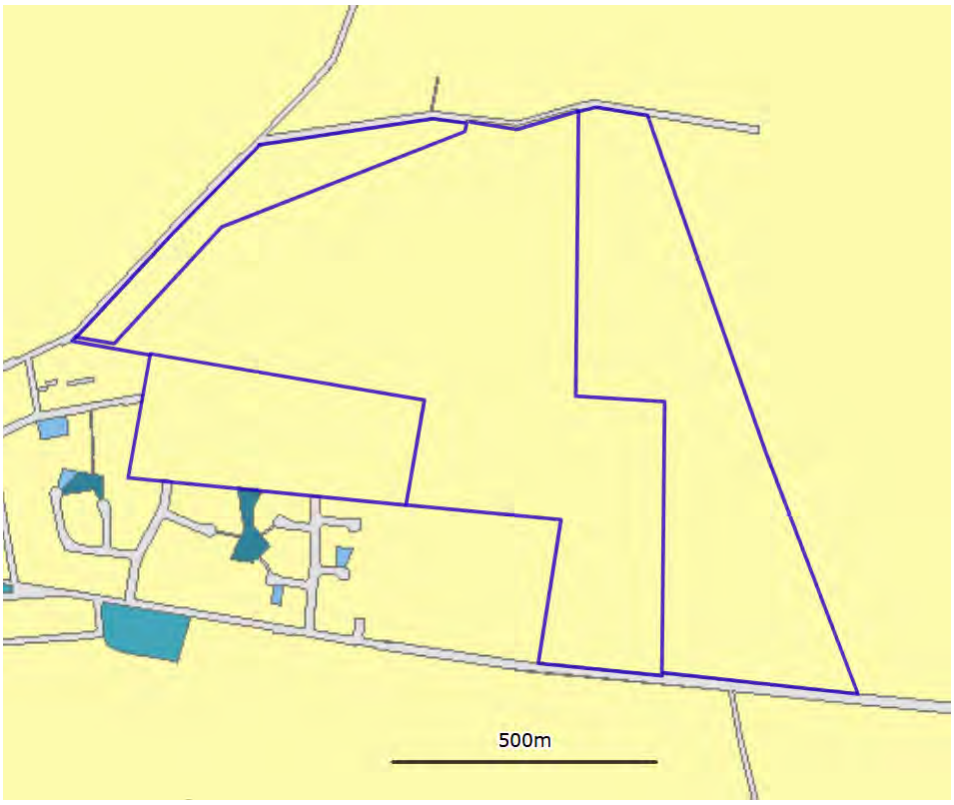


Image 4 Land tenure on the subject properties (outlined in blue) and all adjacent land as private freehold land (yellow shaded), and further to the south and west is various Local Government tenure blocks (magenta shaded), blocks of Authority Crown land (light blue shaded), a parcel of TasWater land (dark blue shaded) with casement tenure associated with the various roads in the district (grey shaded). (source the LIST)



Image 5 The subject properties (outlined in blue) and adjacent land as Agriculture zone (brown shaded) to the north, east and south, with Rural Living (pink shaded) to the north and north west, General Residential (red shaded) to the west and south, and Open Space (green shaded) adjacent and nearby to the south and west, and Community Purpose (yellow shaded) nearby to the south west, and Rural (light brown shade land) further to the south. (source the LIST)

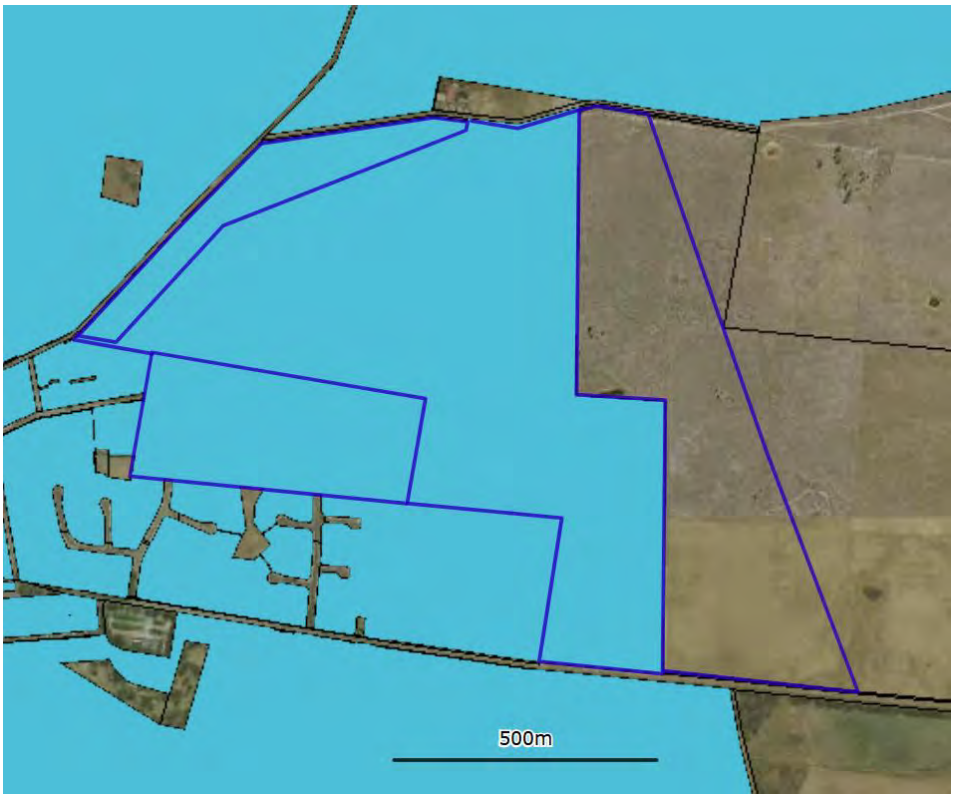


Image 6 Water serviced land on the subject properties (outlined in blue) (source the LIST)

3 Land capability

The official land capability map for the area was produced by DPIF in 1996 at a scale of 1:100,000 and reported in their South Esk Report. On the subject lot, DPIF identified the subject properties to be covered by Class 4 land[5].

Site visits in 2018 and 2021 to the subject properties involving detailed inspection of the land was undertaken by the author and determined that all land is covered by Class 4 land. Image 7.

Class 4 land is described as:

> *Land well suited to grazing but which is limited to occasional cropping or to a very restricted range of crops. The length of cropping phase and/or range of crops are constrained by severe limitations of erosion, wetness, soils or climate. Major conservation treatments and/or careful management is required to minimise degradation.*
>
> *Cropping rotations should be restricted to one to two years out of ten in a rotation with pasture or equivalent to avoid damage to the soil resource. In some areas longer cropping phases may be possible but the versatility of the land is very limited.*[6]

The key land capability limitations associated with the property are;

- Erosion (e) associated with the risk rill and sheet erosion caused by surface water movement on bare and exposed soil and potential for degraded soil structural due to pugging from livestock movement on waterlogged soils and/or inappropriate and excessive ground cultivation activities.
- Soils (s) associated with challenging growing conditions for pasture and/or crops due to limitations such as presence of stones and/or rock fragments and impaired drainage leading to soil waterlogging.

[5] Grose, C.J and Moreton R.M. (1996) Land Capability Survey of Tasmania. South Esk report, Department of Primary Industry and Fisheries, Tasmania, Australia.

[6] Grose C.J. (1999) Land Capability Handbook: Guidelines for the Classification of Agricultural Land in Tasmania. 2nd Edition, DPIWE, Tasmania.

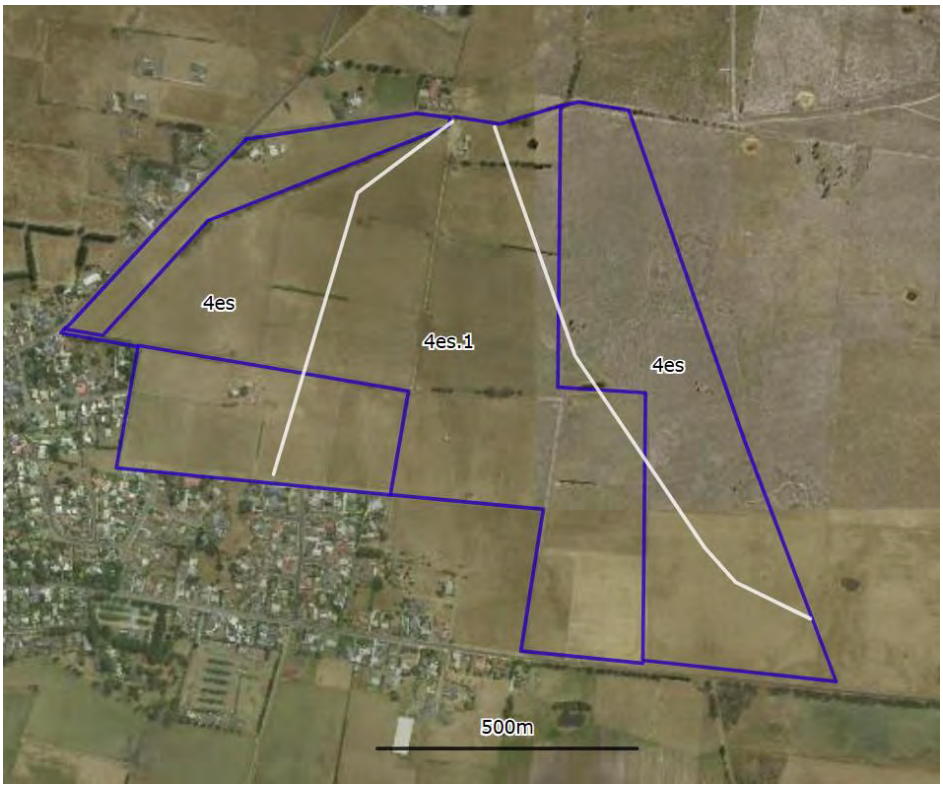


Image 7 Land capability areas present on the subject properties.

Table 2 Land capability assessment over the subject properties.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
4es	Chromosol soil, as the Brickendon soil profile class, derived non-marine quaternary alluvium. Brown and grey/brown sandy loam topsoil over a brown to orange clay, with some layers of ironstone and quartz gravels present in the profile.	0-3	Flat to very gently undulating land. 168-171m ASL	Medium risk. Rill and sheet erosion due to surface water movement and wind scouring on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation.	Moderate climatic limitations. This area experiences cool/cold winters and warm/hot summers. Receives an average of 680mm annual rainfall, experiences up to 30 annual frosts events, 1040 GDD (October – April) and receives up to 1,060 chill hours (May – August).	Moderately well to well drained. Topsoil depth up to 20-30cm. Moderate nutrient and soil moisture holding capacity.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of soil compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil water logging.	This land is suitable for cropping on a 2 in 10 cropping rotation with a highly restricted range of crops. This land is suitable for grazing with minor/moderate limitations, such reducing grazing pressure when the soils are waterlogged and/or when soil moisture is limiting, and pasture is limiting.

Land Capability Class (ha)	Geology & Soils	Slope (%)	Topography & Elevation	Erosion Type & Severity	Climatic Limitations	Soil Qualities	Main Land Management Requirements	Agricultural Versatility
4es.1	Chromosol soil, as the Brickendon soil profile class, derived non-marine quaternary alluvium. Brown and grey/brown sandy loam topsoil over a brown to orange clay, with some layers of ironstone and quartz gravels present in the profile.	0-3	Flat to very gently undulating land. Lower land ground relative to the adjacent land to the east and west and forms a natural drainage area. 165-170m ASL	Medium risk. Rill and sheet erosion due to surface water movement and wind scouring on bare and exposed soils, and structure decline due to excessive and inappropriate soil cultivation.	Moderate climatic limitations. This area experiences cool/cold winters and warm/hot summers. Receives an average of 680mm annual rainfall, experiences up to 30 annual frosts events, 1040 GDD (October – April) and receives up to 1,060 chill hours (May – August).	Imperfect to moderately well drained. Subject to more extended periods of soil waterlogging than the land adjacent to the east and west. Topsoil depth up to 20-30cm. Moderate nutrient and soil moisture holding capacity.	Avoid situations that lead to the exposure of bare soil, therefore maintain sufficient ground cover. The risk of soil compaction in winter from soil cultivation, machinery and stock movement increases significantly during periods of soil water logging.	This land is suitable for cropping on a 2 in 10 cropping rotation with a highly restricted range of crops. This land is suitable for grazing with minor/moderate limitations, such reducing grazing pressure when the soils are waterlogged and/or when soil moisture is limiting, and pasture is limiting. This land is prone to waterlogging and therefore the nature and level of intensity of agricultural use could be expected to be negatively impacted. Examples would be delayed sowing dates, reduced total annual grazing days and a higher incidence and severity of soil pugging



Image 8 Brickendon soil type present throughout all the subject properties (taken on the site assessment Dec 2022)



Image 9 Westerly view from the location of the proposed rezoning development (taken on the site assessment Dec 2022)



Image 10 Easterly view from the location of the proposed rezoning development (taken on the site assessment Dec 2022)



Image 11 South easterly view towards Logan Road from the location of the proposed rezoning development (taken on the site assessment Dec 2022)



Image 12 Southerly view towards Evandale from the location of the proposed rezoning development (taken on the site assessment Dec 2022)

4 Proposed development

The proponent wishes to rezone the subject properties which are currently identified as Agriculture zone to a mixture of General Residential, Local Business, Open Space and Community Purpose.

The proposed development plan of the subject properties is attached in Appendix A Image 14.

100 hectares of land on the four subject properties are associated with the proposed development:

- 211 Logan Road, property title CT 106773/1:
  - A 32 hectare parcel of land, which forms the eastern half of a larger 99.5 hectare property and is covered by degraded pasture land.
- 4 Ridgeside Lane, property CT 81897/1:
  - A 6 hectare block and best described a lifestyle block with a residential dwelling present.
- 38 Arthur Street, Evandale CT227117/1:
  - A 12 hectares block is covered by degraded pastureland with a derelict residential dwelling present and best described as a hobby block.
- 95 Logan Road, property CT 116759/1:
  - A 50.2 hectare block and is covered by degraded pasture land.

It is recommended that shelter belts be planted along the sensitive boundaries of the perimeter of the subject properties, and this includes:

- Property title CT 116759/1: the northern (as per adjacent to Ridgeside Lane) and far eastern end of the southern (as per adjacent to Logan Road) boundaries.
- Property title CT 106773/1: the northern (as per adjacent to Ridgeside Lane), western end of the southern (as per adjacent to Logan Road) and eastern boundary (as per along the common boundary with the balance of this title).

These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.

These shelter belts should be protected from browsing wildlife and provided with an appropriate level of ongoing care and attention to ensure they establish and thereafter are able to reach the target height and shrub/tree density.

The layout of the Proposed Evandale Expansion Plan has established 100m and 200m setbacks to agricultural land on the northern and southern boundaries to provide guidance on building envelopes on the proposed development and further assists in minimising the potential for conflict and fettering of adjacent and nearby agricultural land.

5 Land use

5.1 Current land use activities and available agricultural resources

The subject properties are currently used for agriculture, with livestock grazing on the pasture land although the scale and intensity varies significantly.

- 38 Arthur Street, property title CT 227117/1:
  - Small non-commercial scale and low intensity livestock grazing block, as per a hobby block. No access to irrigation water.
  - Currently total carrying capacity of approximately 115 DSE and based on a value of $40/DSE[7] could potentially generate an annual gross margin return of $4,600.
- 95 Logan Road, property CT 116759/1:
  - Small scale and low intensity livestock grazing use. Significantly constrained capacity to be to support commercial scale agriculture and incapable of being managed as a standalone agricultural enterprise. Has access to a 45 ML irrigation water allocation from the North Esk Irrigation Scheme (NEIS).
  - No irrigated agriculture is undertaken on this property.
  - Whilst the access to irrigation water does offer the potential to undertake irrigated agriculture, in reality due to combination of the limited amount of irrigation water (supporting potentially approximately 9 hectares of irrigated pasture or 15-20 hectares of vines), very significant investment required to developed an irrigation scheme relative to the likely potential returns, awkward shape of the block, and lower land capability it is unrealistic and likely unviable to consider that irrigated agricultural would be undertaken.
  - Currently total carrying capacity of approximately 500 DSE and based on a value of $40/DSE could potentially generate an annual gross margin return of $20,000.
- 211 Logan Road, property title CT 106773/1:
  - Forms part of a larger land holdings used for livestock production and includes property titles CT 145763/2 (47.8 hectares) and CT 101154/1 (101 hectares) further to the east which are used for low/medium scale and intensity livestock grazing use. In its entirety all these land holdings could be marginally considered to be constitute a commercial scale agriculture although are incapable of being able to be managed as a standalone agricultural enterprise. Has access to a 60 ML irrigation water allocation from the North Esk Irrigation Scheme (NEIS).
  - No irrigated agriculture is undertaken on this property.
  - These total combined land holdings titles CT 106773/1, CT 145763/2 and CT 1011154/1) would be considered to support a total current carrying capacity of 2,385 DSE.

[7] DSE is a standard unit used to compare the feed requirements of different classes of livestock to assess the carrying capacity of a farm or paddock. One DSE is defined as the amount of feed required by a two-year-old 50 kg 'dry' Merino sheep (wether or non-lactating, non-pregnant ewe) to maintain its weight.

  - The 32 hectares of land subject to the development (western portion of title CT 106773/1) represent 32% of the property title CT 106773/1, and 13% of the larger combined land holdings further to the east.
  - The 32 hectares of land subject to the development currently total carrying capacity of approximately 310 DSE, and this represents 13% of the total carrying capacity of the combined land holdings, and based on a value of $40/DSE could potentially generate an annual gross margin return of $12,400.
- 4 Ridgeside Lane, property title CT 81897/1
  - Very small non-commercial scale and low intensity livestock grazing use, as per a lifestyle block. No access to irrigation water.
  - Currently total carrying capacity of approximately 40 DSE and based on a value of $40/DSE could potentially generate an annual gross margin return of $1,600.

Currently at present the combined land holdings subject to the development would be expected to have a total carrying capacity of 965 DSE, and if it is assumed a value of $40/DSE this would equate to a total annual gross margin return of approximately $38,600. At this level of financial return, it would not be considered as commercial scale agriculture although incapable of being able to be managed as a standalone agricultural enterprise, please note that livestock prices do vary and the potential financial returns would be expected vary somewhat.

5.2 Recognition of commercial scale agriculture

Agricultural land use activity can involve a range of different enterprises such as livestock based (dairy, red meat and fibre), cropping and perennial horticulture and undertaken at varying degrees of intensification (e.g. dryland or irrigated) and scale. Agricultural land use activity can be classified as commercial agriculture or hobby farming (also known as lifestyle farming).

Non-commercial scale agricultural land use activity, often labelled as hobby farming is defined by the Australian Taxation Office as having no intent, plan or system to make a profit; being motivated by personal pleasure; having no repetition or regularity of sales; not carried on in the same manner as a normal business activity; of small scale; and any produce is sold to friends and relatives and not to the public at large (Australian Taxation Office, 2011).

Commercial agriculture is defined by the Australian Taxation Office (ATO) as a business as including:

- Registration of a business name or obtaining an ABN
- Intention to (eventually) make a profit.
- Repetition of similar types of activities.
- Size or scale of the activity is consistent with other businesses in the industry.
- The activity is planned, organised and carried out in a businesslike manner. This may include keeping business records and account books, having a separate business bank account, operating from business premises, having licenses or qualifications, having a registered business name.

The Australian Bureau of Statistics (ABS) has identified a minimum value of Estimated Value of Agricultural Output (EVAO) for an agricultural enterprise to be included in the ABS agricultural enterprise survey data to be $40,000[8].

5.3 Recognition of a standalone agricultural enterprise

A standalone agricultural enterprise would be considered as an agricultural business which allow the operator to generate sufficient income to cover all variable and fixed costs, meet financial commitments (e.g. loans and lease payments) and provide an income for the property owner to derive as their sole means of income.

The nature, scale and intensity of the current grazing agricultural land use activities level of productivity and potential associated financial returns which have been identified in sections 5.1 would not be considered sufficient to be identified as a standalone agricultural business.

The nature, scale and intensity of the potential grazing and/or cropping agricultural land use activities level of productivity and potential associated financial returns which have been identified in sections 5.3 would not be considered sufficient to be identified as a standalone agricultural business.

Due to unrealistic nature (combination of significant operational and financial challenges) of the establishment of perennial horticulture enterprises (wine grapes or hazelnuts) they have not been considered as being a standalone agricultural business or otherwise.

5.4 Potential agricultural land use activities on the land subject to the development

5.4.1 Pastoral Use

The subject properties are suitable for grazing purposes, although due to the size of the land holdings associated with each property the scale and intensity of grazing varies significantly.

Theoretically the entire 100 hectares of land on the subject properties is suitable for grazing and would be anticipated to have a potential average dryland carrying capacity of 15 DSE/ha for a total of 1,500 DSE. A 1,500 DSE dryland sheep grazing enterprise would be anticipated to return a total annual gross margin return of approximately $60,000.

It is important to note that due to variable rainfall, both total rainfall and frequency of rainfall events the carrying capacity can flex by +/-15-25% on a seasonal and annual basis.

There is a limited amount of irrigation water available:

- Property CT 116759/1 has access to 45 ML of irrigation water (Serial number IR-NE-01-009[9]) via the North Esk Irrigation Scheme (NEIS) which has the potential to support approximately 9 hectares of irrigation pasture. Irrigated pasture has a potential carrying capacity of 35 DSE/ha, and therefore 45 ML would support a total of 315 DSE. 315 DSE would be anticipated to return a total annual gross margin return of approximately $12,600.

[8] https://www.agriculture.gov.au/abares/research-topics/agricultural-outlook/definitions
[9] https://www.tasmanianirrigation.com.au/water-entitlement-register-2

  - Based on the current centre pivot infrastructure (pump, pipeline, controller systems, buffer dam and irrigator) at $8,000-9000/ha, therefore a 9 hectare centre pivot would be anticipated to cost approximately $72,000-81,000. Due to the cost of this infrastructure, it be would very unlikely that a centre pivot irrigator solely used for pasture production in a sheep based grazing (or any red meat production) would be a financial positive investment.
- Property CT 106773/1 has access to 60 ML of irrigation water (Serial number IR-NE-01-052[10]) via the NEIS which has the potential to support approximately 12 hectares of irrigation pasture. Irrigated pasture has a potential carrying capacity of 35 DSE/ha, and therefore 60 ML would support a total of 420 DSE. 420 DSE would be anticipated to return a total annual gross margin return of approximately $16,800.
  - Based on the current centre pivot infrastructure (pump, pipeline, controller systems, buffer dam and irrigator) at $8,000-9000/ha, therefore a 12 hectare centre pivot would be anticipated to cost approximately $105,000-110,000. Due to the cost of this infrastructure, it be would very unlikely that a centre pivot irrigator solely used for pasture production in a sheep based grazing (or any red meat production) would be a financial positive investment.
  - The balance of this title not subject to the proposed development (eastern area) could still be used to accommodate a 12 hectares centre pivot used for pasture production.

If all the land associated with the proposed development was used for a combination of dryland and irrigated pasture production to be grazed by livestock, such as a sheep breeding/finishing enterprise this could potentially generate a total gross margin return of $76,800 (approximately 79 hectares of dryland pasture and 21 hectares of irrigated pasture).

It is important to note that in order to generate this level of productivity and gross margin return the property would require significant investment in pasture improvement, paddock fencing, stock water system upgrades, soil fertility and most irrigation infrastructure. It would not be unreasonable to consider the likely investment potentially $383,000. Based on the potential financial returns which could be generated it would be unlikely that the level investment required could be justified.

5.4.2 Cropping use

The class 4 present on the properties subject to the proposed development covers approximately 82 hectares which is theoretically suitable for cropping and it is possible to consider this land could be cropped on a frequency of 2 times in 10 years and this equates to a sustainable annual cropping rotation of 16.5 hectares.

It is important to note that property titles CT 227117/2 and CT 81897/1 have not been considered suitable for cropping due to the close proximity to adjacent residential dwellings and road infrastructure and a range of sensitivities such as the potential for irrigation spray over property boundaries, application of agricultural chemicals and intensity of agricultural activities associated with this type of agriculture (e.g. ground cultivation, application of fertilisers, harvesting).

[10] https://www.tasmanianirrigation.com.au/water-entitlement-register-2

Broadacre cropping options could include:

- Dryland: cereals (wheat and barley) and canola
- Irrigated: cereals (wheat and barley), canola, hemp, poppies and grass and vegetable seed production.

Despite the amount of available land, the property is limited for access to irrigation water, with 105 ML available, and in reality, this significantly constrains the potential and scale of cropping land use activity. If we assume an average cropping water usage of 3 ML/ha then a combined total of 105 ML allocation is sufficient irrigate 35 hectares of land, however from a sustainability point of view only 16.5 hectares of land would be cropped.

If it is assumed that the average cropping gross margin return is $2,500/hectares then there is the potential to generate a total an annual gross margin return of $41,250 where 16.5 hectares of irrigated broadacre crops are grown.

It is important to note that in order to generate this level of productivity and gross margin return the property would require investment in irrigation infrastructure (e.g. pump, pipeline, controller systems, buffer dam and irrigator) whilst contractors could be used to undertake the soil cultivation, sowing, spraying and fertiliser application and harvesting operations. It would not be unreasonable to consider the likely irrigated cropping infrastructure investment required to be in the order of approximately $11,000/ha for a total investment of potentially $181,500 for a towable centre pivot, and approximately $140,000 for a hard hose travelling irrigator, noting that neither investment includes a tractor (approximately $30,000) required to move the irrigators.

5.4.3 Mixed land use

In reality if cropping is to be undertaken then the balance of the property would be used for dryland grazing.

Therefore, if 16.5 hectares of irrigated cropping were undertaken and the balance (83.5 hectares) for dryland grazing, could generate a combined total annual gross margin return of $91,350.

5.4.4 Perennial horticulture use

No perennial horticultural crops are currently grown on the property.

Perennial horticulture crops such as wine grape production and hazelnuts could be grown on this property. Olives and cherries have not been considered as being appropriate perennial horticultural crops due to a combination of the patchiness of the suitable sites (varies from suitable to moderately suitable), exposed nature of the site, soil type present, and a less than ideal climatic conditions (e.g. late spring/early summer rainfall, frost, temperatures), Therefore cherry and olive enterprises' would be considered as being unacceptably a high risk proposal and associated investment.

Perennial horticultural crops (e.g. wine grapes and hazelnuts) requires access to irrigation water, and on average typically requires 3 ML/ha, and therefore the available 105 ML would support up to 25-35 hectares of production area.

Please note that the land associated with the subject properties is frost prone, and therefore for wine grape production the amount of irrigation water required involve potentially 2 ML/ha for frost risk mitigation, and therefore it would not be unreasonable to consider a vineyard may require potentially up to 4 ML/ha (2 ML/ha for frost mitigation and 2 ML/ha to grow the vines/grapes). Therefore 105 ML of irrigation could actually support approximately 25 hectares of vines.

Table 3 provides a guide to the indicative financial investment and financial performance, and Table 4 outlines the enterprise risk considerations of hazelnut and wine grape production.

Table 3 Indicative financial investment, internal rate of return and investment timelines for hazelnuts and wine grape production enterprises.

Enterprise	Capital investment ($/ha)	Indicative gross margin returns (once a mature enterprise)	Internal rate of return (%)	Typical time taken to reach net positive cash flow (years)
Hazelnuts	40,000-50,000	9,000-10,000	5-6	10-12
Wine grape	160,000-190,000	12,000-13,000	3-4	16-18

Table 4 Production system operation and management risk considerations for hazelnuts and wine grapes production enterprises.

Enterprise	Enterprise risk and production system complications exposure			
	Weather	Market price volatility	Plant and equipment requirement	Processing requirements
Hazelnuts	Medium	Medium/high	Medium/high	Yes*
Wine grapes	Medium/high	Medium	Medium/high	Nil

*can be outsourced but in Tasmania 3rd party processing capacity is highly constrained.

Wine grapes and hazelnut crops would need protection from browsing wildlife as well as birds. Control of browsing wildlife involves the use of a number of techniques including fencing, birds scaring devices (e.g. gas guns, lasers and audio deterrents) and shooting. Gas guns, audio and lasers all have the potential to cause conflict (noise and visual intrusion on residential amenity) with nearby neighbouring residential dwellings to the west and south and therefore it would be not possible (or highly modified in use) to utilise these forms of wildlife and bird deterrents. Without control over wildlife and birds it is reasonable to consider then that the yield and quality of wine grapes and hazelnuts could be potentially significant diminished and this would represent an unacceptable production risk

It should be noted that whilst the subject properties are located close to population base which offers access to a potential work force supply and has access to nearby freight and logistics centres this is of a

significantly lower order to benefit relative to the significant financial investment required, limited financial returns and various operational risks.

It should be noted the Tasmanian hazelnut production sector is only small (22/23 total production of 174 T[11]), and if the subject properties were developed for this enterprise, it would be likely to constitute some the largest producer. Being the largest producers in the state would present benefits (e.g. scale of economy and large volumes of nuts) however a very significant challenge would be to find appropriately sized sales markets and this represents a major risk factor to their long term viability due to market saturation and a reduction in crop returns.

The decision for any perennial agricultural enterprise to be established on the subject properties would be a major undertaking, and based on the investment required, financial returns and significant risk involved in the sale and marketing of horticultural crop, establishing all the support infrastructure and management system it would be a particularly risky enterprise.

5.5 Integral nature of the subject properties and adjacent land holdings

The subject properties involved in the proposed development do not contain any infrastructure, resources and/or beneficial topography which is integral to the successful operation and management of adjacent and nearby agricultural land holdings.

5.6 Impact on the development on the combined land covering titles CT 145763/2, CT 106773/1 and CT 101154/1

The proposed development would result in the subdivision and removal of 32 hectares of the western portion of property title CT 106773/1 which represents 32% of this title, and 13% of the total area of the combined titles CT 145763/2, CT 106773/1 and CT 101154/1.

The total current carrying capacity of the combined properties is approximately 2,385 DSE which at a which could generate an annual gross margin return of approximately $113,400, and this represents a commercial scale livestock grazing enterprise. This level of financial return would be likely considered as insufficient to be considered as standalone agricultural business.

The 32 hectares of land on the western area of title CT 106773/1 subject to the development has a current total carrying capacity of approximately 310 DSE, and this represents 13% of the total carrying capacity of the combined land holdings, could potentially generate an annual gross margin return of $12,400.

The loss of the 32 hectares of land from the combined land holdings could lead to a reduction of income down to $101,000 although this is still recognised as a commercial scale agriculture.

If the balance of the property title CT 106773/1 (not subject the proposed development) and titles CT 145763/2 and CT 101154/1 were developed and improved the carrying capacity could be increased up to a total potential dryland carrying capacity of approximately 3,245 DSE it could generate an annual gross margin return of approximately $129,780.

[11] https://tasmaniangrown.au/what-we-grow/nuts/hazelnuts/

Irrigated agriculture (e.g. for perennial horticulture, grazing and/or cropping activities) could still be undertaken on the balance of the land holdings including property titles CT 106773/1 (western portion not subject to the proposed development), CT 145763/2 and CT 101154/1, there would still be sufficient land to accommodate irrigated land as well as the 60 ML NEIS irrigation water allocation could be utilised.

A combination of the proposed extensive shelter belt along the common boundary between the subdivided title CT 106773/1 and agricultural setback and associated setback building envelopes on the Rural Living land would assist in minimising the potential for conflict and fettering on the balance of title CT 106773/1 and the other land holdings (as per titles CT 145763/2 and CT 101154/1) further to the east.

5.7 Adjacent land use activities

Adjacent and surrounding land has varied uses, including agricultural land use activities (pastoral and protected cropping), lifestyle and general residential blocks.

Commercial scale agricultural land use activity is conducted on the land adjacent to the north, south and further to the east:

- North
  - Property title CT 145763/1 (164 hectares) zoned as Agriculture, used for wine grape production, and is separated from the nearest subject property (as per title CT 106773/1) in question by Ridgeside Lane. The nearest vineyards to the closest boundary of title CT 106773/1 are approximately 40m (which includes the 15m wide Ridgeside lane and would be approximately 200m from the nearest proposed residential dwelling building envelope on the layout of the Proposed Evandale Expansion Plan.
  - Property title CT 70514/1 (1.4 hectares) zoned as Rural Living, a small lifestyle block with a residential dwelling present and is separated from the subject properties (as per title CT 81897/1 and CT106773/1) and separated by the 15m wide Ridgeside Lane.
  - Property title CT 247684/1 (2.5 hectares) zoned as Rural Living, a small lifestyle block with a residential dwelling present and is separated from the subject property (as per title CT 81897/1) and separated by the 15m wide Ridgeside Lane.
- South
  - Property title CT 134043/2 (94 hectares), zoned as Agriculture, has a residential dwelling present, and is managed and operated as a standalone commercial farm involved in dryland and irrigated agricultural land use activity and is separated from the nearest subject property (as per title CT 106773/1) in question by Logan Road. At the nearest common boundary between property tile CT 134043/2 and title CT 106773/1 is setback approximately 18m (as per Logan Road) and would be approximately 100m from the nearest proposed residential dwelling on the layout of the Proposed Evandale Expansion Plan.
  - Property title CT 7792/1 (22 hectares), zoned as Agriculture, has a residential dwelling present, and is managed and operated as a small lifestyle scale farm involved in dryland and agricultural land use activity. At the nearest common boundary between property

tile CT 7792/1 and the subject titles CT 106773/1 and CT 116759/1 is setback approximately 18m (as per Logan Road) and would be approximately 100m from the nearest proposed residential dwelling on the layout of the Proposed Evandale Expansion Plan.

- Property title CT 145468/1 (7.3 hectares), zoned as General Residential, has a residential dwelling present. The subject property title CT 116759/1 and associated proposed residential dwellings would form the northern and eastern boundary of property title 145468/1.
- Property titles CT 167220/2, CT 109847/117, CT 109847/118, CT 109847/119, CT 102046/121, CT 102046/124, CT 102046/92, CT 39454/58, CT 37275/51, CT 37275/52, and CT 140651/1, which range in size from 0.06-0.23 hectares, zoned as General Residential and have residential dwellings present. These residential properties would be south of the subject property CT 227117/1.
- Property title CT 39454/200 (0.5 hectares) zoned as Open Space and used a community recreation area. This Open Space zoned property would be south of the subject property CT 227117/1.

- East
  - Property title CT 106773/1 (99.5 hectares) zoned as Agriculture, has a residential dwelling present. This title would be subdivided as a result of the proposed development with 32 hectares of this property associated with the proposed rezoning
  - Property title CT 145763/2 (47 hectares) zoned as Agriculture, used for grazing.
- West
  - Property titles CT 106785/3, CT 106785/2, CT 129191/2, CT 229957/1, CT 197493/1, CT 178146/2 and CT 178146/1, which range in size from 0.05-0.38 hectares zoned as General Residential. These property titles are to the west of the nearest subject property title CT 227117/1.
  - Property titles CT 168397/1, CT 168397/2, CT 5404/5, CT 168397/3, CT 168398/6, CT 168398/5, CT 168398/4, CT 159893/4 (also includes 0.5 hectares Open Space zoned land), CT 65879/4, CT 159893/1, CT 159893/2, CT 144137/5, CT 88207/1 and CT 123032/2, which range in size from 0.08-7 hectares and are zoned as General Residential. All but four of these properties (CT 159893/4, CT 159893/1, CT 144137/5 and 159893/2) have residential dwellings present. These property titles are to the west of the nearest subject property title CT 81897/1 and separated by the 18m wide White Hills Road.
  - Property titles CT 38076/1 (4.2 hectares), CT 36474/1 (5 hectares) and CT 227393/1 (6.1 hectares), all are zoned as Rural Living, considered as small lifestyle block with a residential dwelling present, and are separated from the separated from the nearest subject property (as per title CT 81897/1) by the approximately 15m wide White Hills Road.

5.8 Impact on agricultural activities and residential amenity

The proposed development on the properties in question has been planned in order to minimise any potential negative impact or constraint on the adjacent properties.

The adjacent land to the property in question is actively farmed to the east, south and north, and is used for commercial scale agricultural activities, whilst a smaller parcel of land to the west is used for small scale hobby/lifestyle agriculture.

5.8.1 Impact of agricultural activity on neighbouring land on the proposed development

Agricultural activity could be conducted on land adjacent to the north, east, west, and south of the proposed location of the development on the property in question.

An assessment of the key risks are summarised in Table 5 .

Table 5 Potential risk from agricultural land use on neighbouring land

Potential risk from neighbouring agricultural land use activity	Extent of risk & possible mitigation strategy
1. Spray drift and dust	Risk = low. Ground spraying is most commonly used in agricultural production systems whilst spot spraying is a practical and mostly used alternative. Spraying events should be communicated in a timely manner to the inhabitants of dwellings on adjacent properties. Extensive shelter belts should be established on the sensitive boundaries surrounding the specific area of land subject to the development, as per the northern, eastern end of the southern and eastern boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high. The layout of the Proposed Evandale Expansion Plan has established 100m and 200m setbacks to agricultural land on the northern and southern boundaries to provide guidance on building envelopes on the proposed development. The use and application of agricultural sprays must abide by the Tasmanian Code of practice for ground and aerial spraying 2014 and any applicable agricultural chemical label requirements.
2. Noise from machinery, livestock and dogs.	Risk = low. The subject properties are located in the peri-urban area of Evandale, and so it is accepted that noises associated with farm machinery and associated infrastructure and livestock will occur. The nature, scale and intensity of agricultural land use activity undertaken on surrounding properties in the Evandale area is limited and hence the limited amount of noise generated is commensurate with this level of activity. The village of Evandale and the nearby Launceston airport are already existing

	sources of noise. Extensive shelter belts should be established on the sensitive boundaries surrounding the specific area of land subject to the development, as per the northern, eastern end of the southern and eastern boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.
3. Irrigation water over boundary	Risk = low. Irrigated agricultural land use activity is currently conducted on the adjacent properties to the north, south and east, however significant setback distances are present and therefore no negative impacts would be anticipated. Extensive shelter belts should be established on the sensitive boundaries surrounding the specific area of land subject to the development, as per the northern, eastern end of the southern and eastern boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high. Irrigated agriculture occurs on the title CT 145763/1 nearby to the north involves the application of low pressure irrigation using drippers for the production of wine grapes, with this property separated by the 14m wide Ridgeside Lane, and there is no potential for irrigation spray drift over the boundaries. Irrigated agricultural occurs on title CT 134043/2 nearby to the south using centre pivots, and a combination of the nature of this irrigation system, setback to the subject nearest property, separation distance associated with Logan Road (18m wide) and proposed shelterbelt along the southern boundary would mitigate the risk of irrigation water over the common boundary.
4. Stock escaping and causing damage.	Risk = low. Provided that boundary fences are maintained in sound condition.
5. Electric fences	Risk = low. Mitigated by the proponent attaching appropriate warning signs on boundary fencing.

5.8.2 Impact of proposed development on agricultural activity of neighbouring land

These potential impacts are usually manifested as complaints that could be made by residents of nearby dwellings. Other risks to neighbouring agricultural activity are outlined in Table 6. Some of these risks rely on an element of criminal intent.

Table 6 Potential risk from proposed development to neighbouring agricultural land use and activity

Potential risk to neighbouring agricultural land use activity	Extent of risk & possible mitigation strategy
1. Trespass	Risk = low. Mitigation measures include installation and maintenance of sound boundary fencing, as required lockable gates and appropriate signage to warn inhabitants and visitors about entry onto private land; where possible and appropriate report unauthorised entry to police.
2. Theft	Risk = low. Ensure there is good quality boundary fencing on the boundary to neighbouring properties and appropriate signage to deter inadvertent entry to property; limit unauthorised vehicle movements, report thefts to police.
3. Damage to property	Risk = low/medium. As for theft.
4. Weed infestation	Risk = low. The proponent is committed to the sustainable management of the property and weed control would be a key feature of the general ongoing property management program.
5. Fire outbreak	Risk = low. Fire risk can be mitigated by careful operation of outside barbeques and disposal of rubbish and adherence to all applicable local and state bushfire regulations.
6. Dog and cat menace to neighbouring livestock	Risk = low. Mitigated by ensuring that all dogs and cats would be managed as per the guidelines determined by the Northern Midlands council and any relevant Tasmanian State Government legislation.
7. Noise	Risk = to be determined and would be informed by acoustic studies. A combination of the separation distances and vegetation buffers present would assist in mitigating this risk. The village of Evandale and the nearby Launceston airport are already existing sources of noise. Extensive shelter belts should be established on the sensitive boundaries surrounding the specific area of land subject to the development, as per the northern, eastern end of the southern and eastern boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.

6 Water resources

Two irrigation districts are present which cover and are nearby the vicinity of the subject properties:

- Lower South Esk Irrigation District (LSEID) and is serviced by the Lower South Esk Irrigation Scheme (LSEIS)
- North Esk Irrigation District (NEID) and is serviced by the North Esk Irrigation Scheme (NEIS)

No waterways flow through any of the properties associated with the proposed development.

6.1 Lower South Esk Irrigation District

The LSEID covers 15,421 hectares and is serviced by the LSEIS which commenced operations in October 2013.

LSEIS services 27 irrigators in Conara, Epping Forest, Evandale, Perth and Longford in Northern Midlands.

The LSEIS provides 5,298 ML of irrigation water from November to March, with irrigators able to draw water directly from the South Esk River.

The entire township of Evandale is included within the LSEID.

Appendix A Image 15 provides a map of the LSEID.

100% of the irrigation water supplied by the LSEIS is fully allocated and no irrigation water is available for purchase.

None of the properties subject to the proposed rezoning development are covered by the LSEIS and have any irrigation water allocations associated with these properties.

No infrastructure associated with the LSEIS is present on and/or nearby the properties subject to the proposed rezoning development.

6.2 North Esk Irrigation District

The NEID covers 16,545 hectares and is serviced by the NEIS which commenced operations in January 2019.

NEIS has 69 individual irrigation water entitlements in Evandale, Clarendon and the White Hills area of the Northern Midlands.

The NEIS provides 4,685 ML of irrigation water from November to March, with irrigation water supplied by a network of pipelines across the NEID. Of the 4,685 ML of irrigation water available, 13 allocations account of approximately 79% (approximately 3,700 ML) of the total available irrigation water , and the remaining 995 ML is shared amongst 50 entitlements and seven entitlements have a 0 ML allocation.

Appendix A Image 16 provides a map of the NEID.

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

The combined area of the properties in question associated with the development covers a total of 100 hectares, and this represents approximately 0.6% of the total area, and less than 1% of the Class 4 land within the NEIS.

The combined irrigation entitlement rights associated the properties in question associated with the Ridgeside Lane re-zoning development is 105 ML (as per 45 ML attached to serial number IR-NE-01-009 and 60 ML attached to serial number IR-NE-01-052), and this represents approximately 2.2% of the total amount of irrigation water available from the NEIS. These entitlements are supplied via the Clarendon Spur A pipeline.

100% of the irrigation water supplied by the NEIS is fully allocated and no additional irrigation water is available for purchase. Arguably there is significantly more land available to be irrigated within the NEID than irrigation water available from the NEIS, and irrigation water entitlements are tightly held.

The proposed development has been planned to ensure that the Clarendon Spur A pipeline will not be negatively impacted and that other outlets and users of this infrastructure will not have their access diminished. Image 13.



Image 13 NEIS pipeline infrastructure (dotted blue line) in relation to the subject properties.

The proposed development will cover a total of 100 hectares, and this represents less than 0.7% of the total area of land within the NEID.

In reality not all of the land subject to the development would be considered suitable for and/or capable of supporting irrigated agricultural land use activity, and this includes property title CT 227117/2 and CT 81897/1 due to the close proximity to adjacent residential dwellings and road infrastructure and the sensitivities linked with irrigation spray over property boundaries and intensity of agricultural activities associated with this type of agriculture.

The subject properties have been operated and managed as dryland grazing enterprises, and no irrigation has been used on this land.

6.3 Waterways

No waterways flow through and/or border the subject properties.

The nearest waterway, Boyes Creek, is located approximately 310m south of title 116759/1.

The proposed development is not anticipated to have any negative impacts on the waterway to the south.

Storm water run-off will be managed according to council regulations and ensure it does not negatively impact adjacent and nearby properties.

6.4 Dams

No registered dams are present on the subject properties, although two small stock water dams are present with an anticipated nominal total volume of less than 1 ML.

The proposed development is not anticipated to have any negative impact and/or diminish adjacent and nearby land owners from filling their and/or utilising stock or irrigation water from any dams which may be present.

7 The potential loss of agricultural land from Tasmania's agricultural estate.

The proposed development on the subject properties would cover a total area of 100 hectares.

In terms of appreciating and understanding the relative potential loss of agricultural land from Tasmania's agricultural estate it is important to provide detail on the size of the agricultural estate on a local (Northern Midlands), broad regional (Tamar and Meander Valley and Northern Midlands) and statewide basis.

Additionally, as the subject properties are located in a proclaimed irrigation district, as per the North Esk Irrigation Scheme (NEIS) it is appropriate to understand and appreciate the relative potential loss of irrigated agricultural land on a local (as per the NEIS) and statewide basis for all irrigation districts.

7.1 Local impact - Northern Midlands agricultural estate

The northern midlands area is included in the South Esk land capability mapping report which covers a total area of approximately 216,821 hectares of agricultural land[12]. Table 7 outlines the total agricultural land available and provide detail on the specific amount of land associated with each of the land capability classes present.

Table 7 Land capability areas in the Northern Midlands based on the South Esk land capability report.

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

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

The combined area of the subject properties covers a total of 100 hectares, and this represents less than 0.09% of the Class 4 land and approximately 0.05% of the total ground in the Northern Midlands (as per the South Esk land capability mapping area).

7.2 Impact on the NEID

The NEID covers approximately 16,545 hectares of land.

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

The combined area of the subject properties covers a total of 100 hectares, and this represents approximately 0.6% of the total area, and less than 1% of the Class 4 land within the NEID.

Based on the Department of Natural Resources and Environment Enterprise Suitability Maps [13] the subject properties have been identified having 100 hectares of land considered suitable for wine grape production, and this represents approximately 0.9% of the total area (approximately 10,900 hectares) within the NEID which is consider suitable for wine grape production. In reality due to a combination of factors such as operational challenges and very significant investment required relative to the financial returns which could be generated it is unrealistic to consider that the wine grape production would be undertaken on the properties subject to the proposed development.

The combined irrigation entitlement rights associated the properties in question associated with the development is 105 ML (as per 45 ML attached to serial number IR-NE-01-009 and 60 ML attached to serial number IR-NE-01-052), and this represents approximately 2.2% of the total amount of irrigation water available from the NEIS.

100% of the irrigation water supplied by the NEIS is fully allocated and no additional irrigation water is available for purchase. Arguably there is significantly more land available to be irrigated within the NEID than irrigation water available from the NEIS.

The proposed development has been planned to ensure that the Clarendon Spur A pipeline will not be negatively impacted and that other outlets and users of this infrastructure will not have their access diminished.

7.3 Broad regional and state impact – Tamar and Meander Valley/Northern Midlands agricultural estate

On a regional basis if the subject properties involved in the development are assessed on a broad regional basis that encompasses the Northern Midlands, and Tamar and Meander Valley areas which when combined cover a total area of approximately 605,165 hectares of agricultural land.

The information used to provide detail on the total land area and associated land capability has been obtain from the South Esk[14], Meander[15], Pipers[16] and Tamar[17] land capability mapping areas.

Table 8 outlines the areas associated with the land capability classes on abroad regional basis.

[13] Extracted from the LIST https://maps.thelist.tas.gov.au/listmap/app/list/map

[14] Grose, C.J and Moreton R.M. (1996) Land Capability Survey of Tasmania. South Esk report, Department of Primary Industry and Fisheries, Tasmania, Australia.

[15] Noble, K. E. (1992) Land Capability Survey of Tasmania Tamar Report. Department of Primary Industry, Tasmania.

[16] Noble, K. E. (1990) Land Capability Survey of Tasmania Pipers Report. Department of Primary Industry, Tasmania.

[17] Noble, K. E. (1992) Land Capability Survey of Tasmania Tamar Report. Department of Primary Industry, Tasmania.

Table 8 Land capability areas on a broad regional basis.

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

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

The combined area of the subject properties covers a total of 100 hectares, and this represents less than 0.03% of the Class 4 land and less than 0.02% of the total ground on a broader region basis.

7.4 Statewide impact on the Tasmanian agricultural estate

The total area of the agricultural estate in Tasmania covers 18,900,000 hectares, which represents 28% of the total land area within the state and includes all prime and non-prime agricultural land and proclaimed irrigated districts.

The combined area of the subject properties covers a total of 100 hectares, and this represents and less than 0.0005% of the total agricultural estate in Tasmania.

7.5 Tasmania's Total Proclaimed Irrigated Land Estate

In Tasmania there are 23 proclaimed irrigation districts, and these cover a combined total area of 758,972 hectares.

The combined area of the subject properties covers a total of 100 ha, and this represents and less than 0.0015% of the total area of proclaimed irrigation districts in Tasmania.

8 Protection of Agricultural Land Policy

The Tasmania Protection of Agricultural Land Policy consists of 11 principles which seek to conserve and protect agricultural land recognising the particular importance of prime agricultural land.

8.1 Principle 1

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

Response: The proposed re-zoning will result in 100 hectares of agricultural land of being made available for future agricultural land use activity.

The land subject to the proposed development is entirely covered by class 4 land and no prime agricultural land is present. This class 4 land is suitable for grazing with minor/moderate limitations and could be sustainably cropped on a 2 in 10 year rotation. Currently due to the degraded pastures present on the property it would be reasonable to expect it to be able to support a carrying capacity of approximately 965 DSE which would equate to generating a total annual gross margin return of approximately $38,600.

If the land subject to the development was fully developed and improved for grazing purposes it is reasonable to consider it would be able to generate an annual gross margin return if just used for dryland grazing (e.g. sheep breeding) of approximately $60,000. If the 105 ML of available irrigation water was utilised for irrigated pasture production and the balance of the land used for dryland pasture production the gross margin return could be $76,800. If the 105 ML of available water was utilised for annual cropping and the balance of the property used for dryland pasture production the gross margin return could be $76,800. If the 105 ML of available water was utilised for annual cropping and the balance of the land used for dryland pasture production the gross margin return could be $91,350.

The investment required to develop and improve the productivity of the pastures on the subject properties would equate to approximately $206,000, and to develop an irrigation scheme would cost approximately $180,000.

Perennial horticulture (wine grape production or hazelnuts) could be undertaken on the land subject to the development however due to a combination of the very significant financial investment required in conjunction with challenging operational issues it is unrealistic consider that these enterprises would be establishment.

The subject properties are located on the peri-urban fringe of Evandale, and the land adjacent to the west and southern boundary of the subject properties is covered by General Residential and Rural Living zoned land with multiple residential dwellings present. This General Residential and Rural Living zoned land imposes an existing degree of fettering such as the negative impacts associated with noise, dust and odour emissions, irrigation water and agricultural chemical spray drift from agricultural land use activities.

The operational challenges, investment required and associated potential economic returns presents a significant and challenging financial constraint to undertaking improved agricultural land use activity.

In order to provide a sufficient level of protection to the adjacent and nearby agricultural land, as per to the north, eastern end of the southern and eastern boundaries it would be appropriate to establish shelter belts along these sensitive boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.

The layout of the Proposed Evandale Expansion Plan has established 100m and 200m setbacks to agricultural land on the northern and southern boundaries to provide guidance on building envelopes on the proposed development.

The re-zoning can be undertaken without causing undue negative impacts on the adjacent and nearby agricultural land, however the establishment of shelter belts along the sensitive boundaries as per to the north, eastern end of the southern and eastern boundaries will ensure minimal potential for conflict between the proposed land use changes.

8.2 Principle 2

Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.

Response: Not applicable as no prime agricultural land is present on the properties subject to the development.

8.3 Principle 3

Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.

Response: Not applicable as no prime agricultural land is present on the properties subject to the development.

8.4 Principle 4

The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:

(a) minimising the amount of land alienated;

(b) minimising negative impacts on the surrounding environment; and

(c) ensuring the particular location is reasonably required for operational efficiency.

Response: Not applicable as no prime agricultural land is present on the properties subject to the development.

8.5 Principle 5

Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.

Response: The land subject to the proposed development has a negligible level of local and regional significance, for example:

- Represents less than 0.09% of the Class 4 land and approximately 0.05% of the total ground in the Northern Midlands (as per the South Esk land capability mapping area).
- Represents less than 0.03% of the Class 4 land and less than 0.02% of the total ground on a broader region basis (as per the South Esk, Meander, Pipers and Tamar land capability mapping areas)

The land subject to the proposed development is entirely covered by class 4 land and no prime agricultural land is present. This class 4 land is suitable for grazing with minor/moderate limitations and could be sustainably cropped on a 2 in 10 year rotation. Currently due to the degraded nature of the property it would be reasonable to expect it to be able to support a carrying capacity of approximately 985 DSE which would equate to a total annual gross margin return of approximately $46,000.

The land adjacent to the west and western portion of the southern boundary of the subject properties is covered by General Residential and Rural Living zoned land. This General Residential and Rural Living zoned land imposes an existing degree of fettering such as the negative impacts associated with noise, dust and odour emissions, irrigation water and agricultural chemical spray drift from agricultural land use activities.

The adjacent and nearby agricultural land consists of:

- East: dryland grazing pasture block (68 hectares)
- North: separated by Ridgeside Road are three small lifestyle/hobby block properties (covering 1.4, 2.5 and 10 hectares respectively), and a vineyard. The nearest vineyards to the closest boundary of title CT 106773/1 are approximately 40m (which includes the 15m wide Ridgeside lane and would be approximately 200m from the nearest proposed residential dwelling building envelope on the layout of the Proposed Evandale Expansion Plan.
- South: separated by Logan Road is a hobby block (22 hectares), and mixed cropping livestock property (93 hectares) with dryland and irrigated production system.

In order to provide a sufficient level of protection to the adjacent and nearby agricultural land, as per to the north, eastern end of the southern and eastern boundaries it would be appropriate to establish shelter belts along these sensitive boundaries. These shelter belts should consist of a staggered linear planting of mixed native species, 10m wide and with shrubbery and trees covering from ground level to and up to approximately 10m high.

The layout of the Proposed Evandale Expansion Plan has established 100m and 200m setbacks to agricultural land on the northern and southern boundaries to provide guidance on building envelopes on the proposed development.

8.6 Principle 6

Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are

not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.

Response: Not applicable as no prime agricultural land is present on the properties subject to the development.

8.7 Principle 7

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

Response: The land subject to the proposed development has a negligible level of local and regional significance, for example:

- Represents less than 0.09% of the Class 4 land and approximately 0.05% of the total ground in the Northern Midlands (as per the South Esk land capability mapping area).
- Represents less than 0.03% of the Class 4 land and less than 0.02% of the total ground on a broader region basis (as per the South Esk, Meander, Pipers and Tamar land capability mapping areas).

The land subject to the proposed development is located within the NEID and represents approximately 0.6% of the total land within the NEID.

105 ML of irrigation water supplied by the NEIS is available for use of the land subject to the proposed development (as per titles CT 116759/1 and CT 106773/1) and represents approximately 2.2% of the total amount of irrigation water available from the NEIS.

It should be noted regardless of the proposed development this 60 ML irrigation water entitlement could still continue to be used on the balance of the proponent's land to the east (as per the balance of title 106773/1) of the location of the proposed location of the rezoning development, and/or be utilised by other irrigators in the NEID.

In reality not all of the land subject to the development would be considered suitable for and/or capable of supporting irrigated agricultural land use activity, and this includes property titles CT 227117/1 and CT 81897/1 due to the close proximity to adjacent residential dwellings and road infrastructure and the sensitivities linked with irrigation spray over property boundaries and intensity of agricultural activities associated with this type of agriculture.

No key agricultural infrastructure is present on the properties subject to the proposed development, such as dams, waterway or support facilities (e.g. grain silos, transport access). The existing NEIS Clarendon Spur A pipeline is located on the land immediately adjacent to the Ridgeside Lane on the far north end of property title CT 116759/1 and would not be impacted and or constrained by the proposed development.

8.8 Principle 8

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

Response:

The land subject to the proposed development is located within the NEID and represents approximately 0.6% of the total land within the NEID.

105 ML of irrigation water supplied by the NEIS is available for use of the land subject to the proposed development (as per titles CT 116759/1 and CT 106773/1) and represents approximately 2.2% of the total amount of irrigation water available from the NEIS.

It should be noted regardless of the proposed development this 60 ML irrigation water entitlement could still continue to be used on the balance of the proponent's land to the east (as per the balance of title 106773/1 and additional land holdings further to the east as per titles CT 145763/2 and CT 101154/1) of the location of the proposed location of the rezoning development, and/or be utilised by other irrigators in the NEID.

The remaining 45 ML of irrigation could be either transfer for use to the proponent other land holdings to the east (as per titles CT 145763/2 and CT 101154/1 and on the balance of title CT 106773/1) or sold to other irrigators within the NEIS.

In reality not all of the land subject to the development would be considered suitable for and/or capable of supporting irrigated agricultural land use activity, and this includes property titles CT 81897/1 and CT 227117/1 due to the close proximity to adjacent residential dwellings and road infrastructure and the sensitivities linked with irrigation spray over property boundaries and intensity of agricultural activities associated with this type of agriculture.

8.9 Principle 9

Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.

Response: Not applicable due to the nature of the development.

8.10 Principle 10

New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land.

Response: Not applicable as no forestry land use activities will occur on the properties subject to the development.

8.11 Principle 11

Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.

Response: Not applicable as no forestry land use activities will occur on the properties subject to the development.

9 Conclusion

1. The land involved in the proposed development involves four properties located on the peri-urban area to the immediate north eastern and eastern outskirts of Evandale, and includes property titles CT 106773/1, CT 116759/1, CT 227117/1 and CT 81897/1.

2. The subject land properties are entirely covered by land capability Class 4 land.

3. The subject properties are used to graze livestock, albeit at a scale consistent with hobby/lifestyle farm scale non-commercial scale (e.g. property titles CT 227117/1 and CT 81897/1 respectively) whilst the larger blocks (e.g. property titles CT 106773/1 and CT 116759/1) are used for grazing but on a large scale although not a standalone commercial scale of operation.

4. The proposed development would result in the loss of approximately 100 hectares of agricultural land, although it has a negligible level of local and regional significance. The subject land holdings represent less than 0.09% of the Class 4 land and approximately 0.05% of the total ground in the Northern Midlands (as per the South Esk land capability mapping area) and less than 0.03% of the Class 4 land and less than 0.02% of the total ground on a broader region basis (as per the South Esk, Meander, Pipers and Tamar land capability mapping areas).

5. The subject land holdings are located within the North Esk Irrigation District (NEID). The land subject to the proposed development represents approximately 0.6% of the total land within the NEID.

6. The adjacent properties are used for agricultural land use activity and includes cropping and livestock production and a vineyard. A combination of the separation distances, and the proposed extensive proposed shelter belts, and proposed 100-200m agricultural setback for residential building envelopes would mitigate the potential for the proposed development to cause negative impacts, fettering and constraints on these other properties and vice versa.

7. The proposed development is sensitive to the adjacent land use activity and is not anticipated to create any negative impacts and/or constraint on the capability/capacity of the neighbouring properties to be actively managed and used for agricultural land use activity.

10 Declaration

I declare that I have made all the enquiries which I consider desirable or appropriate, and no matters of significance which I regard as relevant have, to my knowledge, been withheld.

Jason Lynch

Mr Jason Lynch BAppSc (Hort) CPAg
Senior Consultant
Pinion Advisory Pty Ltd
February 2025

Appendix A

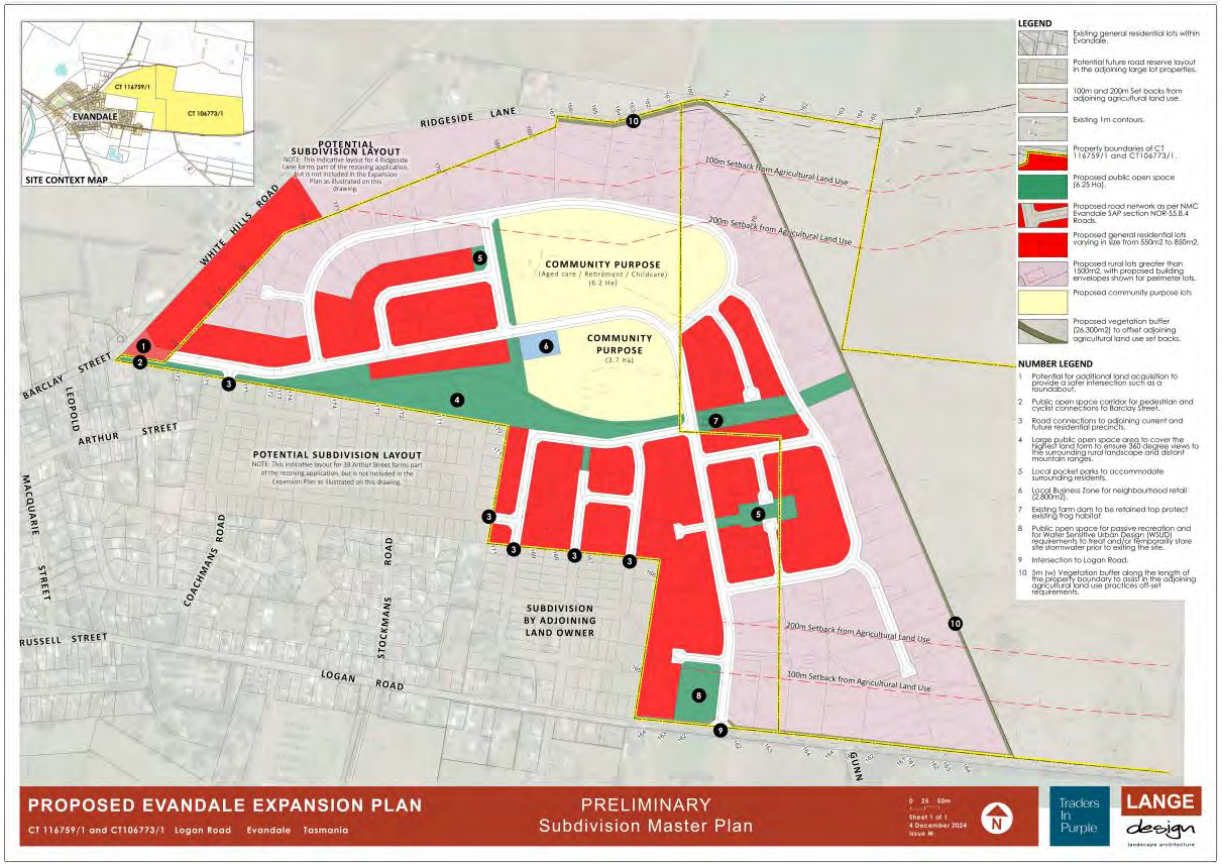


Image 14 Proposed development plan for the subject properties. (source Lange design)

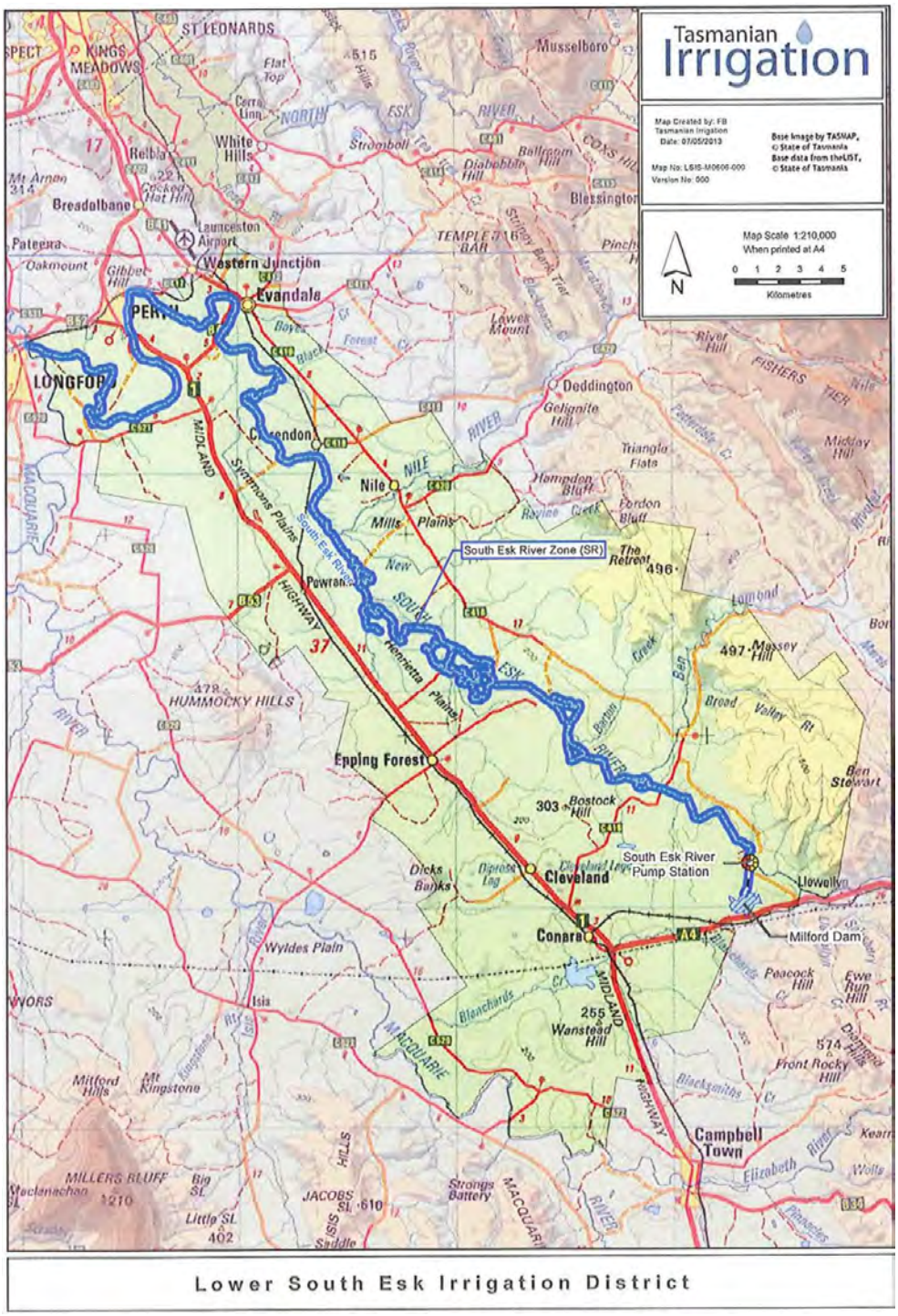


Image 15 Lower South Esk Irrigation District map. (source Tasmanian Irrigation)



Image 16 North Esk Irrigation District map (source Tasmanian Irrigation)

pitt&sherry

Evandale Expansion Masterplan

Traffic Impact Assessment

Prepared for
Ireneinc Planning & Urban Design

Client representative
Phil Gartrell

Date
20 December 2024

Rev02



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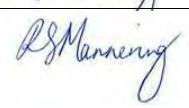
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Appendix B — SIDRA Modelling Results - Existing
Appendix C — SIDRA Modelling Results - PD
Appendix D — SIDRA Modelling Results – 10-Years PD

Prepared by — Rebekah Ramm		**Date —** 20 December 2024
Reviewed by — Ross Mannering		**Date —** 20 December 2024
Authorised by — Ross Mannering		**Date —** 20 December 2024

Revision History

Rev No.	Description	Prepared by	Reviewed by	Authorised by	Date
00	Traffic Impact Assessment	LA	RLR	RLR	02/02/2023
01	TIA (minor updates)	LA	RLR	RLR	29/01/2024
02	TIA (minor updates)	RLR	RSM	RSM	20/12/2024

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1. Introduction

1.1 Evandale Expansion Plan

Traders in Purple (TiP) have developed a Masterplan for land to the east of Evandale in Northern Tasmania.

They are seeking to rezone the following titles:

- 4 Ridgeside Lane (81897/9)
- Logan Road (116759/1)
- Portion of 211 Logan Road (106773/1); and
- 38 Arthur Street (227117/1).

Whilst these form part of the rezoning, only the following titles are intended for development by TiP:

- Logan Road; and
- Portion of 211 Logan Road.

This development is known as the *Evandale Expansion Masterplan* (the Masterplan) and replaces the former *Ridgeside Lane Development* initially proposed for an adjacent area.

Figure 1 shows the land corresponding to the rezoning in the local context. The initial stage of the Masterplan comprises of rezoning the land from Agricultural to General Residential zoning.

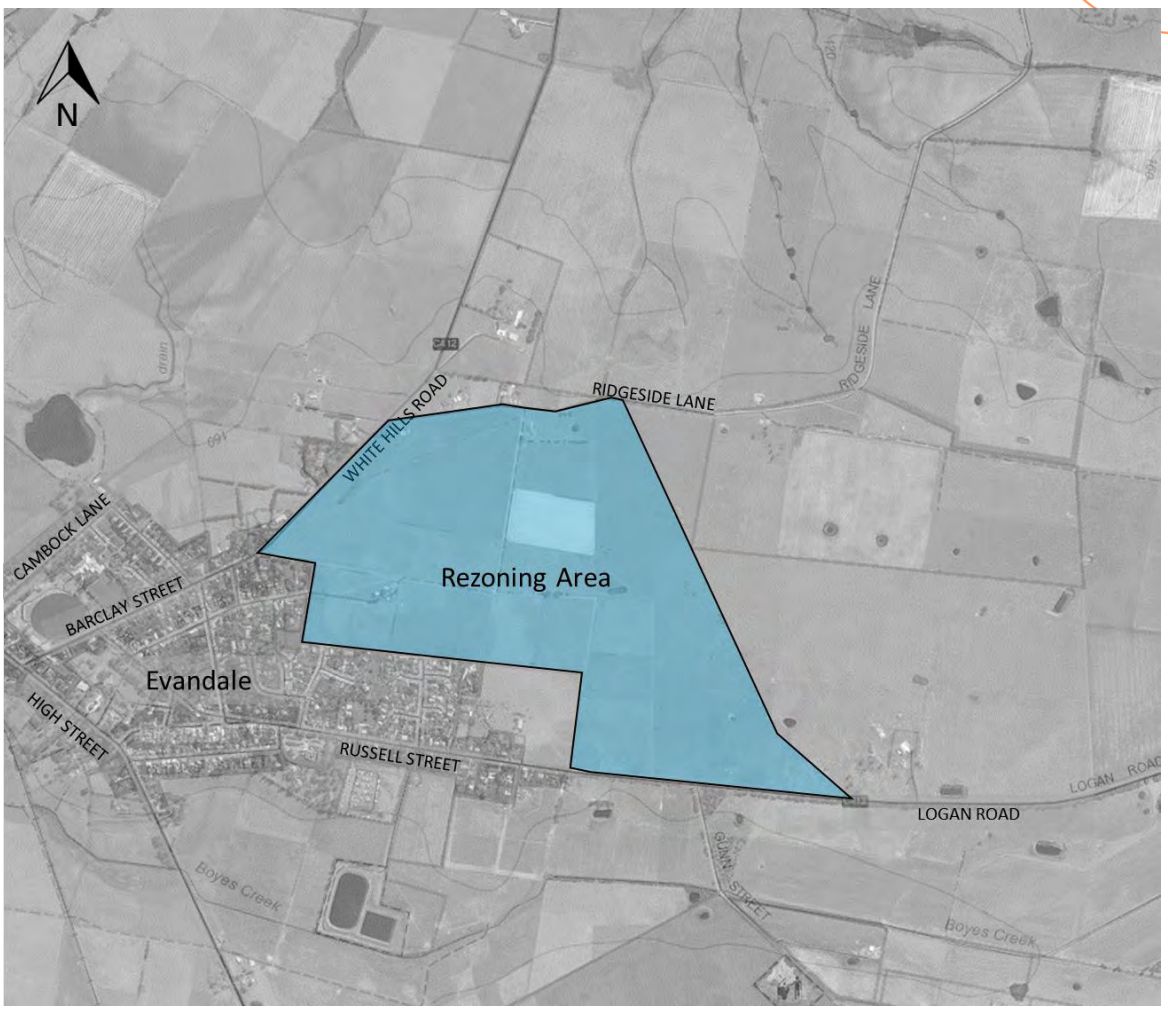


Figure 1: Study area in local context (aerial source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

1.2 Traffic Impact Assessment (TIA) scope

Ireneinc Planning & Urban Design on behalf of their client TiP have engaged pitt&sherry to undertake a Traffic Impact Assessment to support the application for rezoning.

This report has been prepared in accordance with the Department of State Growth's (State Growth's) *Framework for Undertaking Traffic Impact Assessments* and the *Tasmanian Planning Scheme – Northern Midlands* (the Planning Scheme)

2. Existing conditions

2.1 TIA study area

The land corresponding to the Masterplan (study area) is located approximately 500 metres east of the Evandale Town Centre. The site is currently vacant and has a land use classification of 21.0 Agriculture under the Planning Scheme.

Access to the site is currently from White Hills Road, noting that White Hills Road becomes Barclay Street at the Evandale Town Centre.

The site also has a frontage to Logan Road which becomes Russell Street at the Evandale Town Centre. Both Barclay Street and Russell Street intersect with High Street at the Evandale Town Centre. High Street connects Evandale with Launceston Airport, the Midland Highway and Launceston.

Please refer to Figure 1 above which shows the study area in the local context.

2.2 Surrounding road network

2.2.1 Overview

White Hills Road

White Hills Road (shown in Figure 2 and Figure 3) is a Council owned two-way rural road configured with a single lane in each direction. White Hills Road travels in a north-east south-west direction. Near the Evandale Town Centre, White Hills Road becomes Barclay Street.

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



Figure 2: White Hills Road - facing north-east (image source: Google Street View, November 2016)



Figure 3: White Hills Road - facing south-west (image source: Google Street View, November 2016)

Barclay Street

Barclay Street (shown in Figure 4 and Figure 5) is a Council owned two-way road configured with a single lane in each direction. Barclay Street is an urban street that travels in an east west direction through the Evandale Town Centre. On the eastern outskirts of the Evandale Town Centre, Barclay Street becomes the rural White Hills Road.

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



Figure 4: Barclay Street - facing east (image source: Google Street View, January 2010)



Figure 5: Barclay Street - facing west (image source: Google Street View, January 2010)

Cambock Lane

Cambock Lane (shown in Figure 6 and Figure 7) is a Council owned urban two-way road operating between High Street and Barclay Street. Cambock Lane is configured with a single lane in each direction. From its intersection with High Street, Cambock Lane travels in a north-east south west direction for approximately 500m. At this point, there is a 90-degree bend along the road, following which, Cambock Lane travels in a north-west south-east direction.

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



Figure 6: Cambock Lane - facing north-east



Figure 7: Cambock Lane - facing-west

Logan Road

Logan Road (shown in Figure 8 and Figure 9) is a Council owned two-way road configured with a single lane in each direction. Logan Road travels in an east went direction in the vicinity of the site. Closer to the Evandale Town Centre, Logan Road becomes Russell Street.

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



Figure 8: Logan Road - facing east (image source: Google Street View, September 2022)



Figure 9: Logan Road - facing west (image source: Google Street View, September 2022)

Russell Street

Russell Street (shown in Figure 10 and Figure 11) is a Council owned urban road that travels in an east west direction. Russel Street is configured with a single lane in each direction. Near the eastern outskirts of the Evandale Town Centre, Russell Street becomes Logan Road.

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



Figure 10: Russell Street - facing east (image source: Google Street View, September 2022)



Figure 11: Logan Road - facing west (image source: Google Street View, September 2022)

High Street

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

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

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



Figure 12: High Street - facing north-west (image source: Google Street View, September 2022)



Figure 13: High Street - facing south-east (image source: Google Street View, September 2022)

2.2.2 Road widths and carriageway form

The road width along each of the roads surrounding the study area have been measured. The road width was observed to vary frequently and therefore in sections with varying road widths, the minimum (or worst case) road width was adopted. Road widths and classifications at several locations are detailed in Table 1.

Table 1: Road widths and classification

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

2.2.3 Road function

The Tasmanian Local Government Road Hierarchy, shown in Figure 14, gives guidance to the function of a road.

Tasmanian local government road hierarchy.

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

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

Figure 14: Tasmanian Local Government Road Hierarchy

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

Table 2: Road classification

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

2.2.4 Intersections

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

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

The above intersections relative to the study area are shown in Figure 15.



Figure 15: Intersection locations relative to study area (Aerial Source: https://maps.thelist.tas.gov.au)

2.3 Traffic volumes

2.3.1 Traffic data collection

Tube count data collected in April 2018 along Barclay Street/ White Hills Road and Logan Road was provided by TiP and is summarised in Table 3.

Table 3: Tube count traffic data provided by TiP

Road	Road Link	Weekday Traffic Volume (vpd)	Sunday Traffic Volume (vpd)
Barclay Street/ White Hills Road	West of Ridgeside Lane	517	438
	East of Ridgeside Lane	487	391
Logan Road	West of No. 58	176	271
	East of No. 58	133	173

In addition to the tube count data, vehicle turning movement counts were undertaken by Matrix Traffic and Transport Data on Thursday 4 April 2019 and on Sunday 7 April 2019. Surveys were undertaken for a 24-hour period at the following intersections:

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

Although not typically a busy traffic day, Sunday is significant for additional traffic and parking in Evandale due to the Evandale Sunday Markets which occur between 8:00am and 1:00pm on Sunday mornings in the centre of Evandale.

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

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

Covid-19 impacts.

As the tube count data and turning movement counts were completed in 2018 and 2019 respectively, the expected 2023 traffic volumes have to be calculated using a compounding growth rate. Due to the COVID-19 pandemic, there has been an overall reduction in traffic growth along road networks in Tasmania and as such it has been necessary to determine the COVID-19 impact on the traffic growth rate in Evandale.

To determine the COVID-19 impact on the growth rate in Evandale, tube count data was collected along Barclay Street/ White Hills Road and Logan Road for a one-week period in April 2022. This collected traffic data has been compared with the 2018 tube count data collected at the same location and the growth rate at these locations have been determined.

The overall growth rate has been determined to be 0.2% per year and has been applied to all existing available traffic data to calculate the expected 2023 traffic volumes.

2.3.2 Existing peak hourly intersection traffic volumes

A summary of the calculated 2023 existing weekday AM and PM peak hour traffic volumes are shown in Figure 16 and Figure 17 while a summary of the calculated existing 2023 Sunday midday peak hour traffic volumes are shown in Figure 18.

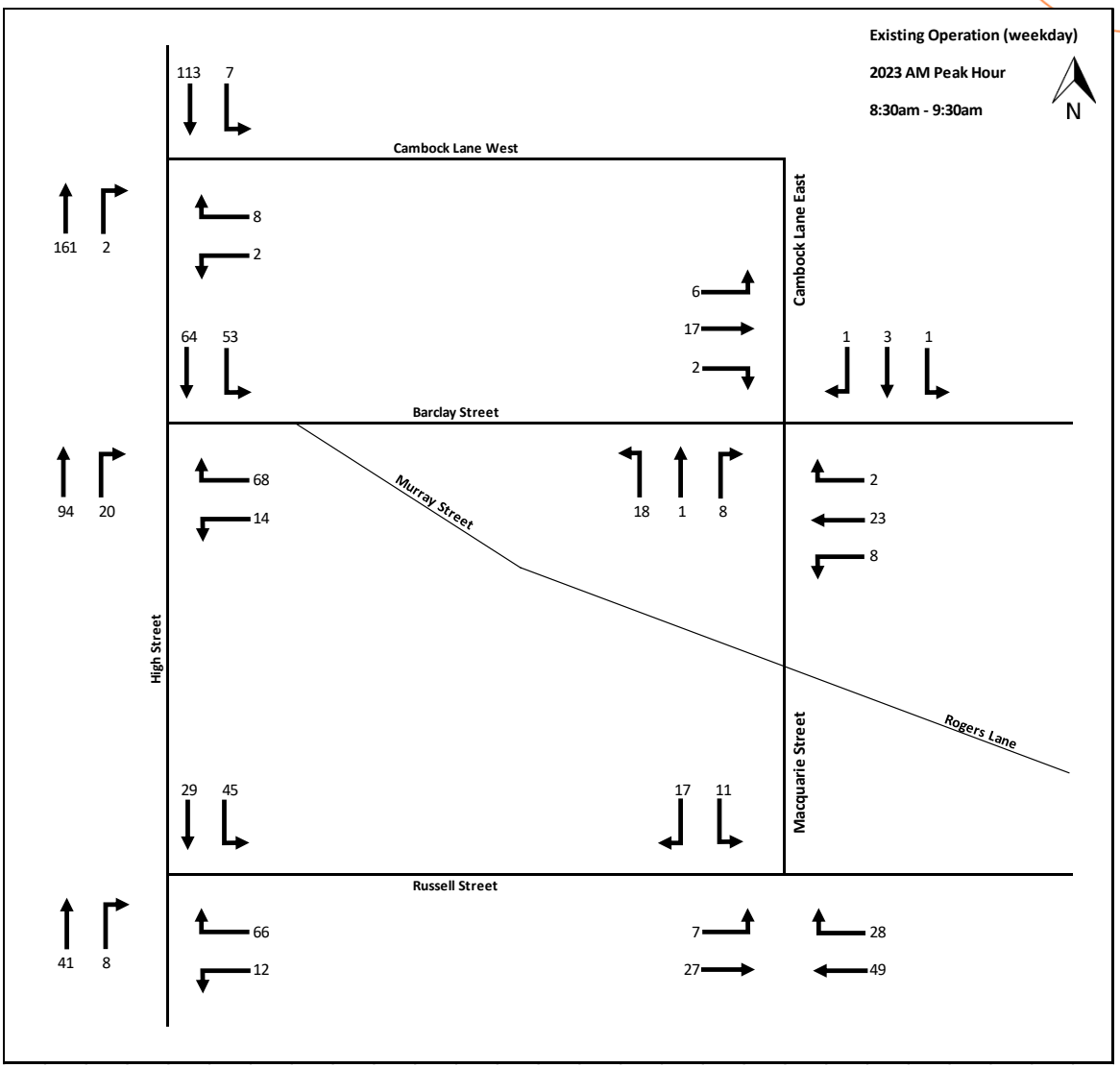


Figure 16: Calculated (2023) weekday AM peak hour traffic volumes

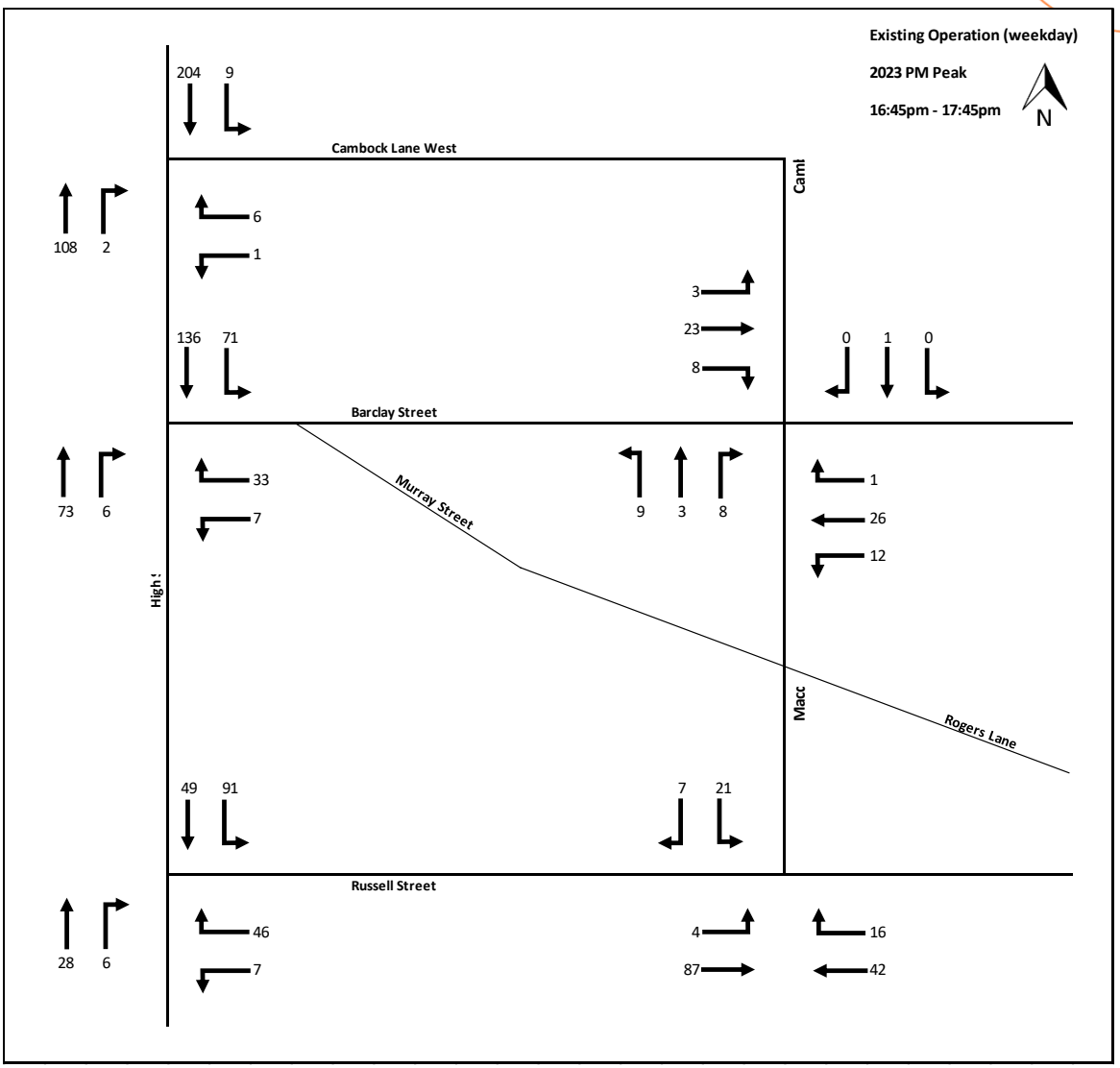


Figure 17: Calculated (2023) weekday PM peak hour traffic volumes

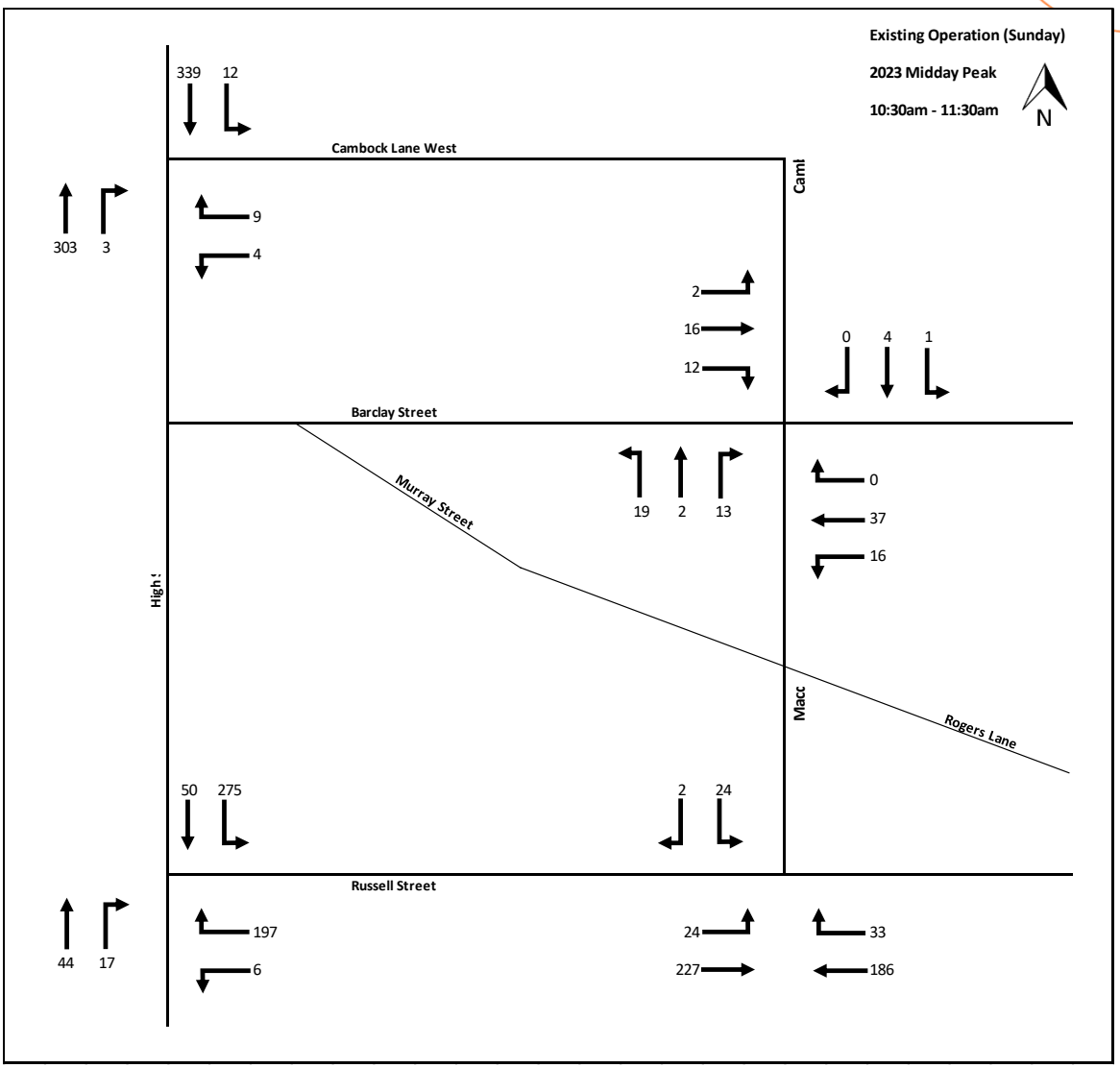


Figure 18: Calculated (2023) Sunday peak hour traffic volumes

2.3.3 Daily mid-block traffic volumes

Daily mid-block traffic volume data is available based on the intersection turning movement counts and tube count data from April 2018 which was provided by TiP. To calculate the 2023 daily mid-block traffic volumes, the calculated 0.2% growth rate has been applied.

The daily mid-block traffic volumes for 2023 are shown in Table 4.

Table 4: Daily mid-block traffic volumes

Road	Road Link	Data Source	Weekday Traffic Volume (vpd)	Sunday Traffic Volume (vpd)
White Hills Road	West of Ridgeside Lane	Tube count	522	442
	East of Ridgeside Lane	Tube count	492	395
Barclay Street	High Street to Murray Street	Turning movement count	1,472	1,500 (estimate)
	Murray Street to Macquarie Street	Turning movement count	877	767
	Macquarie Street to White Hills Road	Turning movement count	741	677
Cambock Lane	East of High Street	Turning movement count	258	251
	North of Barclay Street	Turning movement count	132	124
Logan Road	West of No. 58	Tube count	178	274
	East of No. 58	Tube count	134	175
Russell Street	High Street to Scone Street	Turning movement count	1,645	3,117
	Scone Street to Macquarie Street	Turning movement count	1,401	2,770
	Macquarie Street to Logan Road	Turning movement count	1,508	2,844

2.4 Intersection performance

2.4.1 Traffic modelling software

The operation of the counted intersections has been modelled using SIDRA Intersection traffic modelling software. SIDRA Intersection rates the performance of the intersections based on the vehicle delay and the corresponding Level of Service (LOS). It is generally accepted that LOS D or better is an acceptable level of operation. Table 5 shows the criteria that SIDRA Intersection adopts in assessing the LOS.

Table 5: SIDRA Intersection Level of Service (LOS) criteria

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

2.4.2 Traffic modelling intersection layouts

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

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

2.4.3 Traffic modelling results – weekday

High Street/ Cambock Lane Intersection

The LOS for each approach for the High Street/ Cambock Lane intersection is shown in Figure 19 and Figure 20. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 6. Full results are presented in Appendix B.

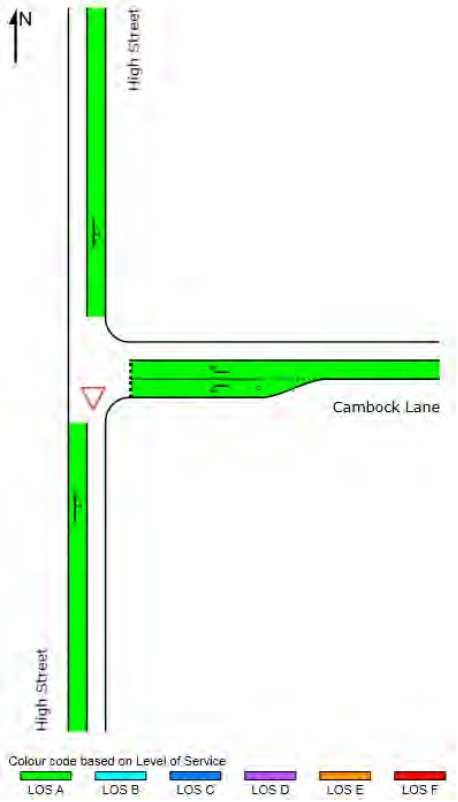


Figure 19: High Street/ Cambock Lane - Existing Weekday AM Peak Hour Approach LOS

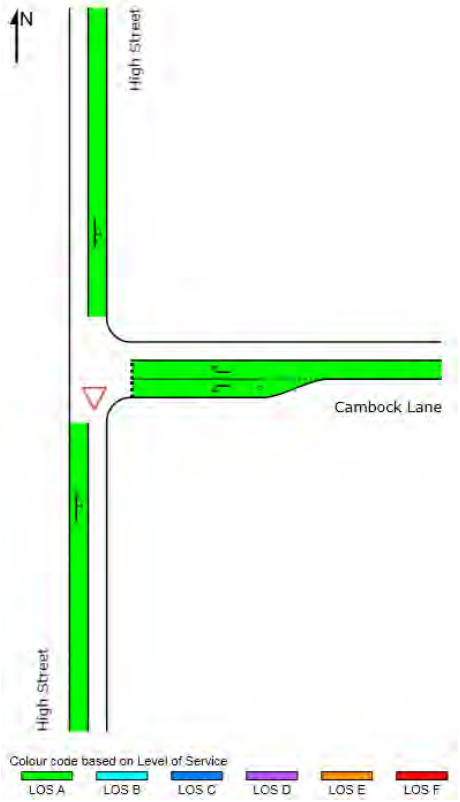


Figure 20: High Street/ Cambock Lane Existing Weekday PM Peak Hour Approach LOS

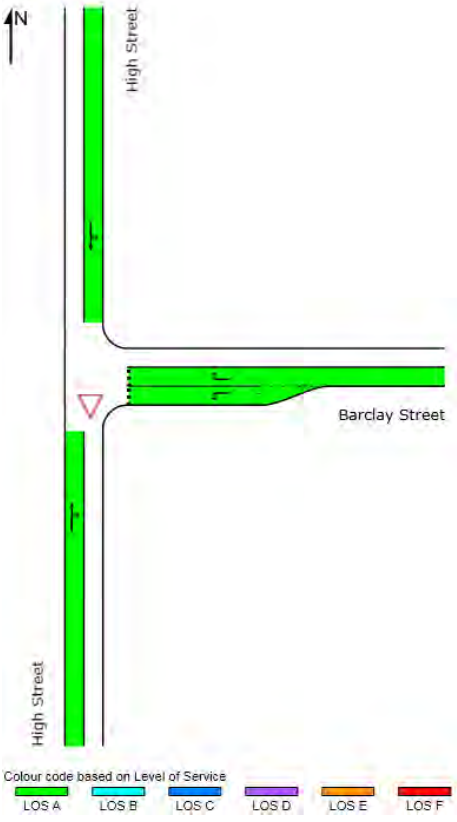
Table 6: High Street/ Cambock Lane Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.09	0	0
East (Cambock Lane)		0.01	6	0
North (High Street)		0.07	0	0
All Movements		**0.09**	**0**	**0**
South (High Street)	PM	0.06	0	0
East (Cambock Lane)		0.01	7	0
North (High Street)		0.12	0	0
All Movements		**0.12**	**0**	**0**

High Street/ Barclay Street Intersection

The LOS for each approach for the High Street/ Barclay Street intersection is shown in Figure 21 and Figure 22. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in

Table 7. Full results are presented in Appendix B.



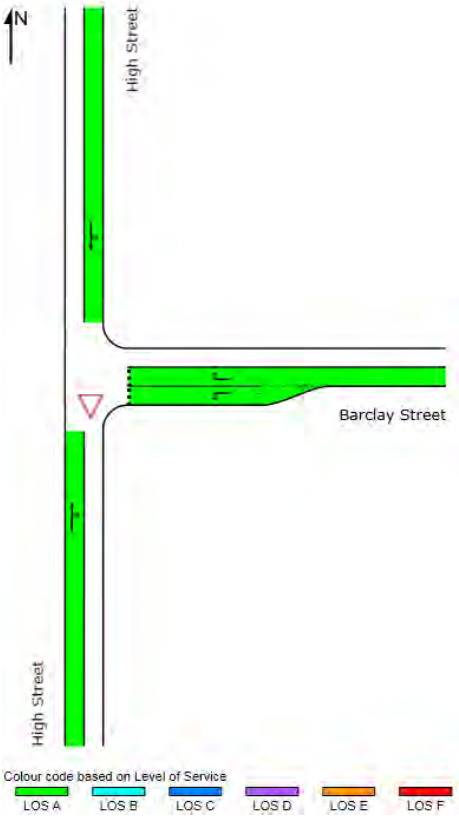


Figure 21: High Street/ Barclay Street Existing Weekday AM Peak Hour Approach LOS

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

Table 7:High Street/ Barclay Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.07	1	1
East (Barclay Street)		0.10	5	3
North (High Street)		0.07	3	0
All Movements		**0.10**	**3**	**3**
South (High Street)	PM	0.05	1	0
East (Barclay Street)		0.05	6	1
North (High Street)		0.12	2	0
All Movements		**0.12**	**2**	**1**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 23 and Figure 24. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 8. Full results are presented in Appendix B.

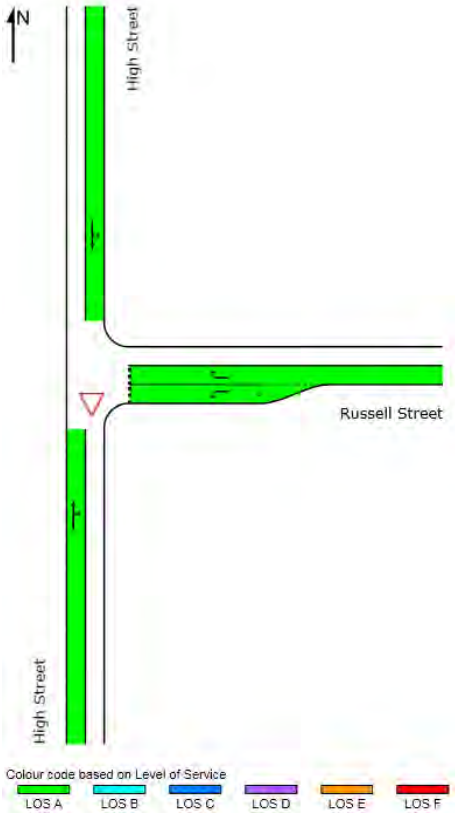


Figure 23: High Street/ Russell Street Existing Weekday AM Peak Hour Approach LOS

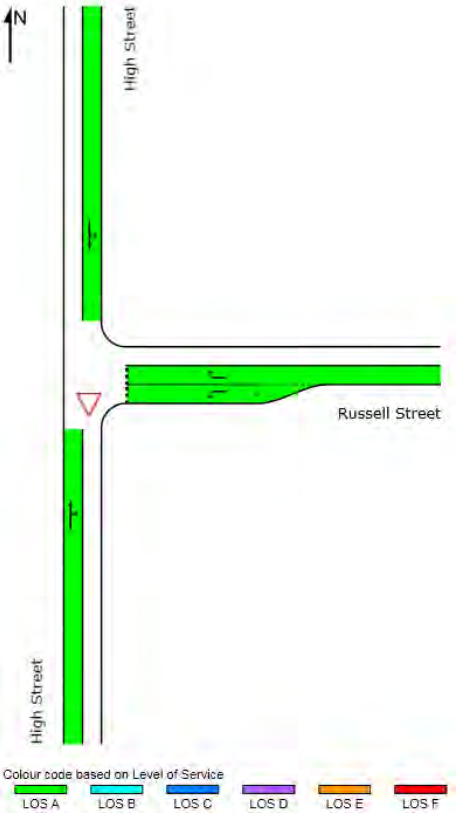


Figure 24: High Street/ Russell Street Existing Weekday PM Peak Hour Approach LOS

Table 8: High Street/ Russell Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.03	1	0
East (Russell Street)		0.08	5	2
North (High Street)		0.04	3	0
All Movements		**0.08**	**4**	**2**
South (High Street)	PM	0.02	1	0
East (Russell Street)		0.06	6	2
North (High Street)		0.08	4	0
All Movements		**0.08**	**4**	**2**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 25 and Figure 26. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 9. Full results are presented in Appendix B.



Figure 25: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday AM Peak Hour Approach LOS



Figure 26: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday PM Peak Hour Approach LOS

Table 9: Barclay Street/ Macquarie Street/ Cambock Lane Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	AM	0.02	5	1
East (Barclay Street)		0.02	2	0
North (Cambock lane East)		0.01	5	0
West (Barclay Street)		0.01	2	0
All Movements		**0.02**	**3**	**1**
South (Macquarie Street)	PM	0.02	5	1
East (Barclay Street)		0.02	2	0
North (Cambock lane East)		0.00	6	0
West (Barclay Street)		0.02	2	0
All Movements		**0.02**	**2**	**1**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 27 and Figure 28. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 10. Full results are presented in Appendix B.



Figure 27: Russell Street/ Macquarie Street Existing Weekday AM Peak Hour Approach LOS



Figure 28: Russell Street/ Macquarie Street Existing Weekday PM Peak Hour Approach LOS

Table 10: Russell Street/ Macquarie Street Existing Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	AM	0.05	2	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.02	1	0
All Movements		**0.05**	**2**	**1**
East (Russell Street)	PM	0.04	1	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.05	0	0
All Movements		**0.05**	**1**	**1**

Discussion

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

The traffic modelling results align with observations made on site during the weekday AM and PM peak hours.

2.4.4 Traffic modelling results – Sunday

High Street/ Cambock Lane Intersection

The LOS for each approach for the High Street/ Cambock Lane intersection is shown in Figure 29. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 11. Full results are presented in Appendix C.

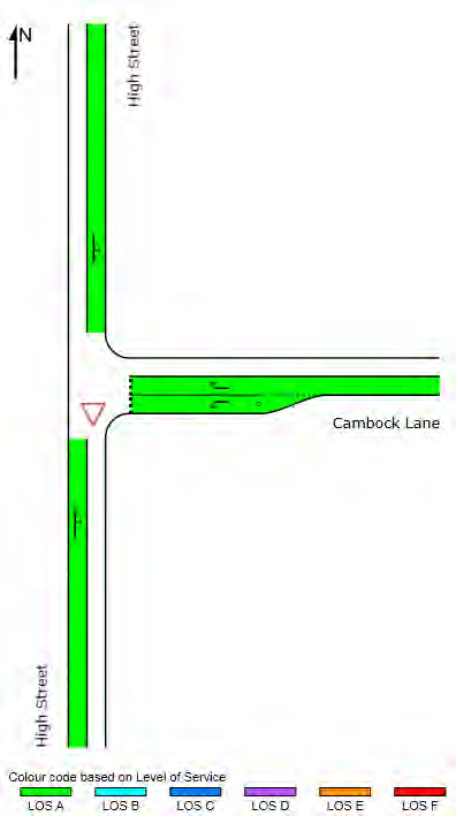


Figure 29: High Street/ Cambock Lane Existing Sunday Peak Hour Approach LOS

Table 11:High Street/ Cambock Lane Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	Sunday	0.19	0	0
East (Cambock Lane)		0.01	8	0
North (High Street)		0.15	0	0
All Movements		**0.19**	**0**	**0**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 30. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 12. Full results are presented in Appendix C.

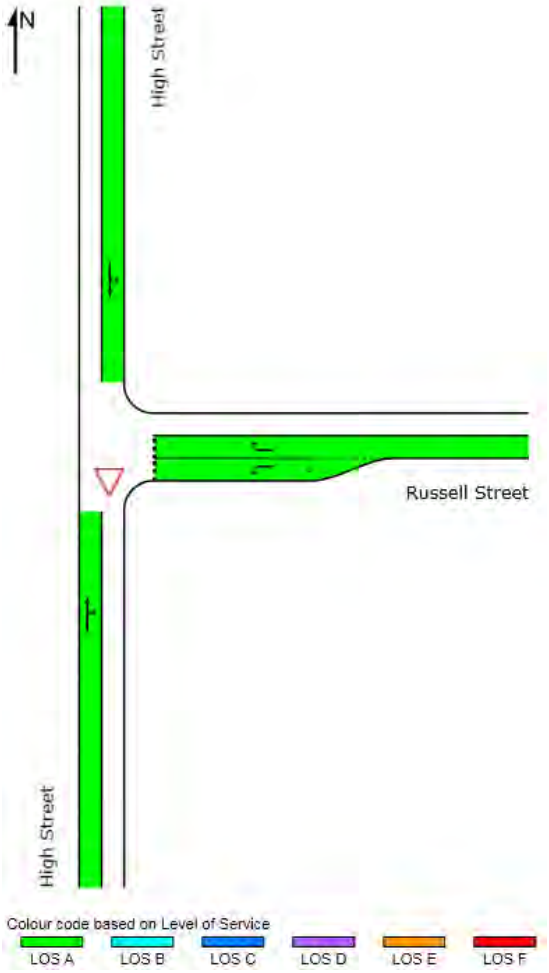


Figure 30: High Street/ Russell Street Existing Sunday Peak Hour Approach LOS

Table 12:High Street/ Russell Street Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	Sunday	0.04	1	1
East (Russell Street)		0.29	6	8
North (High Street)		0.13	5	0
All Movements		**0.29**	**5**	**8**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 31. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 13. Full results are presented in Appendix C.



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

Table 13: Barclay Street/ Macquarie Street/ Cambock Lane Existing Sunday Operation

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

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 32. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 14. Full results are presented in Appendix C.



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

Table 14: Russell Street/ Macquarie Street Existing Sunday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	Sunday	0.14	1	1
North (Macquarie Street)		0.02	3	1
West (Russell Street)		0.09	1	0
All Movements		**0.14**	**1**	**1**

Discussion

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

The traffic modelling results align with observations made on site during the Sunday peak hour.

2.1 Mid-Block Capacity

2.1.1 Parking Demand - Weekday

Parking occupancy surveys were completed on Barclay Street and Russell Street on Wednesday 5 December 2018 which represents a typical weekday. The parking occupancy surveys were undertaken at regular intervals - every hour between 8:00am and 6:00pm. The parking supply was determined by measuring the road length where vehicles can park (excluding driveways a no parking/ no-stopping zones) and then dividing the length by 7 metres and conservatively rounding down.

While detailed parking occupancy surveys have not been completed in 2023, general observations and spot parking occupancy surveys were completed on Tuesday 17 January 2023. Based on the observations and spot surveys, the current parking occupancy is considered to be consistent with that recorded in 2018.

The result of the parking occupancy surveys completed in 2018 is discussed in detail below.

Barclay Street

Parking occupancy surveys were completed along the length of Barclay Street. In order to understand how the parking demand changed along the road, the survey recorded the section of the road the car was parked on as well as the side of the road the car was parked on (north or south). The sections of the road where parking surveys were recorded along Barclay Street is shown in Figure 33 while the results of the parking surveys are summarised in Table 15.



Figure 33: Barclay Street parking survey locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 15: Barclay Street parking survey results - weekday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Murray Street	08:30	30	20	0	0	0	0%
	09:00			0	1	1	2%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			0	0	0	0%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			0	0	0	0%
	18:00			0	0	0	0%
2 – Murray Street to Macquarie Street	08:30	19	12	0	1	1	3%
	09:00			0	2	2	6%
	10:00			0	1	1	3%
	11:00			1	1	2	6%
	12:00			0	1	1	3%
	13:00			0	1	1	3%
	14:00			0	0	0	0%
	15:00			0	0	0	0%
	16:00			0	0	0	0%
	17:00			1	1	2	6%
	18:00			1	1	2	6%
3 – Macquarie Street to White Hills Road	08:30	21	13	0	3	3	9%
	09:00			1	2	3	9%
	10:00			0	2	2	6%
	11:00			0	2	2	6%
	12:00			0	3	3	9%
	13:00			0	3	3	9%
	14:00			0	3	3	9%
	15:00			0	3	3	9%
	16:00			0	3	3	9%
	17:00			0	2	2	6%
	18:00			0	1	1	3%

Based on the above, the parking demand on Barclay Street is low with less than 10% occupancy always on all sections.

Russell Street

Parking occupancy surveys were also taken along the length of Russell Street. In order to understand how the parking demand changed along the road, the survey recorded the section of the road the car was parked on as well as the side of the road the car was parked on (north or south). The sections of the road where parking surveys were recorded along Barclay Street is shown in Figure 34 while the results of the parking surveys are summarised in Table 16.



Figure 34: Russell Street parking survey locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 16: Russell Street parking survey results - weekday

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

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
	16:00			2	8	10	25%
	17:00			5	7	12	30%
	18:00			1	3	4	10%
3 – Macquarie Street to Coachmans Road	08:30	13	22	0	1	1	4%
	09:00			0	1	1	4%
	10:00			3	0	3	11%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			1	0	1	13%
	14:00			0	0	0	0%
	15:00			0	1	1	4%
	16:00			1	1	2	7%
	17:00			0	1	1	4%
	18:00			0	2	2	7%

Based on the above, the overall parking demand on Russell Street is less than 50% at all times on all sections. It can be expected that the equivalent of not more than one side of the road is filled on a typical weekday.

It was noted during the parking survey that although the parking demand is low, parking was observed on both sides of the road near the café and hotel.

2.1.2 Parking Demand – Sunday

In addition to the weekday parking occupancy surveys presented above, parking occupancy surveys were also completed on Barclay Street, Russell Street and Cambock Lane. Similar to the Weekday parking occupancy surveys, Sunday parking occupancy surveys were taken at regular intervals at least every hour between 8:00am and 2:00pm. The parking supply was determined by measuring the road length where vehicles can parallel park and then dividing the length by 7 metres and conservatively rounding down. The result of the parking occupancy surveys on the Sunday is discussed in detail below.

Barclay Street

Parking surveys were completed along the length of Barclay Street. Similar to the weekday parking surveys, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of the road the car was parked. The sections for Barclay Street are shown in Figure 33 while the results of the Sunday parking occupancy survey are summarised in Table 17.

Table 17: Barclay Street parking survey results - Sunday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
1 – High Street to Murray Street	08:00	30	20	0	0	0	0%
	09:00			0	0	0	0%
	10:00			0	0	0	0%
	11:00			0	0	0	0%
	12:00			0	0	0	0%
	13:00			0	0	0	0%

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

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

Russell Street

Parking surveys were completed along the length of Russell Street. Similar to the weekday parking surveys, the parking occupancy was recorded by the side of the road the car was parked (north or south) and which section of the road the car was parked. The sections for Russell Street is shown in Figure 34 while the results of the Sunday parking occupancy survey are summarised in Table 18.

Table 18: Russell Street parking survey results - Sunday

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

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
	12:00			11	6	17	49%
	13:00			13	3	16	46%

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

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

Cambock Lane

In addition to Barclay Street and Russell Street, Sunday occupancy parking surveys were also taken along the length of Cambock Lane West and East. To understand how the parking demand changes along the road, the parking occupancy was recorded by the side of the road the car was parked (north or south along Cambock Lane West and east and west along Cambock Lane East) and which section of road the car was parked. The sections for Cambock Lane West and East are shown in Figure 35 while results of the parking surveys are summarised in Table 19.



Figure 35: Cambock Lane West and East Parking Survey Locations (Aerial Source: https://maps.thelist.tas.gov.au/listmap/app/list/map)

Table 19: Cambock Lane parking survey results - Sunday

Parking Location	Time of Day	Parking Supply		Parking Demand			
		North	South	North	South	Total	Total %
Cambock Lane West	08:00	57	63	5	4	9	8%
	09:00			5	5	10	8%
	10:00			6	5	11	9%

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

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

2.1.1 Mid-block traffic capacity – urban roads

The traffic capacity of a road is generally impacted by the road width and carriageway form. Typical carriageway forms for different urban road widths are shown in the Local Government Association of Tasmania (LGAT) Standard Drawings. A visualisation from the LGAT drawings is shown in Figure 36.

It is noted that parking affects the road mid-block demand. Cars parked on one side of the road would allow for two travel lanes whereas cars parked on both sides of the road would allow for one travel lane and therefore a significantly reduced road capacity.

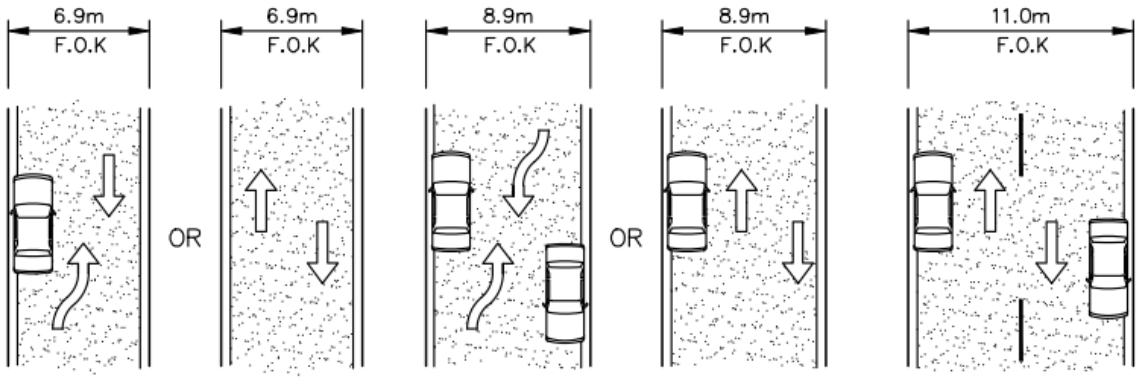


Figure 36: Typical Carriageway Forms (Source: LGAT Standard Drawing TSD – R06 – v1))

The Tasmanian Local Government Road Hierarchy, shown in Figure 14, gives guidance to the amount of traffic that should be travelling on each road classification based on several criteria and metrics including the road function and carriageway form. It is noted that the roads could physically carry more traffic than the guidance metric. However, these traffic volumes would be considered as appropriate for the road function and carriageway form from a safety and amenity perspective.

In addition, Table 4.6 in the *RMS Guide to Traffic Generating Developments* provides guidance regarding environmental capacity performance standards on residential streets. An excerpt of Table 4.6 from the RMS Guide is shown in Figure 37.

Table 4.6
Environmental capacity performance standards on residential streets

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

Figure 37: Excerpt of RMS Environmental Capacity Performance Standards on Residential Streets

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

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

2.1.2 Mid-block traffic capacity – rural roads

The LGAT Standard Drawings specify the allowable daily traffic for different widths of road seal. The allowable traffic for each seal width is summarised in Table 20.

Table 20: Rural Road Traffic Capacity

Code	AADT	Existing Infrastructure	New Development
		(w) Sealed Traffic Width	(w) Sealed Traffic Width
S1	<30	4000 (s)	-
S2	30 – 100	4000 (s)	-
S3	100 – 300	5500 (D)	5500 (D)
S4	300 – 2000	6000 (D)	6000 (D)
S5	>2000	7000 (D)	7000 (D)

2.1.3 Mid- Block Capacity and Demand

Based on the information above, the mid-block capacity and demand for each road section is shown in Table 21 to Table 24.

It is noted that Logan Road east of No.58 has been assessed as a Rural S5 category road as it is understood that TiP are committed to widening Logan Road 0.7m up to the eastern site boundary by 0.7m to provide a 6.0m road width as part of the proposed development.

Table 21: Existing Road Capacity - Weekday

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	Existing Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (weekday) (vpd)
White Hills Road	East of Barclay Street	Rural – S4	N/A	2	2,000	522	1,478
Barclay Street	High Street to Murray Street	Urban – Link	7%	2	3,000	1,472	1,528
	Murray Street to Cambock Lane	Urban – Link	6%	2	3,000	877	2,123
	Cambock Lane to White Hills Road	Urban – Link	9%	2	3,000	741	2,259
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	258	742
	North of Barclay Street	Urban – Local Access	7%	2	1,000	132	868
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	178	1,822
	East of No. 58	Rural – S5	N/A	2	2,000	134	1,866
Russell Street	High Street to Scone Street	Urban – Link	46%	2	3,000	1,645	1,355
	Scone Street to Macquarie Street	Urban – Link	45%	2	3,000	1,041	1,959
	Macquarie Street to Logan Road	Urban – Link	13%	2	3,000	1,508	1,492

Table 22: Existing Road Capacity – Weekday AM and PM Peak Hour

Road Name	Location	Road Classification	Traffic Capacity (vph)	AM Peak Hour				PM Peak Hour			
				Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)	Peak Parking Demand (%)	Available Traffic Lanes with Parking	Existing Traffic Volume (vph)	Spare Traffic Capacity (vph)
White Hills Road	West of Ridgeside Lane	Rural – S4	300	N/A	2	76	224	N/A	2	58	242
	East of Ridgeside Lane	Rural – S4	300	N/A	2	76	224	N/A	2	58	242
Barclay Street	High Street to Murray Street	Urban – Link	500	2%	2	155	345	0%	2	117	383
	Murray Street to Cambock Lane	Urban – Link	500	6%	2	67	433	6%	2	69	431
	Cambock Lane to White Hills Road	Urban – Link	500	9%	2	59	441	6%	2	47	453
Cambock Lane	East of High Street	Urban – Local Access	300	9%	2	19	281	9%	2	18	282
	North of Barclay Street	Urban – Local Access	300	7%	2	14	286	7%	2	8	292
Logan Road	West of No. 58	Rural – S5	300	N/A	2	23	277	N/A	2	26	274
	East of No. 58	Rural – S5	300	N/A	2	18	282	N/A	2	18	282
Russell Street	High Street to Scone Street	Urban – Link	500	46%	2	131	369	8%	2	150	350
	Scone Street to Macquarie Street	Urban – Link	500	10%	2	100	400	30%	2	100	400
	Macquarie Street to Logan Road	Urban – Link	500	4%	2	115	385	4%	2	115	385

Table 23: Existing Road Capacity – Sunday Daily

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	Existing Traffic Volume (Sunday) (vpd)	Spare Traffic Capacity (Sunday) (vpd)
White Hills Road	West of Ridgeside Lane	Rural – S4	N/A	2	2,000	442	1,558
	East of Ridgeside Lane	Rural – S4	N/A	2	2,000	395	1,605
Barclay Street	High Street to Murray Street	Urban – Link	0%	2	3,000	1500 (approx.)	1,500
	Murray Street to Cambock Lane	Urban – Link	5%	2	3,000	767	2,233
	Cambock Lane to White Hills Road	Urban – Link	6%	2	3,000	677	2,323
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	251	749
	North of Barclay Street	Urban – Local Access	7%	2	1,000	124	876
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	274	1,726
	East of No. 58	Rural – S5	N/A	2	2,000	175	1,825
Russell Street	High Street to Scone Street	Urban – Link	85%	1	3,000	3,117	0
	Scone Street to Macquarie Street	Urban – Link	88%	1	3,000	2,770	230
	Macquarie Street to Logan Road	Urban – Link	63%	1	3,000	2,844	156

Table 24: Existing Road Capacity – Sunday Peak Hour

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vph)	Existing Traffic Volume (Sunday) (vph)	Spare Traffic Capacity (Sunday) (vph)
White Hills Road	West of Ridgeside Lane	Rural – S4	N/A	2	300	41	259
	East of Ridgeside Lane	Rural – S4	N/A	2	300	41	259
Barclay Street	High Street to Murray Street	Urban – Link	0%	2	500	155	320
	Murray Street to Cambock Lane	Urban – Link	5%	2	500	86	414
	Cambock Lane to White Hills Road	Urban – Link	3%	2	500	83	417
Cambock Lane	East of High Street	Urban – Local Access	8%	2	300	28	272
	North of Barclay Street	Urban – Local Access	2%	2	300	9	291
Logan Road	West of No. 58	Rural – S5	N/A	2	300	37	263
	East of No. 58	Rural – S5	N/A	2	300	30	270
Russell Street	High Street to Scone Street	Urban – Link	85%	1	500	495	5
	Scone Street to Macquarie Street	Urban – Link	88%	1	500	439	61
	Macquarie Street to Logan Road	Urban – Link	4%	2	500	470	30

Based on the results above, all road sections excluding Russell Street have significant spare capacity during the scenarios assessed (i.e. weekday AM peak hour, weekday PM peak hour, weekday daily, Sunday peak hour and Sunday daily). Russell Street approaches or exceeds capacity on Sundays (i.e. Sunday peak hour and Sunday daily) but is noted to have significant spare capacity during the weekday (i.e. weekday AM peak hour, weekday PM peak hour, weekday daily).

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

It is noted that Russell Street exceeds capacity on Sundays as it provides the primary connection to the Evandale Sunday Markets and accommodates the majority of the parking associated with the markets. Exceeding the capacity of a road generally results in the road operating at a higher classification which in turn may affect the amenity, safety and/ or efficiency of a road. For Russell Street, due to the nature of the traffic generated on Sundays (i.e. predominantly people parking and attending the markets), the safety and amenity of the street is not unreasonably compromised but rather vehicle speeds along the road reduce and there is an impact on the efficiency of the road. Based on traffic modelling results presented above, while there is a reduction in the efficiency of the road on Sundays compared to weekdays, all upstream and downstream intersections continue to operate well. As such, the impact of exceeding the capacity along Russell Street on Sundays is generally minimal.

2.2 Public Transport

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

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

2.3 Pedestrian and Cycling Facilities

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

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

3. Development proposal

3.1 Overview

The initial stage is to rezone approximately 100ha of land from Agricultural to General Residential zoning.

The Masterplan site is approximately 78ha in size and is envisaged to accommodate the following:

- 182 general residential lots
- 82 rural residential lots
- 1 super lot of 62,200m^2
- 1 super lot of 24,700m^2; and
- 60,000m^2 public open space.

There are a range of potential developments options for the super lots that are yet to be finalised. The development of these lots could include one or several of the following:

- Retirement Living/ Aged Care
- Childcare centre
- Small local shops; and
- Affordable housing.

It is understood that the Masterplan will begin to be developed from late 2024 and developed over a 10-year period, subject to market demand.

4. Traffic impact assessment

4.1 Traffic generation

4.1.1 General and rural residential lots

The traffic generation of developments is dependent on numerous factors including but not limited to the location of the development and type of development.

Based on the demographic of the population of Evandale combined with the facilities and location of Evandale, it is expected that the traffic generation rate for residential (general and rural) and townhouse developments in Evandale would be less than the rate sourced from the *Roads and Maritime Services (RMS) Guide to Traffic generating developments Technical Direction TDT2013/04a* (RMS Technical Direction).

To determine the expected traffic generation for residential (general and rural) and townhouse developments in Evandale, the methodology outlined in the *Austroads Guide to Traffic Management Part 12: Traffic Impacts of Developments (AGTM Part 12)* was adopted, and traffic data was collected for a one-week period in June 2022 along the following streets in Evandale:

- Honeysuckle Grove
- Coachmans Road; and
- Stockmans Road.

The above roads were chosen as they are residential cul-de-sacs that are unlikely to be impacted by through traffic.

By analysing the collected traffic data, the following traffic generation rates were identified for in Evandale:

- Weekday AM Peak Hour 0.5 trips per dwelling
- Weekday PM Peak Hour 0.5 trips per dwelling; and
- Daily 3.5 trips per dwelling.

4.1.2 Remaining Uses

When considering the other uses to the site and their traffic generation, the following observations/ assumptions can be made:

- Childcare centres and small local shops generally tend to generate traffic from the local area and therefore would likely have low traffic generation from outside the development
- Retirement living/ aged care would likely generate trips to/ from outside the local area; and
- Affordable housing tends to generate lower traffic volumes than general residential.

Based on the above, it is considered that retirement living would have the potential to generate the highest volume of traffic. It has been indicated that a facility would likely include 100 retirement living units. Traffic generation rates for retirement living units has been sourced from the RMS Technical Direction and is as follows:

- Weekday AM Peak Hour NIL (weekday AM peak hour does not coincide with the network peak hour)
- Weekday PM Peak Hour 0.4 trips per dwelling; and
- Daily 2.1 trips per dwelling.

Based on the generation rates presented above, the expected traffic generation of the proposed development on a typical weekday is as follows:

- Weekday AM Peak Hour 325 vehicle movements
- Weekday PM Peak Hour 365 vehicle movements; and
- Daily 1615 vehicle movements.

It is noted that traffic generation for the proposed development has been considered only for the weekday AM and PM peak hour and daily scenarios as the proposed development is expected to have the biggest impact on the road network on weekdays. On Sundays, traffic generation for the proposed development is expected to be minimal resulting in minimal impact on the road network.

4.2 Directional split of traffic

The directional split of traffic (i.e. the ratio of inbound and outbound traffic movements) that has been identified for the proposed development in Evandale is as follows:

- Weekday AM Peak Hour 30% in/ 70% out
- Weekday PM Peak Hour 60% in/ 40% out; and
- Daily 50% in/ 50% out.

4.3 Traffic distribution and assignment

The distribution of the traffic generated by the proposed development is based on several factors including:

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

The distribution of generated traffic is shown in Figure 38.

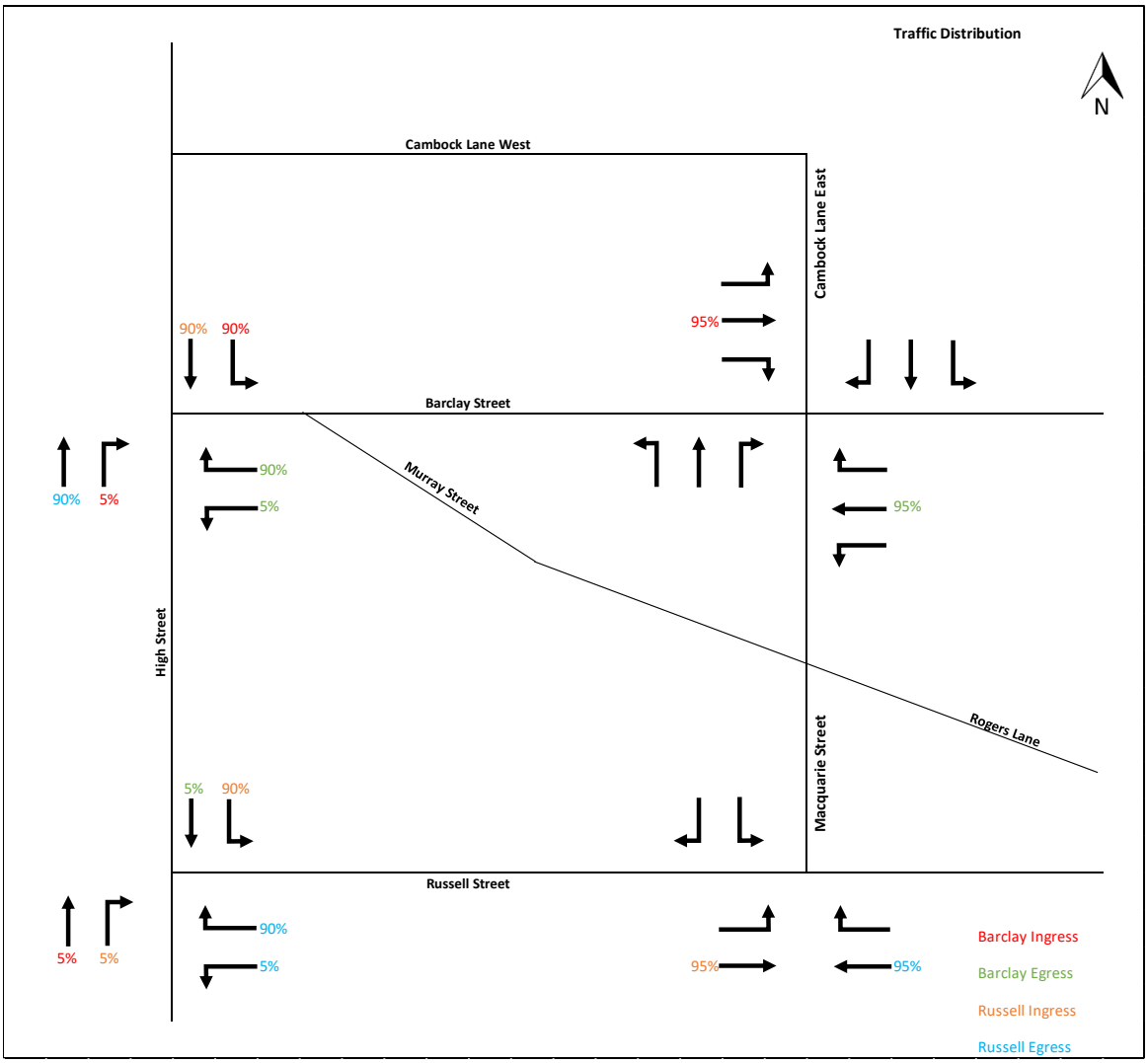


Figure 38: Distribution of generated traffic

4.4 Post development (2024) performance

4.4.1 Traffic Volumes

The traffic impacts for the proposed development have been estimated for the post development 2024 scenario. The expected post development traffic volumes for the weekday AM and PM peak hours are shown in Figure 39 and Figure 40.

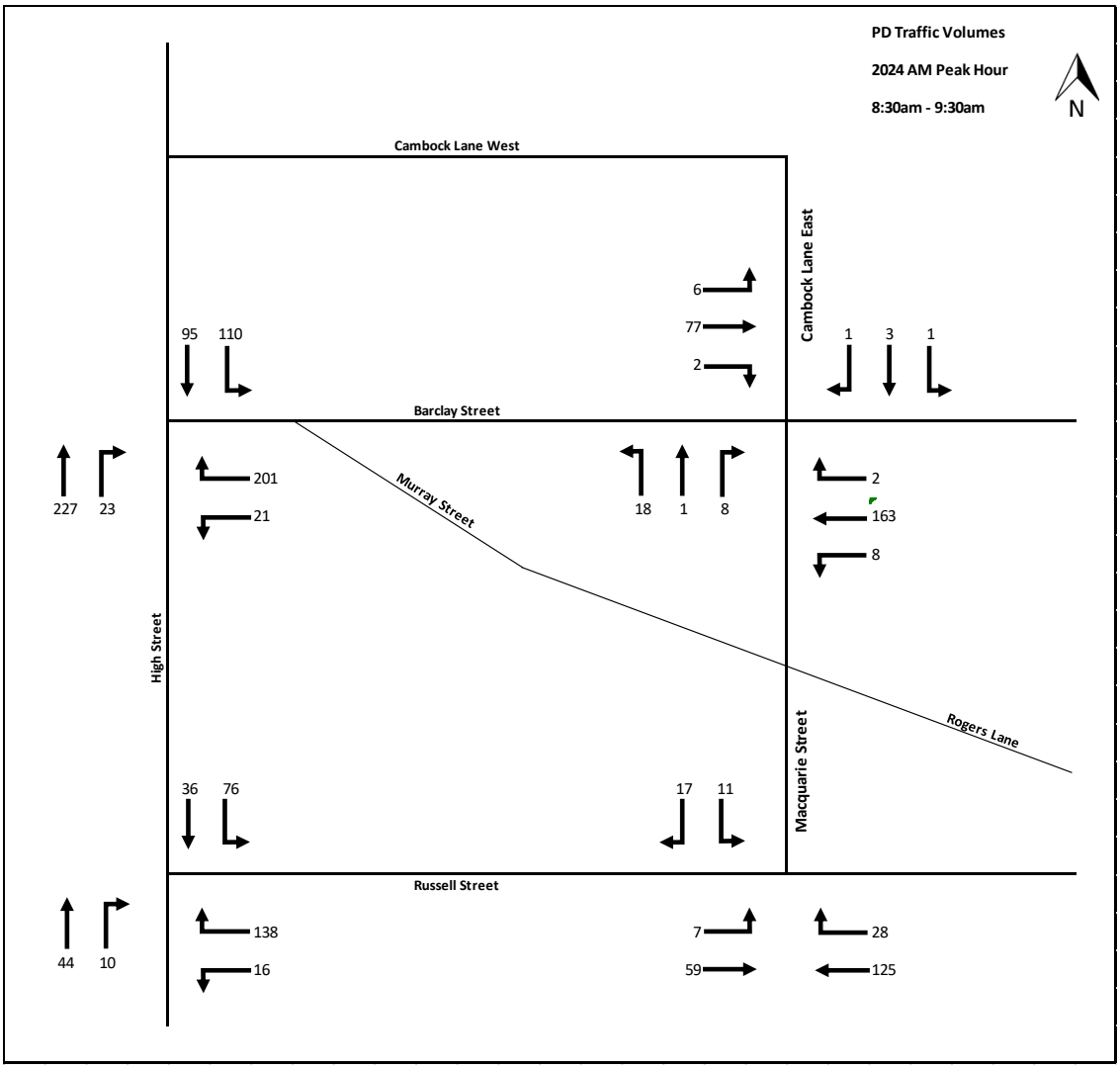


Figure 39: PD 2024 weekday AM peak hour traffic volumes

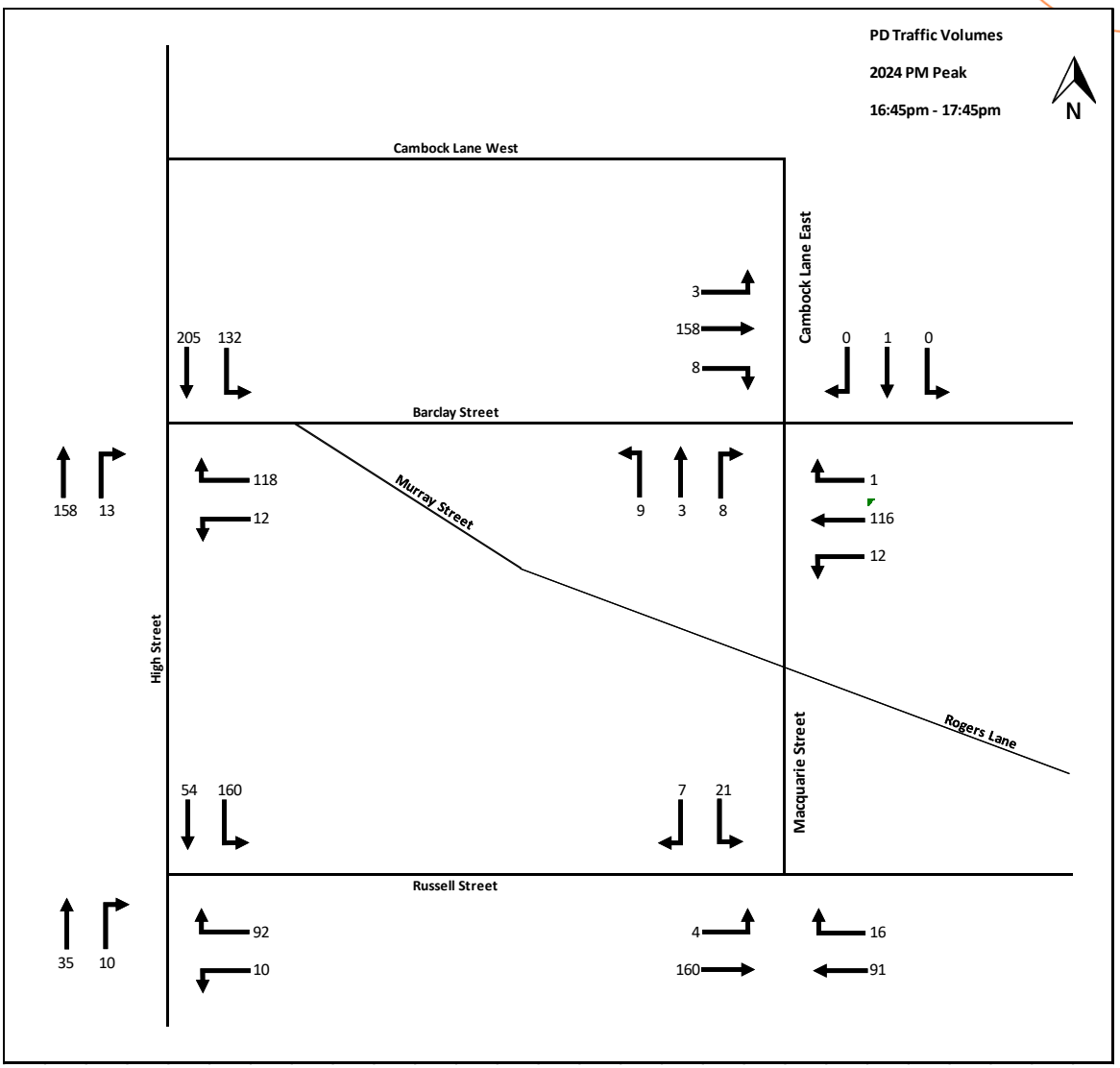


Figure 40: PD 2024 weekday PM peak hour traffic volumes

4.4.2 Traffic modelling results – intersection operation

High Street/ Barclay Street Intersection

The LOS for each approach for the High Street/ Barclay Street intersection is shown in Figure 41 and Figure 42. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 25. Full results are presented in Appendix C.

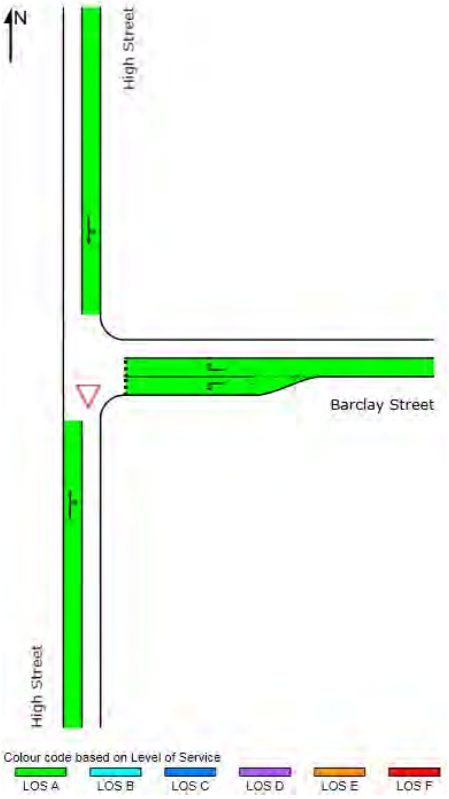


Figure 41: High Street/ Barclay Street PD Weekday AM Peak Hour Approach LOS

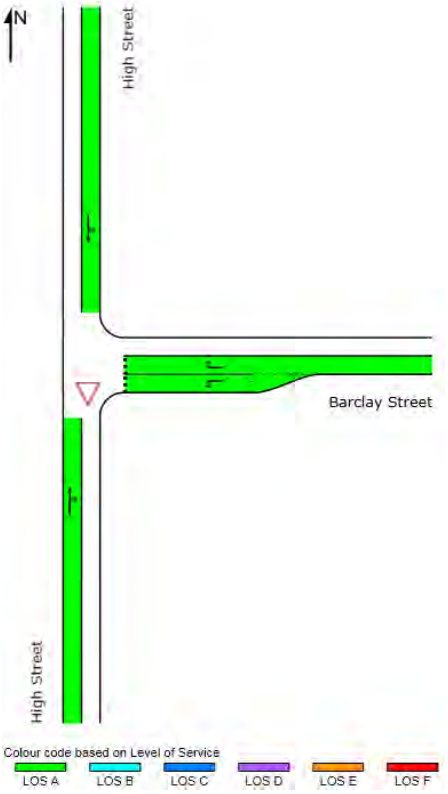


Figure 42: High Street/ Barclay Street PD Weekday PM Peak Hour Approach LOS

Table 25:High Street/ Barclay Street PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.15	1	2
East (Barclay Street)		0.38	10	14
North (High Street)		0.12	3	0
All Movements		**0.38**	**4**	**14**
South (High Street)	PM	0.10	1	1
East (Barclay Street)		0.24	9	7
North (High Street)		0.20	2	0
All Movements		**0.24**	**3**	**7**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 43 and Figure 44. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 26. Full results are presented in Appendix C.

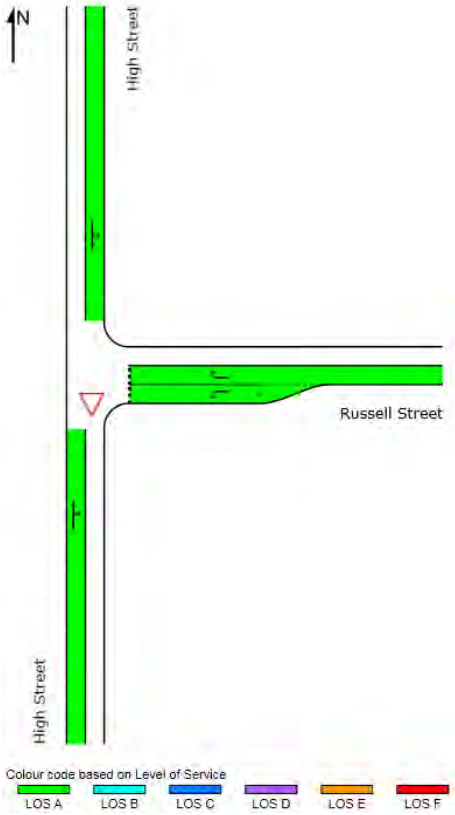


Figure 43: High Street/ Russell Street PD Weekday AM Peak Hour Approach LOS

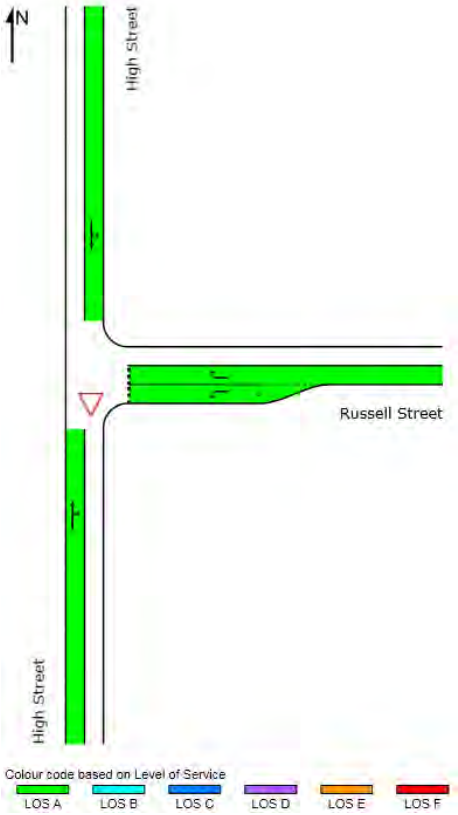


Figure 44: High Street/ Russell Street PD Weekday PM Peak Hour Approach LOS

Table 26: High Street/ Russell Street PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.03	1	1
East (Russell Street)		0.17	6	5
North (High Street)		0.07	4	0
All Movements		**0.17**	**4**	**5**
South (High Street)	PM	0.03	2	1
East (Russell Street)		0.13	6	3
North (High Street)		0.13	4	0
All Movements		**0.13**	**4**	**3**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 45 and Figure 46. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 27. Full results are presented in Appendix C.



Figure 45: Barclay Street/ Macquarie Street/ Cambock Lane PD Weekday AM Peak Hour Approach LOS



Figure 46: Barclay Street/ Macquarie Street/ Cambock Lane PD Weekday PM Peak Hour Approach LOS

Table 27: Barclay Street/ Macquarie Street/ Cambock Lane PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	AM	0.03	6	1
East (Barclay Street)		0.10	0	0
North (Cambock lane East)		0.01	7	0
West (Barclay Street)		0.05	1	0
All Movements		**0.10**	**1**	**1**
South (Macquarie Street)	PM	0.03	6	1
East (Barclay Street)		0.08	1	0
North (Cambock lane East)		0.01	7	0
West (Barclay Street)		0.10	0	1
All Movements		**0.10**	**1**	**1**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 47 and Figure 48. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 28. Full results are presented in Appendix C.



Figure 47: Russell Street/ Macquarie Street PD Weekday AM Peak Hour Approach LOS



Figure 48: Russell Street/ Macquarie Street PD Weekday PM Peak Hour Approach LOS

Table 28: Russell Street/ Macquarie Street PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	AM	0.09	1	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.04	1	0
All Movements		**0.09**	**1**	**1**
East (Russell Street)	PM	0.06	1	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.09	0	0
All Movements		**0.09**	**1**	**1**

Discussion

Based on the results above, all modelled intersections are expected to operate with minimal queues and delays post development. All intersections will continue to operate at LOS A during both the weekday AM and PM peak hours.

4.4.3 Access operation

Based on the traffic modelling results above, the proposed accesses at White Hills Road and Logan Road would be expected to operate similar to the surrounding intersections with minimal queues and delays post development and a LOS A.

4.4.4 Mid-block operation

The mid-block capacity and demand for each road section post development is shown in Table 29 and Table 30.

Table 29: PD Road Capacity - Weekday

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (weekday) (vpd)
White Hills Road	East of Barclay Street	Rural – S4	N/A	2	2,000	1,070	930
Barclay Street	High Street to Murray Street	Urban – Link	7%	2	3,000	2,757	243
	Murray Street to Cambock Lane	Urban – Link	6%	2	3,000	2,943	56
	Cambock Lane to White Hills Road	Urban – Link	9%	2	3,000	1,371	1,628
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	180	820
	North of Barclay Street	Urban – Local Access	7%	2	1,000	140	860
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	1,163	837
	East of No. 58	Rural – S5	N/A	2	2,000	814	1,186
Russell Street	High Street to Scone Street	Urban – Link	46%	2	3,000	2,714	286
	Scone Street to Macquarie Street	Urban – Link	45%	2	3,000	2,081	919
	Macquarie Street to Logan Road	Urban – Link	13%	2	3,000	2,874	126

Table 30: PD Road Capacity – Weekday AM and PM Peak Hour

Road Name	Location	Road Classification	Traffic Capacity (vph)	AM Peak Hour				PM Peak Hour			
				Peak Parking Demand (%)	Available Traffic Lanes with Parking	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (vph)	Peak Parking Demand (%)	Available Traffic Lanes with Parking	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (vph)
White Hills Road	West of Ridgeside Lane	Rural – S4	300	N/A	2	184	116	N/A	2	107	193
	East of Ridgeside Lane	Rural – S4	300	N/A	2	184	116	N/A	2	107	193
Barclay Street	High Street to Murray Street	Urban – Link	500	2%	2	356	144	0%	2	276	224
	Murray Street to Cambock Lane	Urban – Link	500	6%	2	268	232	6%	2	294	206
	Cambock Lane to White Hills Road	Urban – Link	500	9%	2	260	240	6%	2	137	363
Cambock Lane	East of High Street	Urban – Local Access	300	9%	2	19	281	9%	2	18	282
	North of Barclay Street	Urban – Local Access	300	7%	2	14	286	7%	2	8	292
Logan Road	West of No. 58	Rural – S5	300	N/A	2	163	137	N/A	2	116	184
	East of No. 58	Rural – S5	300	N/A	2	131	169	N/A	2	81	219
Russell Street	High Street to Scone Street	Urban – Link	500	46%	2	239	261	8%	2	271	229
	Scone Street to Macquarie Street	Urban – Link	500	10%	2	208	292	30%	2	261	239
	Macquarie Street to Logan Road	Urban – Link	500	4%	2	223	277	4%	2	287	213

Based on the results above, all road sections are expected to have spare capacity during the weekday AM peak hour, weekday PM peak hour and weekday daily scenarios. This result shows that the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road immediately post completion in 2024.

It is noted that the mid-block capacity on Sundays has not been assessed due to the expected low level of traffic generated by the proposed development on Sundays, leading to limited impact on the road network. As discussed, despite Russell Street currently exceeding capacity on Sundays, it still maintains its safety, amenity and efficiency. The proposed development is not expected to worsen the current conditions on Russell Street as the increase in traffic on Sundays will be negligible.

4.5 10-years post development (2034) performance

4.5.1 Traffic Volumes

The traffic impacts for the proposed development have been estimated for the 10-years post development 2034 scenario. The expected post development traffic volumes for the weekday AM and PM peak hours are shown in Figure 49 and Figure 50.

It is noted that in order to represent future growth on the road network, the calculated compounding growth rate of 0.2% per year has been applied to the existing traffic volumes. It is noted that the traffic volumes for the proposed development have not been increased beyond the development year as the size and intensity of use of the development is not expected to increase once completed.

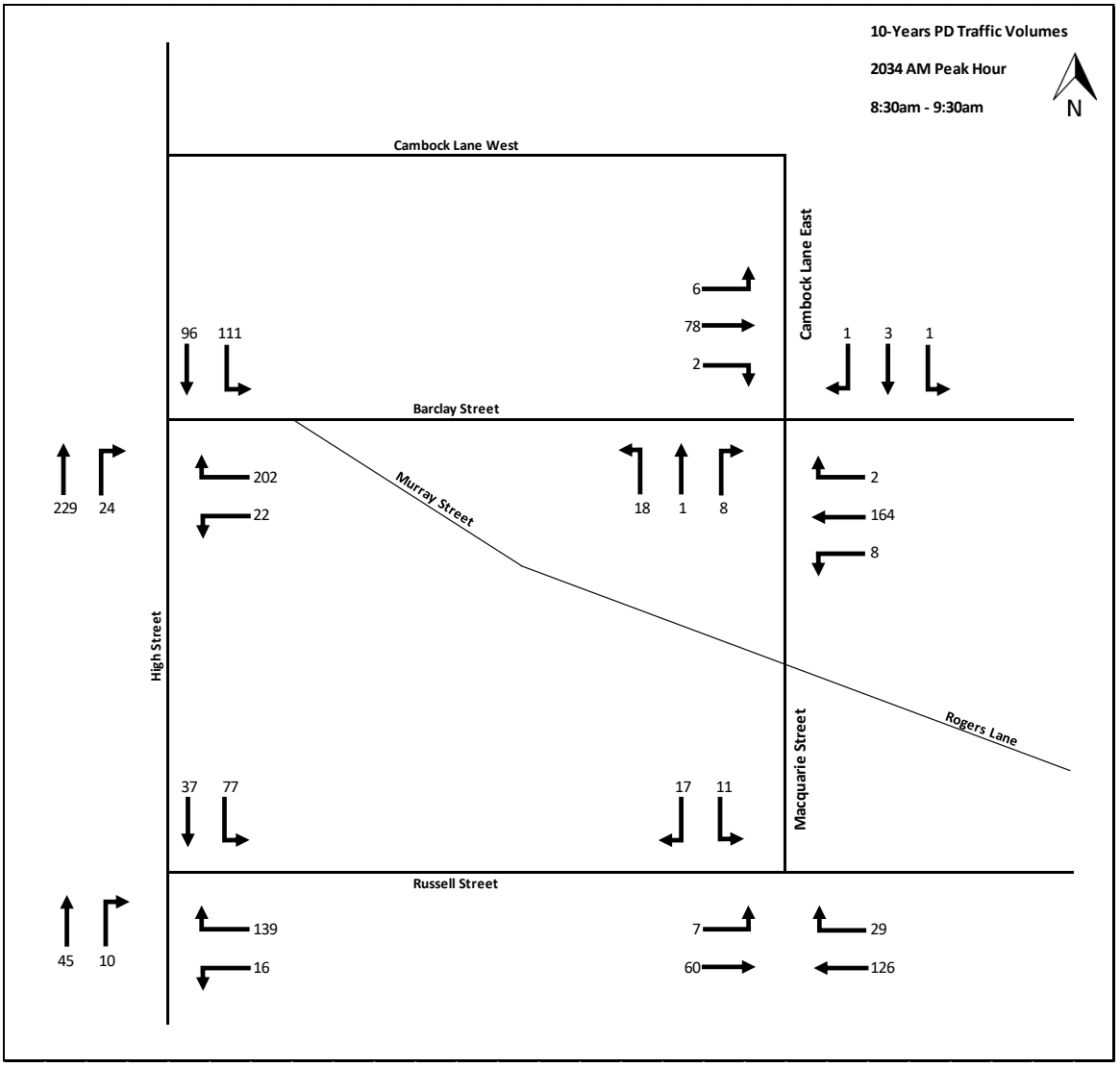


Figure 49: 10-years PD 2034 weekday AM peak hour traffic volumes

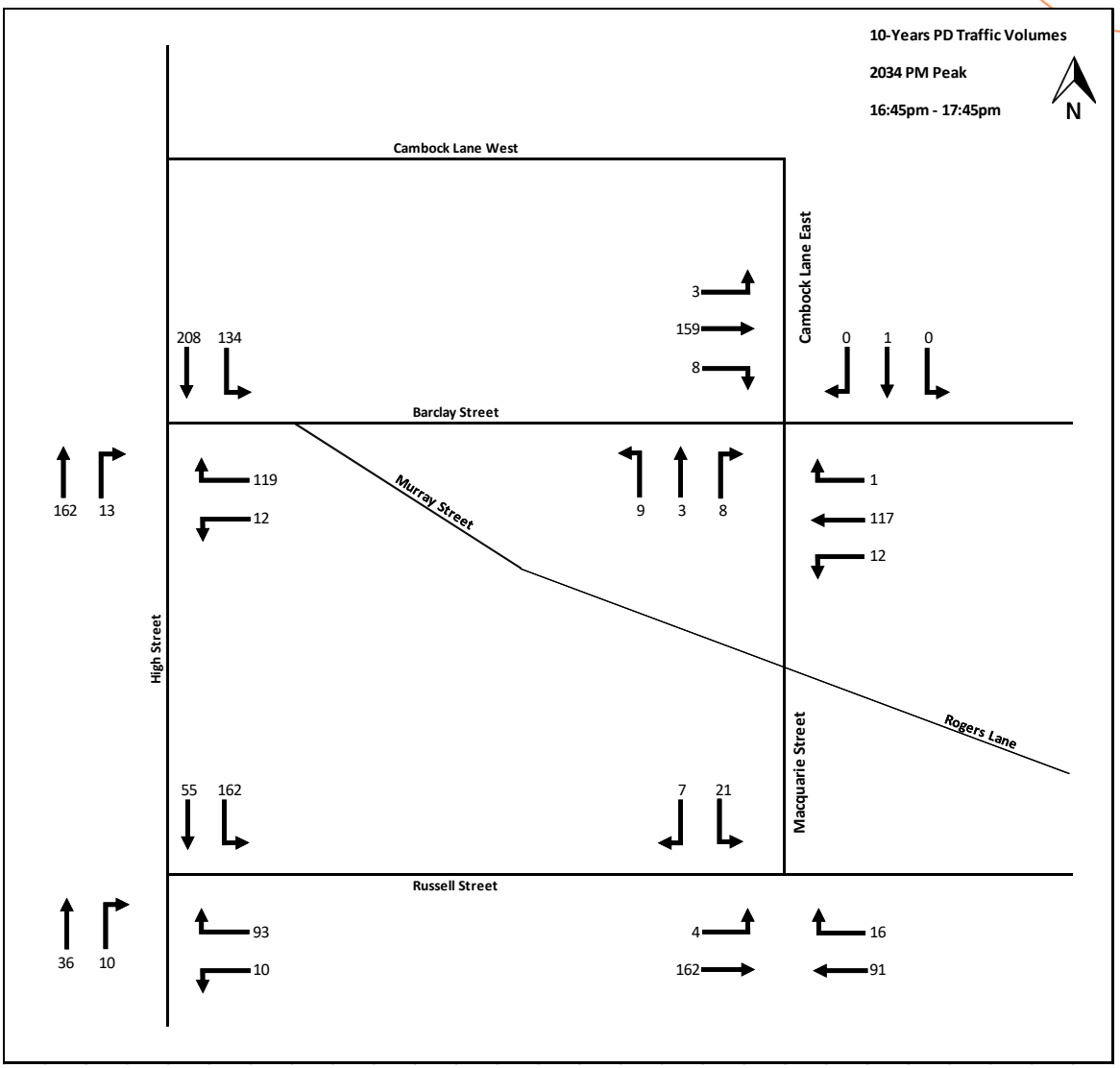


Figure 50: 10-Years PD 2034 weekday PM peak hour traffic volumes

4.5.2 Traffic modelling results – intersection operation

High Street/ Barclay Street Intersection

The LOS for each approach for the High Street/ Barclay Street intersection is shown in Figure 51 and Figure 52. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 31. Full results are presented in Appendix D.

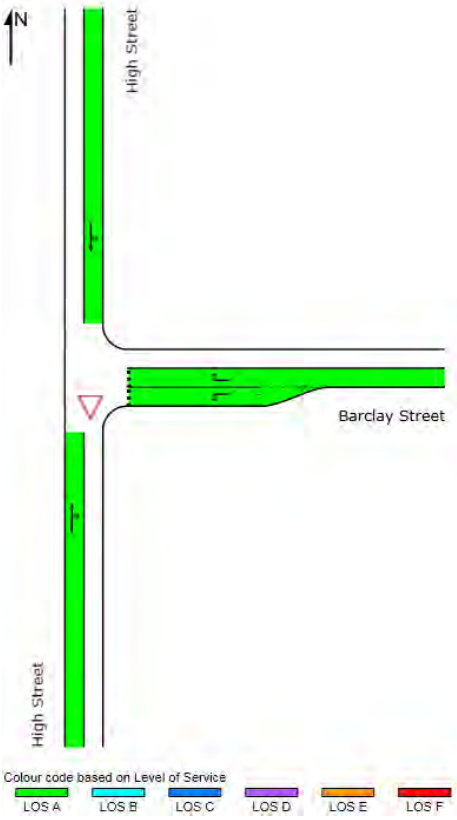


Figure 51: High Street/ Barclay Street 10-Years PD Weekday AM Peak Hour Approach LOS

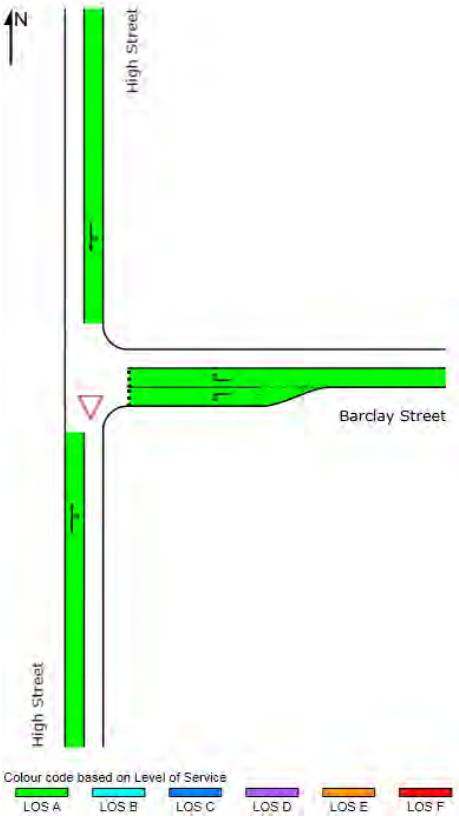


Figure 52: High Street/ Barclay Street 10-Years PD Weekday PM Peak Hour Approach LOS

Table 31:High Street/ Barclay Street 10-Years PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.15	1	2
East (Barclay Street)		0.38	10	14
North (High Street)		0.12	3	0
All Movements		**0.38**	**4**	**14**
South (High Street)	PM	0.10	1	1
East (Barclay Street)		0.24	9	7
North (High Street)		0.20	2	0
All Movements		**0.24**	**3**	**7**

High Street/ Russell Street Intersection

The LOS for each lane at the High Street/ Russell Street intersection is shown in Figure 53 and Figure 54. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 32. Full results are presented in Appendix D.

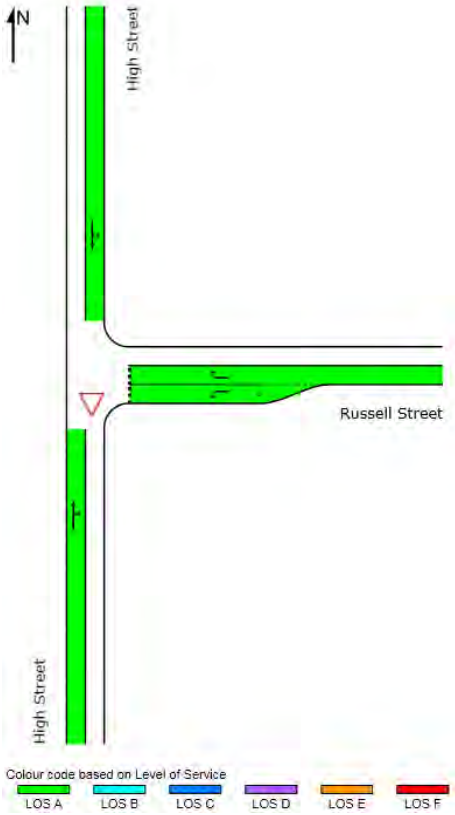


Figure 53: High Street/ Russell Street 10-Years PD Weekday AM Peak Hour Approach LOS

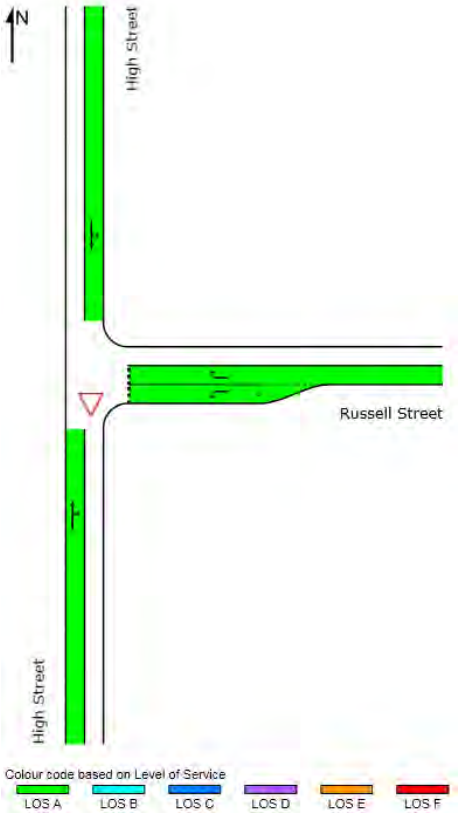


Figure 54: High Street/ Russell Street 10-Years PD Weekday PM Peak Hour Approach LOS

Table 32: High Street/ Russell Street 10-Years PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (High Street)	AM	0.03	1	1
East (Russell Street)		0.17	6	5
North (High Street)		0.07	4	0
All Movements		**0.17**	**4**	**5**
South (High Street)	PM	0.03	2	1
East (Russell Street)		0.13	6	3
North (High Street)		0.13	4	0
All Movements		**0.13**	**4**	**3**

Barclay Street/ Macquarie Street/ Cambock Lane Intersection

The LOS for each lane at the Barclay Street/ Macquarie Street/ Cambock Lane intersection is shown in Figure 55 and Figure 56. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 33. Full results are presented in Appendix D.



Figure 55: Barclay Street/ Macquarie Street/ Cambock Lane 10-Years PD Weekday AM Peak Hour Approach LOS



Figure 56: Barclay Street/ Macquarie Street/ Cambock Lane 10-Years PD Weekday PM Peak Hour Approach LOS

Table 33: Barclay Street/ Macquarie Street/ Cambock Lane 10-Years PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
South (Macquarie Street)	AM	0.03	6	1
East (Barclay Street)		0.10	0	0
North (Cambock lane East)		0.01	7	0
West (Barclay Street)		0.05	1	0
All Movements		**0.10**	**1**	**1**
South (Macquarie Street)	PM	0.03	6	1
East (Barclay Street)		0.08	1	0
North (Cambock lane East)		0.01	7	0
West (Barclay Street)		0.10	0	1
All Movements		**0.10**	**1**	**1**

Russell Street/ Macquarie Street Intersection

The LOS for each lane at the Russell Street/ Macquarie Street intersection is shown in Figure 57 and Figure 58. A summary of the SIDRA Intersection results for degree of saturation, average delay and 95th percentile queues is provided in Table 34. Full results are presented in Appendix D.



Figure 57: Russell Street/ Macquarie Street 10-Years PD Weekday AM Peak Hour Approach LOS



Figure 58: Russell Street/ Macquarie Street 10-Years PD Weekday PM Peak Hour Approach LOS

Table 34: Russell Street/ Macquarie Street 10-Years PD Weekday Operation

Leg	Peak	Degree of Saturation	Average Delay (secs)	95th Percentile Queue (m)
East (Russell Street)	AM	0.09	1	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.04	1	0
All Movements		**0.09**	**1**	**1**
East (Russell Street)	PM	0.06	1	1
North (Macquarie Street)		0.03	3	1
West (Russell Street)		0.09	0	0
All Movements		**0.09**	**1**	**1**

Discussion

Based on the results above, all modelled intersections are expected to operate with minimal queues and delays 10-years post development. All intersections will continue to operate at LOS A during both the weekday AM and PM peak hours.

4.5.3 Access operation

Based on the traffic modelling results above, the proposed accesses at White Hills Road and Logan Road would be expected to operate similar to the surrounding intersections with minimal queues and delays 10-years post development and a LOS A.

4.5.4 Mid-block operation

The mid-block capacity and demand for each road section post development is shown in Table 35 and Table 36.

Table 35: PD Road Capacity - Weekday

Road Name	Location	Road Classification	Daily Maximum Parking Demand (%)	Available Traffic Lanes with Parking	Traffic Capacity (vpd)	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (weekday) (vpd)
White Hills Road	East of Barclay Street	Rural – S4	N/A	2	2,000	1082	918
Barclay Street	High Street to Murray Street	Urban – Link	7%	2	3,000	2,782	218
	Murray Street to Cambock Lane	Urban – Link	6%	2	3,000	2,957	42
	Cambock Lane to White Hills Road	Urban – Link	9%	2	3,000	2,968	32
Cambock Lane	East of High Street	Urban – Local Access	9%	2	1,000	180	820
	North of Barclay Street	Urban – Local Access	7%	2	1,000	142	857
Logan Road	West of No. 58	Rural – S5	N/A	2	2,000	1,168	832
	East of No. 58	Rural – S5	N/A	2	2,000	817	1,183
Russell Street	High Street to Scone Street	Urban – Link	46%	2	3,000	2,744	256
	Scone Street to Macquarie Street	Urban – Link	45%	2	3,000	2,101	899
	Macquarie Street to Logan Road	Urban – Link	13%	2	3,000	2,907	93

Table 36: PD Road Capacity – Weekday AM and PM Peak Hour

Road Name	Location	Road Classification	Traffic Capacity (vph)	AM Peak Hour				PM Peak Hour			
				Peak Parking Demand (%)	Available Traffic Lanes with Parking	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (vph)	Peak Parking Demand (%)	Available Traffic Lanes with Parking	PD Traffic Volume (weekday) (vpd)	Spare Traffic Capacity (vph)
White Hills Road	West of Ridgeside Lane	Rural – S4	300	N/A	2	186	114	N/A	2	108	192
	East of Ridgeside Lane	Rural – S4	300	N/A	2	186	114	N/A	2	108	192
Barclay Street	High Street to Murray Street	Urban – Link	500	2%	2	359	141	0%	2	278	222
	Murray Street to Cambock Lane	Urban – Link	500	6%	2	269	231	6%	2	296	204
	Cambock Lane to White Hills Road	Urban – Link	500	9%	2	261	239	6%	2	297	203
Cambock Lane	East of High Street	Urban – Local Access	300	9%	2	19	281	9%	2	18	282
	North of Barclay Street	Urban – Local Access	300	7%	2	14	286	7%	2	8	292
Logan Road	West of No. 58	Rural – S5	300	N/A	2	164	136	N/A	2	117	183
	East of No. 58	Rural – S5	300	N/A	2	131	169	N/A	2	82	218
Russell Street	High Street to Scone Street	Urban – Link	500	46%	2	242	258	8%	2	274	226
	Scone Street to Macquarie Street	Urban – Link	500	10%	2	210	290	30%	2	264	236
	Macquarie Street to Logan Road	Urban – Link	500	4%	2	225	275	4%	2	291	209

Based on the results above, all road sections are expected to have spare capacity during the weekday AM peak hour, weekday PM peak hour and weekday daily scenarios. This result shows that the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road 10-years post completion in 2034.

5. Planning scheme assessment

5.1 C2.0 Parking and sustainable transport code

As the proposed development is for a rezoning and detailed plans for each lot have not been prepared, the C2.0 Parking and sustainable transport code of the Planning Scheme has not been assessed.

This code will need to be assessed when detailed plans are available.

5.2 C3.0 Road and railway assets code

The proposed development has been assessed against the Use Standards of the Planning Scheme's Road and Railways Asset Code as shown below.

It is noted that the Development Standards of the Planning Scheme's Road and Railways Asset Code has not been assessed as the proposed development is not within a road or railway attenuation area.

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective:

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solution/ Performance Criteria	Comment
Acceptable Solution A1.1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require a) A new junction b) A new vehicle crossing; or c) A new level crossing **Acceptable Solution A1.2** For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority. **Acceptable Solution A1.3** For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority **Acceptable Solution A1.4**	**Acceptable Solution A1.1 and A1.3 not applicable. Complies with Acceptable Solution A1.5. Satisfies Performance Criteria P1 in place of A1.2 and A1.4** As the proposed development is not located along a category 1 road, a limited access road or the rail network, Acceptable Solution A1.1 and A1.3 are not applicable. As written consent for the new accesses locations required has not been issued, it does not meet Acceptable Solution A1.2. As there is potential for up to 370 vehicle movements to be generated during the peak hours to and from the site, it does not comply with Acceptable Solution A1.4. It does, however, satisfy performance Criteria P1 as follows: a) Based on the SIDRA modelling results and mid-block assessment presented in this report, the traffic generated by the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road network surrounding the site b) The proposed development is expected to generate predominantly light vehicle traffic which is already catered for on the surrounding road network c) Based on the mid-block assessment presented in this report, there is spare capacity in the road network

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:

a) The amounts in Table C3.1; or

b) Allowed by a licence issued under Part IVA of the *Roads and Jetties Act 1935* in respect to a limited access road.

Acceptable Solution A1.5

Vehicular traffic must be able to enter and leave a major road in a forward direction.

Performance Criteria P1

Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:

a) Any increase in traffic caused by the use

b) The nature of the traffic generated by the use

c) The nature of the road

d) The speed limit and traffic flow of the road

e) Any alternative access to a road

f) The need for the use

g) Any traffic impact assessment; and

h) Any advice received from the rail or road authority.

surrounding the site to accommodate the traffic generated by the proposed development

d) The roads surrounding the proposed development are generally subject to a 50km/h speed limit. This speed limit is consistent with the safe and efficient access to the proposed development

e) There are no alternative accesses to the proposed development

f) The proposed development will provide additional residential properties in Evandale

g) This TIA has been prepared for the proposed development and identifies that the development is not expected to have any major impacts on the safety and operation of the surrounding road network; and

h) The Northern Midlands Council own and maintain the local road network in the vicinity of the site. No written advice has been received from the rail or road authority.

As vehicles can exit and enter the site in a forward direction, the proposed development complies with Acceptable Solution A1.5.

6. Conclusion

Traders in Purple have developed the Evandale Expansion Masterplan which incorporates several land parcels to the east of Evandale. The initial stage of the Masterplan comprises of rezoning the land from Agricultural to General Residential zoning. Ireneinc Planning & Urban Design on behalf of their client Traders in Purple have engaged pitt&sherry to undertake a Traffic Impact Assessment to support the application for rezoning. The assessment presented within this report may be summarised as follows:

- The Masterplan site is approximately 78ha in size and is envisaged to accommodate the following:
  - 182 general residential lots
  - 82 rural residential lots
  - 1 super lot of 62,200m^2
  - 1 super lot of 24,700m^2
  - 60,000m^2 public open space
- The Masterplan will begin to be developed as soon as possible (envisaged to be late 2024) and will be fully developed within 10-years
- All modelled intersections are expected to operate within minimal queues and delays post development and 10-years post development; and
- the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road immediately delays post development and 10-years post development.

Important information about your report

In some circumstances the scope of services may have been limited by a range of factors such as time, budget, access and/or site disturbance constraints. The Report may only be used and relied on by the Client for the purpose set out in the Report. Any use which a third party makes of this document, or any reliance on or decisions to be made based on it, is the responsibility of the Client or such third parties.

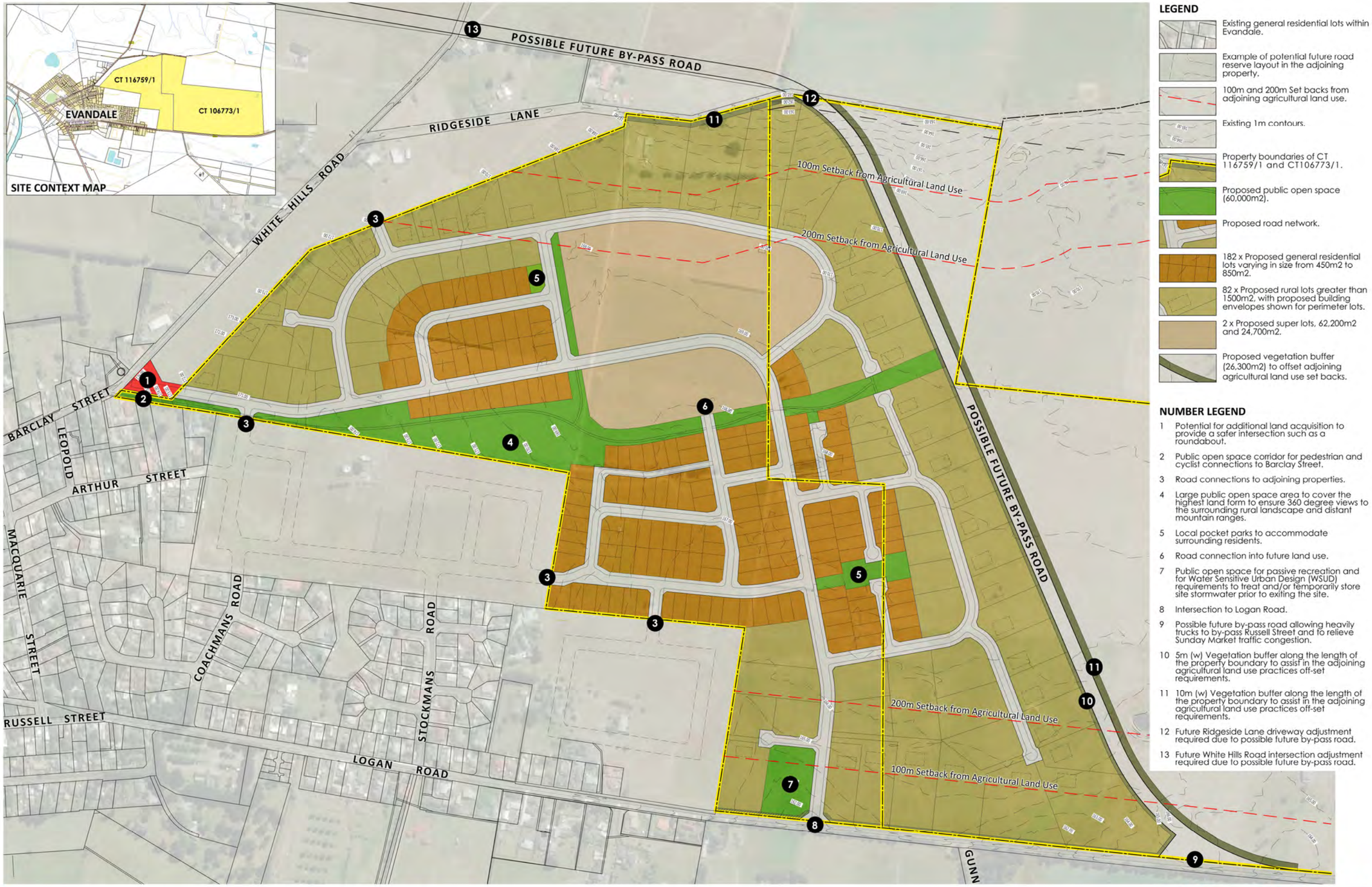
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Evandale Expansion Masterplan

Appendix A

pitt&sherry


ARTHUR STREET
COACHMANS ROAD
STOCKMANS ROAD
LOGAN ROAD
0
100m
EVANDALE - Proposed Additional Lots
LANGE Design 15 February 2022


SITE CONTEXT MAP
CT 116759/1
CT 106773/1
EVANDALE
POSSIBLE FUTURE BY-PASS ROAD
RIDGESIDE LANE
WHITE HILLS ROAD
100m Setback from Agricultural Land Use
200m Setback from Agricultural Land Use
BARCLAY STREET
LEOPOLD
ARTHUR STREET
MACQUARIE STREET
COACHMANS ROAD
STOCKMANS ROAD
RUSSELL STREET
LOGAN ROAD
GUNN
POSSIBLE FUTURE BY-PASS ROAD
200m Setback from Agricultural Land Use
100m Setback from Agricultural Land Use
LEGEND
Existing general residential lots within Evandale.
Example of potential future road reserve layout in the adjoining property.
100m and 200m Set backs from adjoining agricultural land use.
Existing 1m contours.
Property boundaries of CT 116759/1 and CT106773/1.
Proposed public open space (60,000m2).
Proposed road network.
182 x Proposed general residential lots varying in size from 450m2 to 850m2.
82 x Proposed rural lots greater than 1500m2, with proposed building envelopes shown for perimeter lots.
2 x Proposed super lots, 62,200m2 and 24,700m2.
Proposed vegetation buffer (26,300m2) to offset adjoining agricultural land use set backs.
NUMBER LEGEND
1 Potential for additional land acquisition to provide a safer intersection such as a roundabout.
2 Public open space corridor for pedestrian and cyclist connections to Barclay Street.
3 Road connections to adjoining properties.
4 Large public open space area to cover the highest land form to ensure 360 degree views to the surrounding rural landscape and distant mountain ranges.
5 Local pocket parks to accommodate surrounding residents.
6 Road connection into future land use.
7 Public open space for passive recreation and for Water Sensitive Urban Design (WSUD) requirements to treat and/or temporarily store site stormwater prior to exiting the site.
8 Intersection to Logan Road.
9 Possible future by-pass road allowing heavily trucks to by-pass Russell Street and to relieve Sunday Market traffic congestion.
10 5m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.
11 10m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.
12 Future Ridgeside Lane driveway adjustment required due to possible future by-pass road.
13 Future White Hills Road intersection adjustment required due to possible future by-pass road.
PROPOSED EVANDALE EXPANSION PLAN
CT 116759/1 and CT106773/1 Logan Road Evandale Tasmania
PRELIMINARY
Master Plan
0 25 50m
Sheet 1 of 1
25 July 2022
Issue F
N
Traders In Purple
LANGE design
landscape architecture

SIDRA Modelling Results - Existing

Appendix B

pitt&sherry

MOVEMENT SUMMARY

Site: 101 [High Street/ Russell Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	29	10.0	0.021	0.1	LOS A	0.0	0.3	0.10	0.10	0.10	58.6
6	R2	6	10.0	0.021	6.1	LOS A	0.0	0.3	0.10	0.10	0.10	52.5
Approach		36	10.0	0.021	1.2	NA	0.0	0.3	0.10	0.10	0.10	57.4
East: Russell Street												
7	L2	7	10.0	0.006	4.8	LOS A	0.0	0.2	0.14	0.49	0.14	49.1
9	R2	48	10.0	0.058	5.6	LOS A	0.2	1.5	0.26	0.56	0.26	48.4
Approach		56	10.0	0.058	5.5	LOS A	0.2	1.5	0.24	0.55	0.24	48.5
North: High Street												
10	L2	96	10.0	0.083	5.7	LOS A	0.0	0.0	0.00	0.38	0.00	54.7
11	T1	52	10.0	0.083	0.0	LOS A	0.0	0.0	0.00	0.38	0.00	56.6
Approach		147	10.0	0.083	3.7	NA	0.0	0.0	0.00	0.38	0.00	55.4
All Vehicles		239	10.0	0.083	3.7	NA	0.2	1.5	0.07	0.38	0.07	53.9

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	9	5.0	0.019	4.7	LOS A	0.1	0.5	0.12	0.51	0.12	46.9
2	T1	3	2.0	0.019	4.7	LOS A	0.1	0.5	0.12	0.51	0.12	50.3
3	R2	8	5.0	0.019	5.0	LOS A	0.1	0.5	0.12	0.51	0.12	46.4
Approach		21	4.6	0.019	4.8	LOS A	0.1	0.5	0.12	0.51	0.12	47.2
East: Barclay Street												
4	L2	13	5.0	0.023	4.6	LOS A	0.0	0.1	0.01	0.18	0.01	48.5
5	T1	27	10.0	0.023	0.0	LOS A	0.0	0.1	0.01	0.18	0.01	49.0
6	R2	1	2.0	0.023	5.6	LOS A	0.0	0.1	0.01	0.18	0.01	51.4
Approach		41	8.3	0.023	1.6	NA	0.0	0.1	0.01	0.18	0.01	48.9
North: Cambock Lane East												
7	L2	1	2.0	0.003	5.7	LOS A	0.0	0.1	0.13	0.53	0.13	53.5
8	T1	1	2.0	0.003	4.7	LOS A	0.0	0.1	0.13	0.53	0.13	53.7
9	R2	1	2.0	0.003	6.1	LOS A	0.0	0.1	0.13	0.53	0.13	53.0
Approach		3	2.0	0.003	5.5	LOS A	0.0	0.1	0.13	0.53	0.13	53.4
West: Barclay Street												
10	L2	3	2.0	0.020	5.7	LOS A	0.1	0.4	0.07	0.18	0.07	52.1
11	T1	24	10.0	0.020	0.0	LOS A	0.1	0.4	0.07	0.18	0.07	49.1
12	R2	8	5.0	0.020	4.7	LOS A	0.1	0.4	0.07	0.18	0.07	48.1
Approach		36	8.1	0.020	1.6	NA	0.1	0.4	0.07	0.18	0.07	49.1
All Vehicles		101	7.2	0.023	2.4	NA	0.1	0.5	0.05	0.26	0.05	48.7

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

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MOVEMENT SUMMARY

Site: 101 [Macquarie Street/ Rodgers Lane intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	3	2.0	0.011	2.3	LOS A	0.0	0.1	0.01	0.10	0.01	48.4
2	T1	17	5.0	0.011	0.0	LOS A	0.0	0.1	0.01	0.10	0.01	49.4
3	R2	1	2.0	0.011	2.2	LOS A	0.0	0.1	0.01	0.10	0.01	47.5
Approach		21	4.4	0.011	0.5	NA	0.0	0.1	0.01	0.10	0.01	49.1
East: Rodgers Lane												
4	L2	1	2.0	0.003	4.7	LOS A	0.0	0.1	0.10	0.49	0.10	43.6
5	T1	1	2.0	0.003	3.4	LOS A	0.0	0.1	0.10	0.49	0.10	46.7
6	R2	1	2.0	0.003	4.8	LOS A	0.0	0.1	0.10	0.49	0.10	46.2
Approach		3	2.0	0.003	4.3	LOS A	0.0	0.1	0.10	0.49	0.10	45.8
North: Macquarie Street												
7	L2	1	2.0	0.014	4.6	LOS A	0.0	0.1	0.01	0.04	0.01	49.2
8	T1	24	5.0	0.014	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	49.5
9	R2	1	2.0	0.014	4.6	LOS A	0.0	0.1	0.01	0.04	0.01	48.7
Approach		26	4.8	0.014	0.4	NA	0.0	0.1	0.01	0.04	0.01	49.4
West: Rodgers Lane												
10	L2	1	2.0	0.007	4.6	LOS A	0.0	0.2	0.11	0.51	0.11	46.5
11	T1	1	2.0	0.007	3.4	LOS A	0.0	0.2	0.11	0.51	0.11	46.5
12	R2	5	2.0	0.007	4.8	LOS A	0.0	0.2	0.11	0.51	0.11	43.1
Approach		7	2.0	0.007	4.6	LOS A	0.0	0.2	0.11	0.51	0.11	44.5
All Vehicles		58	4.1	0.014	1.2	NA	0.0	0.2	0.03	0.15	0.03	48.2

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	44	10.0	0.035	0.1	LOS A	0.1	0.7	0.12	0.15	0.12	48.8
6	R2	17	5.0	0.035	4.9	LOS A	0.1	0.7	0.12	0.15	0.12	46.3
Approach		61	8.6	0.035	1.4	NA	0.1	0.7	0.12	0.15	0.12	48.4
North: Macquarie Street												
7	L2	7	5.0	0.032	2.7	LOS A	0.1	0.8	0.24	0.49	0.24	45.4
9	R2	22	5.0	0.032	3.1	LOS A	0.1	0.8	0.24	0.49	0.24	44.6
Approach		29	5.0	0.032	3.0	LOS A	0.1	0.8	0.24	0.49	0.24	44.8
West: Russell Street												
10	L2	4	5.0	0.052	4.6	LOS A	0.0	0.0	0.00	0.02	0.00	25.2
11	T1	92	10.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach		96	9.8	0.052	0.2	NA	0.0	0.0	0.00	0.02	0.00	48.7
All Vehicles		186	8.6	0.052	1.1	NA	0.1	0.8	0.08	0.14	0.08	48.2

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

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MOVEMENT SUMMARY

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

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	169	10.0	0.094	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.9
6	R2	2	2.0	0.094	6.0	LOS A	0.0	0.1	0.01	0.01	0.01	53.6
Approach		172	9.9	0.094	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.8
East: Cambock Lane												
7	L2	2	2.0	0.002	5.0	LOS A	0.0	0.0	0.22	0.48	0.22	49.1
9	R2	8	2.0	0.012	6.5	LOS A	0.0	0.3	0.38	0.59	0.38	48.1
Approach		11	2.0	0.012	6.2	LOS A	0.0	0.3	0.35	0.57	0.35	48.3
North: High Street												
10	L2	7	2.0	0.069	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	57.9
11	T1	119	10.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
Approach		126	9.5	0.069	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.5
All Vehicles		308	9.5	0.094	0.4	NA	0.0	0.3	0.02	0.04	0.02	59.2

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

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MOVEMENT SUMMARY

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

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	99	10.0	0.068	0.1	LOS A	0.1	1.1	0.10	0.10	0.10	58.7
6	R2	21	10.0	0.068	6.1	LOS A	0.1	1.1	0.10	0.10	0.10	52.5
Approach		120	10.0	0.068	1.2	NA	0.1	1.1	0.10	0.10	0.10	57.5
East: Barclay Street												
7	L2	15	10.0	0.012	4.9	LOS A	0.0	0.3	0.16	0.49	0.16	49.0
9	R2	72	10.0	0.095	6.2	LOS A	0.3	2.5	0.35	0.61	0.35	47.9
Approach		86	10.0	0.095	6.0	LOS A	0.3	2.5	0.31	0.59	0.31	48.1
North: High Street												
10	L2	56	10.0	0.069	5.7	LOS A	0.0	0.0	0.00	0.27	0.00	55.6
11	T1	67	10.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.27	0.00	57.6
Approach		123	10.0	0.069	2.6	NA	0.0	0.0	0.00	0.27	0.00	56.7
All Vehicles		329	10.0	0.095	3.0	NA	0.3	2.5	0.12	0.29	0.12	54.4

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

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MOVEMENT SUMMARY

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

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	43	10.0	0.029	0.1	LOS A	0.1	0.4	0.07	0.10	0.07	58.8
6	R2	8	10.0	0.029	5.9	LOS A	0.1	0.4	0.07	0.10	0.07	52.6
Approach		52	10.0	0.029	1.0	NA	0.1	0.4	0.07	0.10	0.07	57.7
East: Russell Street												
7	L2	13	10.0	0.009	4.8	LOS A	0.0	0.3	0.10	0.50	0.10	49.2
9	R2	69	10.0	0.080	5.4	LOS A	0.3	2.1	0.23	0.55	0.23	48.4
Approach		82	10.0	0.080	5.3	LOS A	0.3	2.1	0.21	0.54	0.21	48.5
North: High Street												
10	L2	47	10.0	0.044	5.7	LOS A	0.0	0.0	0.00	0.36	0.00	54.9
11	T1	31	10.0	0.044	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	56.8
Approach		78	10.0	0.044	3.4	NA	0.0	0.0	0.00	0.36	0.00	55.7
All Vehicles		212	10.0	0.080	3.6	NA	0.3	2.1	0.10	0.37	0.10	53.1

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	19	5.0	0.024	4.7	LOS A	0.1	0.6	0.09	0.51	0.09	46.5
2	T1	1	2.0	0.024	4.6	LOS A	0.1	0.6	0.09	0.51	0.09	49.8
3	R2	8	5.0	0.024	4.9	LOS A	0.1	0.6	0.09	0.51	0.09	46.0
Approach		28	4.9	0.024	4.8	LOS A	0.1	0.6	0.09	0.51	0.09	46.5
East: Barclay Street												
4	L2	8	5.0	0.019	4.6	LOS A	0.0	0.1	0.02	0.17	0.02	48.7
5	T1	24	10.0	0.019	0.0	LOS A	0.0	0.1	0.02	0.17	0.02	49.2
6	R2	2	2.0	0.019	5.6	LOS A	0.0	0.1	0.02	0.17	0.02	51.7
Approach		35	8.3	0.019	1.5	NA	0.0	0.1	0.02	0.17	0.02	49.2
North: Cambock Lane East												
7	L2	1	2.0	0.006	5.6	LOS A	0.0	0.2	0.13	0.52	0.13	53.8
8	T1	3	2.0	0.006	4.6	LOS A	0.0	0.2	0.13	0.52	0.13	54.0
9	R2	1	2.0	0.006	6.1	LOS A	0.0	0.2	0.13	0.52	0.13	53.3
Approach		5	2.0	0.006	5.1	LOS A	0.0	0.2	0.13	0.52	0.13	53.8
West: Barclay Street												
10	L2	6	2.0	0.014	5.6	LOS A	0.0	0.1	0.02	0.18	0.02	52.8
11	T1	18	10.0	0.014	0.0	LOS A	0.0	0.1	0.02	0.18	0.02	49.8
12	R2	2	5.0	0.014	4.7	LOS A	0.0	0.1	0.02	0.18	0.02	48.7
Approach		26	7.7	0.014	1.7	NA	0.0	0.1	0.02	0.18	0.02	50.4
All Vehicles		95	6.8	0.024	2.7	NA	0.1	0.6	0.05	0.29	0.05	48.9

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

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MOVEMENT SUMMARY

Site: 101 [Macquarie Street/ Rodgers Lane intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	9	2.0	0.020	2.3	LOS A	0.0	0.1	0.01	0.14	0.01	48.2
2	T1	26	5.0	0.020	0.0	LOS A	0.0	0.1	0.01	0.14	0.01	49.1
3	R2	1	2.0	0.020	2.2	LOS A	0.0	0.1	0.01	0.14	0.01	47.3
Approach		37	4.1	0.020	0.7	NA	0.0	0.1	0.01	0.14	0.01	48.8
East: Rodgers Lane												
4	L2	1	2.0	0.003	4.6	LOS A	0.0	0.1	0.10	0.49	0.10	43.6
5	T1	1	2.0	0.003	3.4	LOS A	0.0	0.1	0.10	0.49	0.10	46.7
6	R2	1	2.0	0.003	4.8	LOS A	0.0	0.1	0.10	0.49	0.10	46.2
Approach		3	2.0	0.003	4.3	LOS A	0.0	0.1	0.10	0.49	0.10	45.8
North: Macquarie Street												
7	L2	1	2.0	0.012	4.6	LOS A	0.0	0.1	0.01	0.05	0.01	49.2
8	T1	21	5.0	0.012	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	49.4
9	R2	1	2.0	0.012	4.7	LOS A	0.0	0.1	0.01	0.05	0.01	48.7
Approach		23	4.7	0.012	0.4	NA	0.0	0.1	0.01	0.05	0.01	49.3
West: Rodgers Lane												
10	L2	1	2.0	0.010	4.7	LOS A	0.0	0.2	0.13	0.52	0.13	46.4
11	T1	1	2.0	0.010	3.4	LOS A	0.0	0.2	0.13	0.52	0.13	46.5
12	R2	8	2.0	0.010	4.9	LOS A	0.0	0.2	0.13	0.52	0.13	43.0
Approach		11	2.0	0.010	4.7	LOS A	0.0	0.2	0.13	0.52	0.13	44.0
All Vehicles		74	3.9	0.020	1.3	NA	0.0	0.2	0.03	0.18	0.03	47.9

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	52	10.0	0.046	0.1	LOS A	0.2	1.2	0.08	0.20	0.08	48.6
6	R2	29	5.0	0.046	4.7	LOS A	0.2	1.2	0.08	0.20	0.08	46.0
Approach		81	8.2	0.046	1.8	NA	0.2	1.2	0.08	0.20	0.08	48.0
North: Macquarie Street												
7	L2	12	5.0	0.029	2.4	LOS A	0.1	0.7	0.12	0.47	0.12	45.8
9	R2	18	5.0	0.029	2.8	LOS A	0.1	0.7	0.12	0.47	0.12	45.0
Approach		29	5.0	0.029	2.7	LOS A	0.1	0.7	0.12	0.47	0.12	45.3
West: Russell Street												
10	L2	7	5.0	0.020	4.6	LOS A	0.0	0.0	0.00	0.11	0.00	24.9
11	T1	28	10.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.11	0.00	49.3
Approach		36	9.0	0.020	1.0	NA	0.0	0.0	0.00	0.11	0.00	44.2
All Vehicles		146	7.7	0.046	1.7	NA	0.2	1.2	0.07	0.23	0.07	46.5

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

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MOVEMENT SUMMARY

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

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	114	10.0	0.064	0.0	LOS A	0.0	0.1	0.01	0.01	0.01	59.8
6	R2	2	2.0	0.064	6.3	LOS A	0.0	0.1	0.01	0.01	0.01	53.6
Approach		116	9.9	0.064	0.1	NA	0.0	0.1	0.01	0.01	0.01	59.7
East: Cambock Lane												
7	L2	1	2.0	0.001	5.4	LOS A	0.0	0.0	0.32	0.49	0.32	48.9
9	R2	6	2.0	0.009	6.8	LOS A	0.0	0.2	0.41	0.60	0.41	47.8
Approach		7	2.0	0.009	6.6	LOS A	0.0	0.2	0.39	0.58	0.39	48.0
North: High Street												
10	L2	9	2.0	0.122	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.0
11	T1	215	10.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		224	9.7	0.122	0.2	NA	0.0	0.0	0.00	0.03	0.00	59.7
All Vehicles		347	9.6	0.122	0.3	NA	0.0	0.2	0.01	0.03	0.01	59.4

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

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MOVEMENT SUMMARY

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

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	77	10.0	0.047	0.1	LOS A	0.0	0.4	0.06	0.05	0.06	59.3
6	R2	6	10.0	0.047	6.4	LOS A	0.0	0.4	0.06	0.05	0.06	53.0
Approach		83	10.0	0.047	0.6	NA	0.0	0.4	0.06	0.05	0.06	58.8
East: Barclay Street												
7	L2	7	10.0	0.006	5.2	LOS A	0.0	0.2	0.26	0.50	0.26	48.8
9	R2	35	10.0	0.050	6.6	LOS A	0.2	1.2	0.37	0.62	0.37	47.7
Approach		42	10.0	0.050	6.3	LOS A	0.2	1.2	0.35	0.60	0.35	47.9
North: High Street												
10	L2	75	10.0	0.121	5.7	LOS A	0.0	0.0	0.00	0.20	0.00	56.2
11	T1	143	10.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.20	0.00	58.2
Approach		218	10.0	0.121	2.0	NA	0.0	0.0	0.00	0.20	0.00	57.5
All Vehicles		343	10.0	0.121	2.2	NA	0.2	1.2	0.06	0.21	0.06	56.4

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

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MOVEMENT SUMMARY

Site: 101 [Macquarie Street/ Rodgers Lane intersection - Existing Sunday AM Peak]

10:30-11:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	14	2.0	0.032	2.4	LOS A	0.1	0.4	0.03	0.18	0.03	47.9
2	T1	38	2.0	0.032	0.0	LOS A	0.1	0.4	0.03	0.18	0.03	48.8
3	R2	8	2.0	0.032	2.2	LOS A	0.1	0.4	0.03	0.18	0.03	47.0
Approach		60	2.0	0.032	0.9	NA	0.1	0.4	0.03	0.18	0.03	48.4
East: Rodgers Lane												
4	L2	1	2.0	0.003	4.7	LOS A	0.0	0.1	0.11	0.49	0.11	43.6
5	T1	1	2.0	0.003	3.6	LOS A	0.0	0.1	0.11	0.49	0.11	46.7
6	R2	1	2.0	0.003	5.0	LOS A	0.0	0.1	0.11	0.49	0.11	46.2
Approach		3	2.0	0.003	4.4	LOS A	0.0	0.1	0.11	0.49	0.11	45.8
North: Macquarie Street												
7	L2	1	2.0	0.023	4.7	LOS A	0.1	0.6	0.11	0.23	0.11	47.9
8	T1	24	2.0	0.023	0.1	LOS A	0.1	0.6	0.11	0.23	0.11	47.1
9	R2	17	2.0	0.023	4.7	LOS A	0.1	0.6	0.11	0.23	0.11	47.5
Approach		42	2.0	0.023	2.1	NA	0.1	0.6	0.11	0.23	0.11	47.3
West: Rodgers Lane												
10	L2	2	2.0	0.006	4.7	LOS A	0.0	0.1	0.14	0.50	0.14	46.4
11	T1	1	2.0	0.006	3.6	LOS A	0.0	0.1	0.14	0.50	0.14	46.5
12	R2	3	2.0	0.006	5.1	LOS A	0.0	0.1	0.14	0.50	0.14	43.0
Approach		6	2.0	0.006	4.7	LOS A	0.0	0.1	0.14	0.50	0.14	45.2
All Vehicles		112	2.0	0.032	1.6	NA	0.1	0.6	0.07	0.22	0.07	47.6

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

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MOVEMENT SUMMARY

Site: 101 [Macquarie Street/ Rodgers Lane intersection - Existing Sunday PM Peak]

12:00-1:00
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	8	2.0	0.025	2.3	LOS A	0.0	0.2	0.01	0.12	0.01	48.3
2	T1	35	2.0	0.025	0.0	LOS A	0.0	0.2	0.01	0.12	0.01	49.2
3	R2	3	2.0	0.025	2.2	LOS A	0.0	0.2	0.01	0.12	0.01	47.4
Approach		46	2.0	0.025	0.6	NA	0.0	0.2	0.01	0.12	0.01	48.9
East: Rodgers Lane												
4	L2	1	2.0	0.003	4.6	LOS A	0.0	0.1	0.07	0.50	0.07	43.7
5	T1	1	2.0	0.003	3.5	LOS A	0.0	0.1	0.07	0.50	0.07	46.8
6	R2	1	2.0	0.003	4.9	LOS A	0.0	0.1	0.07	0.50	0.07	46.3
Approach		3	2.0	0.003	4.3	LOS A	0.0	0.1	0.07	0.50	0.07	45.9
North: Macquarie Street												
7	L2	3	2.0	0.013	4.7	LOS A	0.0	0.3	0.09	0.25	0.09	47.8
8	T1	13	2.0	0.013	0.1	LOS A	0.0	0.3	0.09	0.25	0.09	46.9
9	R2	8	2.0	0.013	4.7	LOS A	0.0	0.3	0.09	0.25	0.09	47.4
Approach		24	2.0	0.013	2.3	NA	0.0	0.3	0.09	0.25	0.09	47.3
West: Rodgers Lane												
10	L2	6	2.0	0.018	4.7	LOS A	0.1	0.4	0.13	0.52	0.13	46.4
11	T1	1	2.0	0.018	3.5	LOS A	0.1	0.4	0.13	0.52	0.13	46.4
12	R2	12	2.0	0.018	4.9	LOS A	0.1	0.4	0.13	0.52	0.13	42.9
Approach		19	2.0	0.018	4.8	LOS A	0.1	0.4	0.13	0.52	0.13	44.8
All Vehicles		93	2.0	0.025	2.0	NA	0.1	0.4	0.06	0.25	0.06	47.3

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Sunday PM Peak]

12:00-1:00
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	242	2.0	0.141	0.1	LOS A	0.2	1.2	0.06	0.05	0.06	49.6
6	R2	23	2.0	0.141	5.2	LOS A	0.2	1.2	0.06	0.05	0.06	47.6
Approach		265	2.0	0.141	0.5	NA	0.2	1.2	0.06	0.05	0.06	49.5
North: Macquarie Street												
7	L2	19	2.0	0.024	2.9	LOS A	0.1	0.6	0.27	0.49	0.27	45.1
9	R2	5	2.0	0.024	5.1	LOS A	0.1	0.6	0.27	0.49	0.27	44.3
Approach		24	2.0	0.024	3.4	LOS A	0.1	0.6	0.27	0.49	0.27	44.9
West: Russell Street												
10	L2	23	2.0	0.088	4.6	LOS A	0.0	0.0	0.00	0.07	0.00	25.1
11	T1	145	2.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.6
Approach		168	2.0	0.088	0.6	NA	0.0	0.0	0.00	0.07	0.00	46.1
All Vehicles		458	2.0	0.141	0.7	NA	0.2	1.2	0.05	0.08	0.05	48.0

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Sunday Midday Peak]

10:30-11:30
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	20	2.0	0.032	4.7	LOS A	0.1	0.8	0.13	0.51	0.13	46.5
2	T1	2	2.0	0.032	4.8	LOS A	0.1	0.8	0.13	0.51	0.13	49.8
3	R2	14	2.0	0.032	5.0	LOS A	0.1	0.8	0.13	0.51	0.13	46.1
Approach		36	2.0	0.032	4.8	LOS A	0.1	0.8	0.13	0.51	0.13	46.5
East: Barclay Street												
4	L2	17	2.0	0.030	4.6	LOS A	0.0	0.1	0.00	0.17	0.00	48.6
5	T1	39	2.0	0.030	0.0	LOS A	0.0	0.1	0.00	0.17	0.00	49.1
6	R2	1	2.0	0.030	5.5	LOS A	0.0	0.1	0.00	0.17	0.00	51.5
Approach		57	2.0	0.030	1.5	NA	0.0	0.1	0.00	0.17	0.00	49.0
North: Cambock Lane East												
7	L2	1	2.0	0.007	5.6	LOS A	0.0	0.2	0.15	0.52	0.15	53.8
8	T1	4	2.0	0.007	4.8	LOS A	0.0	0.2	0.15	0.52	0.15	54.0
9	R2	1	2.0	0.007	6.3	LOS A	0.0	0.2	0.15	0.52	0.15	53.3
Approach		6	2.0	0.007	5.2	LOS A	0.0	0.2	0.15	0.52	0.15	53.8
West: Barclay Street												
10	L2	2	2.0	0.018	5.7	LOS A	0.1	0.5	0.11	0.25	0.11	51.4
11	T1	17	2.0	0.018	0.1	LOS A	0.1	0.5	0.11	0.25	0.11	48.5
12	R2	13	2.0	0.018	4.7	LOS A	0.1	0.5	0.11	0.25	0.11	47.6
Approach		32	2.0	0.018	2.3	NA	0.1	0.5	0.11	0.25	0.11	48.3
All Vehicles		131	2.0	0.032	2.8	NA	0.1	0.8	0.07	0.30	0.07	48.3

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

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MOVEMENT SUMMARY

Site: 101 [High Street/ Cambock Lane Intersection - Existing Sunday Midday Peak]

10:30-11:30
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	319	2.0	0.168	0.0	LOS A	0.0	0.2	0.01	0.01	0.01	59.9
6	R2	3	2.0	0.168	6.7	LOS A	0.0	0.2	0.01	0.01	0.01	53.6
Approach		322	2.0	0.168	0.1	NA	0.0	0.2	0.01	0.01	0.01	59.8
East: Cambock Lane												
7	L2	9	2.0	0.006	5.5	LOS A	0.0	0.2	0.39	0.52	0.39	48.7
9	R2	4	2.0	0.004	5.8	LOS A	0.0	0.1	0.35	0.60	0.35	48.5
Approach		14	2.0	0.006	5.5	LOS A	0.0	0.2	0.38	0.54	0.38	48.6
North: High Street												
10	L2	13	2.0	0.192	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
11	T1	357	2.0	0.192	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		369	2.0	0.192	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles		705	2.0	0.192	0.3	NA	0.0	0.2	0.01	0.02	0.01	59.5

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

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MOVEMENT SUMMARY

Site: 101 [High Street/ Cambock Lane Intersection - Existing Sunday PM Peak]

12:00-1:00
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	362	2.0	0.190	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
6	R2	2	2.0	0.190	6.7	LOS A	0.0	0.1	0.01	0.00	0.01	53.7
Approach		364	2.0	0.190	0.0	NA	0.0	0.1	0.01	0.00	0.01	59.9
East: Cambock Lane												
7	L2	4	2.0	0.004	5.6	LOS A	0.0	0.1	0.35	0.51	0.35	48.8
9	R2	6	2.0	0.014	9.9	LOS A	0.0	0.3	0.57	0.72	0.57	46.0
Approach		11	2.0	0.014	8.2	LOS A	0.0	0.3	0.48	0.64	0.48	47.1
North: High Street												
10	L2	11	2.0	0.145	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
11	T1	267	2.0	0.145	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.8
Approach		278	2.0	0.145	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
All Vehicles		653	2.0	0.190	0.3	NA	0.0	0.3	0.01	0.02	0.01	59.6

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

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MOVEMENT SUMMARY

Site: 101 [High Street/ Russell Street Intersection - Existing Sunday Midday Peak]

10:30-11:30
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	46	2.0	0.038	0.5	LOS A	0.1	0.9	0.25	0.17	0.25	57.5
6	R2	18	2.0	0.038	6.7	LOS A	0.1	0.9	0.25	0.17	0.25	51.7
Approach		64	2.0	0.038	2.3	NA	0.1	0.9	0.25	0.17	0.25	55.8
East: Russell Street												
7	L2	6	2.0	0.005	4.8	LOS A	0.0	0.1	0.14	0.49	0.14	49.4
9	R2	207	2.0	0.276	6.7	LOS A	1.1	7.8	0.43	0.67	0.43	47.9
Approach		214	2.0	0.276	6.7	LOS A	1.1	7.8	0.42	0.67	0.42	47.9
North: High Street												
10	L2	289	2.0	0.185	5.6	LOS A	0.0	0.0	0.00	0.49	0.00	54.2
11	T1	53	2.0	0.185	0.0	LOS A	0.0	0.0	0.00	0.49	0.00	55.7
Approach		342	2.0	0.185	4.7	NA	0.0	0.0	0.00	0.49	0.00	54.4
All Vehicles		620	2.0	0.276	5.1	NA	1.1	7.8	0.17	0.52	0.17	52.1

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

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MOVEMENT SUMMARY

Site: 101 [High Street/ Russell Street Intersection - Existing Sunday PM Peak]

12:00-1:00
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	57	2.0	0.039	0.2	LOS A	0.1	0.7	0.15	0.12	0.15	58.4
6	R2	14	2.0	0.039	6.3	LOS A	0.1	0.7	0.15	0.12	0.15	52.4
Approach		71	2.0	0.039	1.4	NA	0.1	0.7	0.15	0.12	0.15	57.1
East: Russell Street												
7	L2	13	2.0	0.009	4.7	LOS A	0.0	0.3	0.12	0.50	0.12	49.4
9	R2	231	2.0	0.287	6.2	LOS A	1.2	8.3	0.38	0.63	0.38	48.2
Approach		243	2.0	0.287	6.2	LOS A	1.2	8.3	0.37	0.63	0.37	48.3
North: High Street												
10	L2	191	2.0	0.125	5.6	LOS A	0.0	0.0	0.00	0.48	0.00	54.3
11	T1	41	2.0	0.125	0.0	LOS A	0.0	0.0	0.00	0.48	0.00	55.8
Approach		232	2.0	0.125	4.6	NA	0.0	0.0	0.00	0.48	0.00	54.6
All Vehicles		545	2.0	0.287	4.9	NA	1.2	8.3	0.18	0.50	0.18	51.8

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Sunday Midday Peak]

10:30-11:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	196	2.0	0.127	0.2	LOS A	0.3	2.0	0.14	0.09	0.14	49.2
6	R2	35	2.0	0.127	5.6	LOS A	0.3	2.0	0.14	0.09	0.14	46.9
Approach		231	2.0	0.127	1.0	NA	0.3	2.0	0.14	0.09	0.14	49.0
North: Macquarie Street												
7	L2	25	2.0	0.026	3.3	LOS A	0.1	0.7	0.34	0.51	0.34	45.0
9	R2	2	2.0	0.026	5.7	LOS A	0.1	0.7	0.34	0.51	0.34	44.2
Approach		27	2.0	0.026	3.5	LOS A	0.1	0.7	0.34	0.51	0.34	44.9
West: Russell Street												
10	L2	25	2.0	0.138	4.6	LOS A	0.0	0.0	0.00	0.05	0.00	25.1
11	T1	239	2.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.7
Approach		264	2.0	0.138	0.5	NA	0.0	0.0	0.00	0.05	0.00	47.3
All Vehicles		522	2.0	0.138	0.9	NA	0.3	2.0	0.08	0.09	0.08	47.9

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Sunday PM Peak]

12:00-1:00
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	25	2.0	0.033	4.7	LOS A	0.1	0.9	0.10	0.51	0.10	46.5
2	T1	1	2.0	0.033	4.7	LOS A	0.1	0.9	0.10	0.51	0.10	49.8
3	R2	13	2.0	0.033	5.0	LOS A	0.1	0.9	0.10	0.51	0.10	46.0
Approach		39	2.0	0.033	4.8	LOS A	0.1	0.9	0.10	0.51	0.10	46.4
East: Barclay Street												
4	L2	9	2.0	0.020	4.6	LOS A	0.0	0.1	0.01	0.15	0.01	48.7
5	T1	27	2.0	0.020	0.0	LOS A	0.0	0.1	0.01	0.15	0.01	49.2
6	R2	1	2.0	0.020	5.6	LOS A	0.0	0.1	0.01	0.15	0.01	51.7
Approach		38	2.0	0.020	1.3	NA	0.0	0.1	0.01	0.15	0.01	49.2
North: Cambock Lane East												
7	L2	1	2.0	0.005	5.7	LOS A	0.0	0.1	0.16	0.52	0.16	53.6
8	T1	2	2.0	0.005	4.7	LOS A	0.0	0.1	0.16	0.52	0.16	53.8
9	R2	1	2.0	0.005	6.3	LOS A	0.0	0.1	0.16	0.52	0.16	53.1
Approach		4	2.0	0.005	5.3	LOS A	0.0	0.1	0.16	0.52	0.16	53.6
West: Barclay Street												
10	L2	2	2.0	0.023	5.7	LOS A	0.1	0.4	0.06	0.15	0.06	52.1
11	T1	31	2.0	0.023	0.0	LOS A	0.1	0.4	0.06	0.15	0.06	49.2
12	R2	9	2.0	0.023	4.7	LOS A	0.1	0.4	0.06	0.15	0.06	48.2
Approach		42	2.0	0.023	1.4	NA	0.1	0.4	0.06	0.15	0.06	49.1
All Vehicles		123	2.0	0.033	2.6	NA	0.1	0.9	0.06	0.28	0.06	48.4

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

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SIDRA Modelling Results - PD

Appendix C

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MOVEMENT SUMMARY

Site: 101 [High Street/ Russell Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	37	10.0	0.028	0.3	LOS A	0.1	0.6	0.17	0.13	0.17	58.1
6	R2	11	10.0	0.028	6.4	LOS A	0.1	0.6	0.17	0.13	0.17	52.1
Approach		47	10.0	0.028	1.6	NA	0.1	0.6	0.17	0.13	0.17	56.7
East: Russell Street												
7	L2	11	10.0	0.008	4.9	LOS A	0.0	0.2	0.15	0.49	0.15	49.0
9	R2	97	10.0	0.125	6.1	LOS A	0.4	3.3	0.33	0.60	0.33	48.1
Approach		107	10.0	0.125	6.0	LOS A	0.4	3.3	0.31	0.59	0.31	48.1
North: High Street												
10	L2	168	10.0	0.128	5.7	LOS A	0.0	0.0	0.00	0.44	0.00	54.3
11	T1	57	10.0	0.128	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	56.2
Approach		225	10.0	0.128	4.2	NA	0.0	0.0	0.00	0.44	0.00	54.7
All Vehicles		380	10.0	0.128	4.4	NA	0.4	3.3	0.11	0.44	0.11	52.9

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	9	5.0	0.025	5.1	LOS A	0.1	0.6	0.30	0.55	0.30	46.3
2	T1	3	2.0	0.025	7.1	LOS A	0.1	0.6	0.30	0.55	0.30	49.6
3	R2	8	5.0	0.025	6.7	LOS A	0.1	0.6	0.30	0.55	0.30	45.8
Approach		21	4.6	0.025	6.0	LOS A	0.1	0.6	0.30	0.55	0.30	46.5
East: Barclay Street												
4	L2	13	5.0	0.075	4.7	LOS A	0.0	0.1	0.01	0.05	0.01	49.1
5	T1	122	10.0	0.075	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	49.7
6	R2	1	2.0	0.075	6.2	LOS A	0.0	0.1	0.01	0.05	0.01	52.2
Approach		136	9.5	0.075	0.5	NA	0.0	0.1	0.01	0.05	0.01	49.6
North: Cambock Lane East												
7	L2	1	2.0	0.005	6.3	LOS A	0.0	0.1	0.39	0.56	0.39	52.1
8	T1	1	2.0	0.005	7.0	LOS A	0.0	0.1	0.39	0.56	0.39	52.3
9	R2	1	2.0	0.005	8.8	LOS A	0.0	0.1	0.39	0.56	0.39	51.6
Approach		3	2.0	0.005	7.4	LOS A	0.0	0.1	0.39	0.56	0.39	52.0
West: Barclay Street												
10	L2	3	2.0	0.098	5.9	LOS A	0.1	0.5	0.03	0.04	0.03	52.8
11	T1	166	10.0	0.098	0.0	LOS A	0.1	0.5	0.03	0.04	0.03	49.8
12	R2	8	5.0	0.098	5.1	LOS A	0.1	0.5	0.03	0.04	0.03	48.7
Approach		178	9.6	0.098	0.4	NA	0.1	0.5	0.03	0.04	0.03	49.8
All Vehicles		338	9.2	0.098	0.8	NA	0.1	0.6	0.04	0.08	0.04	49.5

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	96	10.0	0.064	0.1	LOS A	0.1	0.9	0.10	0.08	0.10	49.2
6	R2	17	5.0	0.064	5.2	LOS A	0.1	0.9	0.10	0.08	0.10	47.0
Approach		113	9.3	0.064	0.9	NA	0.1	0.9	0.10	0.08	0.10	49.0
North: Macquarie Street												
7	L2	22	5.0	0.029	3.0	LOS A	0.1	0.8	0.30	0.50	0.30	45.1
9	R2	7	5.0	0.029	4.1	LOS A	0.1	0.8	0.30	0.50	0.30	44.3
Approach		29	5.0	0.029	3.3	LOS A	0.1	0.8	0.30	0.50	0.30	44.9
West: Russell Street												
10	L2	4	5.0	0.094	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	25.2
11	T1	168	10.0	0.094	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		173	9.9	0.094	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.3
All Vehicles		315	9.2	0.094	0.7	NA	0.1	0.9	0.06	0.08	0.06	48.9

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

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MOVEMENT SUMMARY

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

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	46	10.0	0.032	0.1	LOS A	0.1	0.5	0.10	0.11	0.10	58.6
6	R2	11	10.0	0.032	6.0	LOS A	0.1	0.5	0.10	0.11	0.10	52.4
Approach		57	10.0	0.032	1.2	NA	0.1	0.5	0.10	0.11	0.10	57.4
East: Russell Street												
7	L2	17	10.0	0.013	4.8	LOS A	0.0	0.4	0.12	0.49	0.12	49.1
9	R2	145	10.0	0.174	5.7	LOS A	0.6	4.9	0.29	0.58	0.29	48.3
Approach		162	10.0	0.174	5.6	LOS A	0.6	4.9	0.27	0.57	0.27	48.4
North: High Street												
10	L2	80	10.0	0.067	5.7	LOS A	0.0	0.0	0.00	0.40	0.00	54.6
11	T1	38	10.0	0.067	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	56.5
Approach		118	10.0	0.067	3.8	NA	0.0	0.0	0.00	0.40	0.00	55.2
All Vehicles		337	10.0	0.174	4.2	NA	0.6	4.9	0.15	0.43	0.15	52.0

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	19	5.0	0.029	5.3	LOS A	0.1	0.8	0.31	0.55	0.31	46.0
2	T1	1	2.0	0.029	6.7	LOS A	0.1	0.8	0.31	0.55	0.31	49.3
3	R2	8	5.0	0.029	6.4	LOS A	0.1	0.8	0.31	0.55	0.31	45.6
Approach		28	4.9	0.029	5.7	LOS A	0.1	0.8	0.31	0.55	0.31	46.0
East: Barclay Street												
4	L2	8	5.0	0.100	4.7	LOS A	0.0	0.2	0.01	0.03	0.01	49.3
5	T1	172	10.0	0.100	0.0	LOS A	0.0	0.2	0.01	0.03	0.01	49.8
6	R2	2	2.0	0.100	5.8	LOS A	0.0	0.2	0.01	0.03	0.01	52.3
Approach		182	9.7	0.100	0.3	NA	0.0	0.2	0.01	0.03	0.01	49.8
North: Cambock Lane East												
7	L2	1	2.0	0.007	5.9	LOS A	0.0	0.2	0.34	0.55	0.34	52.6
8	T1	3	2.0	0.007	6.6	LOS A	0.0	0.2	0.34	0.55	0.34	52.7
9	R2	1	2.0	0.007	8.4	LOS A	0.0	0.2	0.34	0.55	0.34	52.0
Approach		5	2.0	0.007	6.8	LOS A	0.0	0.2	0.34	0.55	0.34	52.5
West: Barclay Street												
10	L2	6	2.0	0.049	5.7	LOS A	0.0	0.2	0.02	0.05	0.02	52.9
11	T1	81	10.0	0.049	0.0	LOS A	0.0	0.2	0.02	0.05	0.02	49.9
12	R2	2	5.0	0.049	5.2	LOS A	0.0	0.2	0.02	0.05	0.02	48.8
Approach		89	9.3	0.049	0.5	NA	0.0	0.2	0.02	0.05	0.02	50.1
All Vehicles		305	9.0	0.100	1.0	NA	0.1	0.8	0.05	0.10	0.05	49.6

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	132	10.0	0.090	0.1	LOS A	0.2	1.4	0.07	0.10	0.07	49.2
6	R2	29	5.0	0.090	4.8	LOS A	0.2	1.4	0.07	0.10	0.07	47.0
Approach		161	9.1	0.090	0.9	NA	0.2	1.4	0.07	0.10	0.07	49.0
North: Macquarie Street												
7	L2	12	5.0	0.032	2.6	LOS A	0.1	0.8	0.20	0.49	0.20	45.2
9	R2	18	5.0	0.032	3.6	LOS A	0.1	0.8	0.20	0.49	0.20	44.4
Approach		29	5.0	0.032	3.2	LOS A	0.1	0.8	0.20	0.49	0.20	44.7
West: Russell Street												
10	L2	7	5.0	0.038	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	25.1
11	T1	62	10.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		69	9.5	0.038	0.5	NA	0.0	0.0	0.00	0.06	0.00	47.0
All Vehicles		260	8.7	0.090	1.1	NA	0.2	1.4	0.07	0.13	0.07	48.1

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

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MOVEMENT SUMMARY

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

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	166	10.0	0.103	0.2	LOS A	0.1	1.0	0.09	0.05	0.09	59.2
6	R2	14	10.0	0.103	7.2	LOS A	0.1	1.0	0.09	0.05	0.09	52.9
Approach		180	10.0	0.103	0.7	NA	0.1	1.0	0.09	0.05	0.09	58.7
East: Barclay Street												
7	L2	13	10.0	0.012	5.6	LOS A	0.0	0.3	0.33	0.52	0.33	48.6
9	R2	124	10.0	0.238	9.5	LOS A	0.9	6.7	0.55	0.81	0.57	46.0
Approach		137	10.0	0.238	9.1	LOS A	0.9	6.7	0.53	0.78	0.55	46.2
North: High Street												
10	L2	139	10.0	0.198	5.7	LOS A	0.0	0.0	0.00	0.23	0.00	55.9
11	T1	216	10.0	0.198	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.9
Approach		355	10.0	0.198	2.2	NA	0.0	0.0	0.00	0.23	0.00	57.1
All Vehicles		672	10.0	0.238	3.2	NA	0.9	6.7	0.13	0.29	0.14	54.9

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

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SIDRA Modelling Results – 10 Years PD

Appendix D

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MOVEMENT SUMMARY

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

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	239	10.0	0.149	0.1	LOS A	0.2	1.5	0.08	0.06	0.08	59.2
6	R2	24	10.0	0.149	6.5	LOS A	0.2	1.5	0.08	0.06	0.08	52.9
Approach		263	10.0	0.149	0.7	NA	0.2	1.5	0.08	0.06	0.08	58.5
East: Barclay Street												
7	L2	22	10.0	0.018	5.1	LOS A	0.1	0.5	0.21	0.50	0.21	48.9
9	R2	212	10.0	0.379	10.1	LOS B	1.8	13.8	0.58	0.88	0.74	45.6
Approach		234	10.0	0.379	9.6	LOS A	1.8	13.8	0.54	0.84	0.69	45.9
North: High Street												
10	L2	116	10.0	0.121	5.7	LOS A	0.0	0.0	0.00	0.32	0.00	55.2
11	T1	100	10.0	0.121	0.0	LOS A	0.0	0.0	0.00	0.32	0.00	57.2
Approach		216	10.0	0.121	3.0	NA	0.0	0.0	0.00	0.32	0.00	56.1
All Vehicles		713	10.0	0.379	4.3	NA	1.8	13.8	0.21	0.39	0.25	53.1

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

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MOVEMENT SUMMARY

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

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	46	10.0	0.032	0.1	LOS A	0.1	0.5	0.10	0.11	0.10	58.6
6	R2	11	10.0	0.032	6.0	LOS A	0.1	0.5	0.10	0.11	0.10	52.4
Approach		57	10.0	0.032	1.2	NA	0.1	0.5	0.10	0.11	0.10	57.4
East: Russell Street												
7	L2	17	10.0	0.013	4.8	LOS A	0.0	0.4	0.12	0.49	0.12	49.1
9	R2	145	10.0	0.174	5.7	LOS A	0.6	4.9	0.29	0.58	0.29	48.3
Approach		162	10.0	0.174	5.6	LOS A	0.6	4.9	0.27	0.57	0.27	48.4
North: High Street												
10	L2	80	10.0	0.067	5.7	LOS A	0.0	0.0	0.00	0.40	0.00	54.6
11	T1	38	10.0	0.067	0.0	LOS A	0.0	0.0	0.00	0.40	0.00	56.5
Approach		118	10.0	0.067	3.8	NA	0.0	0.0	0.00	0.40	0.00	55.2
All Vehicles		337	10.0	0.174	4.2	NA	0.6	4.9	0.15	0.43	0.15	52.0

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

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MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	19	5.0	0.029	5.3	LOS A	0.1	0.8	0.31	0.55	0.31	46.0
2	T1	1	2.0	0.029	6.7	LOS A	0.1	0.8	0.31	0.55	0.31	49.3
3	R2	8	5.0	0.029	6.4	LOS A	0.1	0.8	0.31	0.55	0.31	45.6
Approach		28	4.9	0.029	5.7	LOS A	0.1	0.8	0.31	0.55	0.31	46.0
East: Barclay Street												
4	L2	8	5.0	0.100	4.7	LOS A	0.0	0.2	0.01	0.03	0.01	49.3
5	T1	172	10.0	0.100	0.0	LOS A	0.0	0.2	0.01	0.03	0.01	49.8
6	R2	2	2.0	0.100	5.8	LOS A	0.0	0.2	0.01	0.03	0.01	52.3
Approach		182	9.7	0.100	0.3	NA	0.0	0.2	0.01	0.03	0.01	49.8
North: Cambock Lane East												
7	L2	1	2.0	0.007	5.9	LOS A	0.0	0.2	0.34	0.55	0.34	52.6
8	T1	3	2.0	0.007	6.6	LOS A	0.0	0.2	0.34	0.55	0.34	52.7
9	R2	1	2.0	0.007	8.4	LOS A	0.0	0.2	0.34	0.55	0.34	52.0
Approach		5	2.0	0.007	6.8	LOS A	0.0	0.2	0.34	0.55	0.34	52.5
West: Barclay Street												
10	L2	6	2.0	0.049	5.7	LOS A	0.0	0.2	0.02	0.05	0.02	52.9
11	T1	81	10.0	0.049	0.0	LOS A	0.0	0.2	0.02	0.05	0.02	49.9
12	R2	2	5.0	0.049	5.2	LOS A	0.0	0.2	0.02	0.05	0.02	48.8
Approach		89	9.3	0.049	0.5	NA	0.0	0.2	0.02	0.05	0.02	50.1
All Vehicles		305	9.0	0.100	1.0	NA	0.1	0.8	0.05	0.10	0.05	49.6

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday AM Peak]

8:30-9:30

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

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	132	10.0	0.090	0.1	LOS A	0.2	1.4	0.07	0.10	0.07	49.2
6	R2	29	5.0	0.090	4.8	LOS A	0.2	1.4	0.07	0.10	0.07	47.0
Approach		161	9.1	0.090	0.9	NA	0.2	1.4	0.07	0.10	0.07	49.0
North: Macquarie Street												
7	L2	12	5.0	0.032	2.6	LOS A	0.1	0.8	0.20	0.49	0.20	45.2
9	R2	18	5.0	0.032	3.6	LOS A	0.1	0.8	0.20	0.49	0.20	44.4
Approach		29	5.0	0.032	3.2	LOS A	0.1	0.8	0.20	0.49	0.20	44.7
West: Russell Street												
10	L2	7	5.0	0.038	4.6	LOS A	0.0	0.0	0.00	0.06	0.00	25.1
11	T1	62	10.0	0.038	0.0	LOS A	0.0	0.0	0.00	0.06	0.00	49.6
Approach		69	9.5	0.038	0.5	NA	0.0	0.0	0.00	0.06	0.00	47.0
All Vehicles		260	8.7	0.090	1.1	NA	0.2	1.4	0.07	0.13	0.07	48.1

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

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MOVEMENT SUMMARY

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

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	166	10.0	0.103	0.2	LOS A	0.1	1.0	0.09	0.05	0.09	59.2
6	R2	14	10.0	0.103	7.2	LOS A	0.1	1.0	0.09	0.05	0.09	52.9
Approach		180	10.0	0.103	0.7	NA	0.1	1.0	0.09	0.05	0.09	58.7
East: Barclay Street												
7	L2	13	10.0	0.012	5.6	LOS A	0.0	0.3	0.33	0.52	0.33	48.6
9	R2	124	10.0	0.238	9.5	LOS A	0.9	6.7	0.55	0.81	0.57	46.0
Approach		137	10.0	0.238	9.1	LOS A	0.9	6.7	0.53	0.78	0.55	46.2
North: High Street												
10	L2	139	10.0	0.198	5.7	LOS A	0.0	0.0	0.00	0.23	0.00	55.9
11	T1	216	10.0	0.198	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	57.9
Approach		355	10.0	0.198	2.2	NA	0.0	0.0	0.00	0.23	0.00	57.1
All Vehicles		672	10.0	0.238	3.2	NA	0.9	6.7	0.13	0.29	0.14	54.9

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

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MOVEMENT SUMMARY

Site: 101 [High Street/ Russell Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: High Street												
5	T1	37	10.0	0.028	0.3	LOS A	0.1	0.6	0.17	0.13	0.17	58.1
6	R2	11	10.0	0.028	6.4	LOS A	0.1	0.6	0.17	0.13	0.17	52.1
Approach		47	10.0	0.028	1.6	NA	0.1	0.6	0.17	0.13	0.17	56.7
East: Russell Street												
7	L2	11	10.0	0.008	4.9	LOS A	0.0	0.2	0.15	0.49	0.15	49.0
9	R2	97	10.0	0.125	6.1	LOS A	0.4	3.3	0.33	0.60	0.33	48.1
Approach		107	10.0	0.125	6.0	LOS A	0.4	3.3	0.31	0.59	0.31	48.1
North: High Street												
10	L2	168	10.0	0.128	5.7	LOS A	0.0	0.0	0.00	0.44	0.00	54.3
11	T1	57	10.0	0.128	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	56.2
Approach		225	10.0	0.128	4.2	NA	0.0	0.0	0.00	0.44	0.00	54.7
All Vehicles		380	10.0	0.128	4.4	NA	0.4	3.3	0.11	0.44	0.11	52.9

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

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Organisation: PITT & SHERRY CONSULTING ENGINEERS | Processed: Tuesday, 17 December 2024 4:01:54 PM
Project: C:\Users\ecalvert\Downloads\Evandale Intersections - 10-years PD Weekday Updated.sip8

MOVEMENT SUMMARY

Site: 101 [Barclay Street/ Macquarie Street/ Cambock Lane Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Macquarie Street												
1	L2	9	5.0	0.025	5.1	LOS A	0.1	0.6	0.30	0.55	0.30	46.3
2	T1	3	2.0	0.025	7.1	LOS A	0.1	0.6	0.30	0.55	0.30	49.6
3	R2	8	5.0	0.025	6.7	LOS A	0.1	0.6	0.30	0.55	0.30	45.8
Approach		21	4.6	0.025	6.0	LOS A	0.1	0.6	0.30	0.55	0.30	46.5
East: Barclay Street												
4	L2	13	5.0	0.075	4.7	LOS A	0.0	0.1	0.01	0.05	0.01	49.1
5	T1	122	10.0	0.075	0.0	LOS A	0.0	0.1	0.01	0.05	0.01	49.7
6	R2	1	2.0	0.075	6.2	LOS A	0.0	0.1	0.01	0.05	0.01	52.2
Approach		136	9.5	0.075	0.5	NA	0.0	0.1	0.01	0.05	0.01	49.6
North: Cambock Lane East												
7	L2	1	2.0	0.005	6.3	LOS A	0.0	0.1	0.39	0.56	0.39	52.1
8	T1	1	2.0	0.005	7.0	LOS A	0.0	0.1	0.39	0.56	0.39	52.3
9	R2	1	2.0	0.005	8.8	LOS A	0.0	0.1	0.39	0.56	0.39	51.6
Approach		3	2.0	0.005	7.4	LOS A	0.0	0.1	0.39	0.56	0.39	52.0
West: Barclay Street												
10	L2	3	2.0	0.098	5.9	LOS A	0.1	0.5	0.03	0.04	0.03	52.8
11	T1	166	10.0	0.098	0.0	LOS A	0.1	0.5	0.03	0.04	0.03	49.8
12	R2	8	5.0	0.098	5.1	LOS A	0.1	0.5	0.03	0.04	0.03	48.7
Approach		178	9.6	0.098	0.4	NA	0.1	0.5	0.03	0.04	0.03	49.8
All Vehicles		338	9.2	0.098	0.8	NA	0.1	0.6	0.04	0.08	0.04	49.5

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

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MOVEMENT SUMMARY

Site: 102 [Russell Street/ Macquarie Street Intersection - Existing Weekday PM Peak]

16:45-17:45
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
East: Russell Street												
5	T1	96	10.0	0.064	0.1	LOS A	0.1	0.9	0.10	0.08	0.10	49.2
6	R2	17	5.0	0.064	5.2	LOS A	0.1	0.9	0.10	0.08	0.10	47.0
Approach		113	9.3	0.064	0.9	NA	0.1	0.9	0.10	0.08	0.10	49.0
North: Macquarie Street												
7	L2	22	5.0	0.029	3.0	LOS A	0.1	0.8	0.30	0.50	0.30	45.1
9	R2	7	5.0	0.029	4.1	LOS A	0.1	0.8	0.30	0.50	0.30	44.3
Approach		29	5.0	0.029	3.3	LOS A	0.1	0.8	0.30	0.50	0.30	44.9
West: Russell Street												
10	L2	4	5.0	0.094	4.6	LOS A	0.0	0.0	0.00	0.01	0.00	25.2
11	T1	168	10.0	0.094	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	49.9
Approach		173	9.9	0.094	0.1	NA	0.0	0.0	0.00	0.01	0.00	49.3
All Vehicles		315	9.2	0.094	0.7	NA	0.1	0.9	0.06	0.08	0.06	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
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SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\ecalvert\Downloads\Evandale Intersections - 10-years PD Weekday Updated.sip8

pitt&sherry

Evandale Expansion Masterplan – Traffic Impact Assessment

Pitt & Sherry
(Operations) Pty Ltd
ABN 67 140 184 309

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport



PLAN LEGEND

Contours
Existing 0.2m contours.

Set Backs
Designated 70m, 100m and 200m setback to provide an agricultural buffer from adjoining land uses.

Residential Allotments
Proposed residential allotments varying from traditional housing to 2.65 ha rural residential lots.

Existing Residential Areas
'The LIST' topographic map.

Internal Roadways
20m (w) Road reserves with ornamental street trees allowing shade in summer and solar access to homes during winter.

Shared Pedestrian / Cycle Paths
2.8m (w) pathway network throughout the neighbourhood to encourage a healthy and active lifestyle.

Open Space Boundary Corridor
18m (w) Native vegetation strip with an open grass area to provide an effective buffer from adjoining land uses.

Water Sensitive Urban Design (WSUD)
Existing and additional water bodies utilised to capture, store and filter storm-water for reuse throughout the parklands.

NUMBER LEGEND

1 **Primary Connector Road** linking the neighbourhood loop road to White Hills Road and beyond. The primary road will be highlighted by an avenue of ornamental trees along the entire loop road to provide seasonal change as well as shade during summer and solar access for the adjoining homes during winter. The primary road will also include separated pedestrian and cycles lanes that connect the boundary walking tracks with the residential and tourism areas.

2 Broad planting of Chamomile and Lavender with an Olive tree grove backdrop flank the entry road providing a unique experience entering the neighbourhood.

3 Ridgeside Lane 'Right of way' access to the Ridgeside' Estate to be retained with each side planted with small trees and shrubs to provide additional buffering between adjoining uses.

4 A line of decorative Maple trees commence at the intersection of the entry road and and loop road and meander through the parklands and botanical gardens.

5 Off street car parking areas for the community oval and parklands.

6 The linear **Neighbourhood Parkland** extends through the middle of the residential and tourism areas providing passive and active recreational opportunities for residents and visitors. The parkland includes shared pedestrian/cycle paths, seating and picnic facilities, play and exercise nodes, and feature gardens.

7 Full size **Cricket / AFL Oval** lined with large shade trees, shared pedestrian and cycle path and a traditional white picket fence.

8 **Sustainability, Education and Artisan Hub** consisting of Green Star rated buildings that accommodate a cafe, restaurant and cellar door specialising in local produce. The hub will also consist of studios, workshops and classroom facilities for sustainable living, backyard growing, small-holder farm courses, culinary arts, and art and craft courses.

9 **Demonstration Farm and Agribusiness Facility** including organic vegetable gardens, fruit and nut trees, livestock paddocks, and poly-tunnels set around the main 'Grow Hub' which includes an organic co-op store, plant nursery, farm workshops and Cafe.

10 **Child Care Centre** positioned across from the parkland and towards the neighbourhood entry for easy access.

11 Small residential lots with vehicle access restricted to the secondary street only, and arranged around a central driveway to limit garage frontages along the street front.

12 Small residential lots with parkland frontage provides a frontyard environment free from vehicle traffic and street infrastructure. Garages along the street frontage will be staggered and presentation controlled to ensure the built forms do not dominate the streetscape.

13 **Ornamental Gardens** with WSUD ponds, reticulated streams, accessible pathways, themed built forms, seating, garden features and ornamental planting.

14 **General Residential** consisting of 346 lots ranging in size from 450m² to 699m² including many with exclusive parkland frontage.

15 Larger **General Residential** lots for the development of up to 160 economically and sustainably designed small affordable housing opportunities (spread across seven sites).

16 A network of shared pedestrian/cycle pathways provide links throughout the neighbourhood as well as non-vehical access to the Evandale village.

17 81 x **Low Density Residential** lots ranging from 1,500m² to 5,500m², provide a transition in living opportunities between the general residential areas and the rural living lots.

18 **Native Garden** consisting entirely of Tasmanian native plants, set around stormwater ponds and wetlands.

19 Primary entry into the **Botanical Gardens** consisting of a large car parking area, bus drop-off/pick up lay-by, and Botanical Centre that overlooks the gardens. A central axial path provides access to all gardens and leads to the circular elevated walkway overlooking to WSUD ponds. The gardens will include a large amphitheater, picnic facilities and seating areas.

20 **WSUD Ponds** that captures and store all the stormwater flows coming into and throughout the neighbourhood, as well as regulating outflows into the adjoining farms, to ensure pre-development volumes are maintained.

21 4.5 star 100 room **Hotel and Conference Centre**, including restaurant, bar and cafe. A hotel management education facility will also provide training for up to 25 students.

22 **Retirement Village** Care Centre including specialist aged care, palliative care and dementia care facilities set within a one building for ease of management and servicing.

23 Retirement Village Hub with lawn bowls court, activities centre, private vegetable gardens, 'Men's shed and 10 x **Independent Living Units**.

24 10 x **Independent Living Homes** with private garages, yards and gardens.

25 **Health and Wellbeing Retreat** surrounded by tranquil gardens for quiet rejuvenation, rehabilitation and meditation.

26 **Eco Accommodation** with a central communal hub and 20 various sized villas set within a landscape of native trees, gardens and lawn areas overlooking an open paddock for petting animals.

27 Low Density Residential lots that Back onto the loop road and Utilities access road shall have a 5m (w) vegetation buffer along the fully length the boundary to provide a visual screen and to prevent secondary vehicle access to those lots.

28 **Utilities Precinct** to accommodate the neighbourhoods recycling centre, green-waste processing and composting facility, renewable energy storage, resident storage sheds, parklands and botanical gardens depot, and small scale sustainable product manufacturing ventures

29 18m (w) Native vegetation strip with an open grass area to surround the utilities precinct to provide an effective buffer from adjoining land uses.

30 **Sewerage and Waste Water Facility** utilising state-of-the-art treatment technologies to ensure odorless processing activities and natural biological filtration of the secondary treated water for public and private re-use throughout the neighbourhood.

31 27 x **Rural 'Zone A'** lots ranging in size from 1ha to 1.95ha.

32 17 x **Rural 'Zone B'** lots ranging in size from 2ha to 2.64ha with exclusive private access off Logan Road.

33 **Emergency Vehicle Access** off Logan Road through the open space corridors.

RIDGESIDE LANE

Ridgeside Lane Evandale Tasmania

Concept Master Plan

NORTH

0 50 100m

27 April 2019
Issue H

TRADERS IN PURPLE

LANGE design



LEGEND

Contours
Existing 0.2m contours.

Set Backs
70m, 100m and 200m Set backs from adjoining agricultural zones.

Existing Residential Areas
Topographic map as shown the 'The LIST'.

Open Space
58.44 ha.
Passive & active recreation, vegetation buffers, botanical gardens, oval, play areas, pathways.

General Residential
28.45 ha (507 lots).
Residential living including traditional lots, small lots, retirement living, and medium density lots.

Low Density Residential
19.165 ha (81 lots).
Low density residential including multiple dwellings.

Rural Living
68.922 ha.
27 Rural Residential A (1 - 1.95 ha), and
17 Rural Residential B (2 - 2.64 ha).

Mixed Use
38.041 ha.
Tourism, hotel, demonstration farm, boutique business, health & well being and short term accommodation.

Utilities
11.061 ha.
Green waste & recycling facility, sewerage & non-potable water filtration facility, energy bank, self-storage.

RIDGESIDE LANE

Ridgeside Lane Evandale Tasmania

Land Use Master Plan

NORTH

0 50 100m

30 April 2019
Issue J

TRADERS IN PURPLE

LANGE design

1–235

Ridgeside Lane Community Engagement Report

JULY 2018

'If I was to have imagined the land uses at the beginning, they would never have been as good as what we have in the concept plan. The outcomes are much richer for the contributions made by the community.'

Charles Daoud, Traders in Purple

thenoagroup

www.noagroup.com.au

1–236

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Introduction

Traders in Purple are a private development company with major projects in the Illawarra Region of New South Wales and the Redcliffe Peninsula in Queensland. In May 2018 the company purchased approximately 245 hectares of land 250 metres east of the Village of Evandale. The site borders on Logan Road to the south and Ridgeside Lane to the north. Prior to planning the uses for the site the company decided to engage the community of the Evandale District in conversations on what they would like to see happen on the site. This voluntary engagement enabled initial site planning to incorporate the views of the community. 285 people participated in the activities, which provided an understanding of a range of issues, which then guided the development and further refinement of an initial high-level concept plan for the site. This concept plan will guide the research and further detailed information for a rezoning application to the Northern Midlands Council.

Engagement Activities

The engagement plan included the following activities, which were facilitated by Lynda Jones and Bob Campbell from the noagroup:

- Mapping the whole system of the Evandale District. The whole system includes the organisations, groups and individuals that will influence or be influenced by the proposed development. This mapping exercise facilitated the development of a database as a key resource for communication, awareness raising and recruitment to engagement activities.
- Developing a communication plan, which included project narrative, audiences, mediums and scheduling. Included in the plan was the establishment of a dedicated project website.
- Scheduling face-to-face interviews with key stakeholders and local groups with leadership roles in the community. Examples include the Northern Midlands Council, the Evandale District Committee and relevant State Government agencies. A summary of the interviews is included as Attachment A (Input) and Attachment B (Feedback) of this report.
- Conducting four co-design workshops to identify community views on what they would like to see included or not included in any future development. Co-design workshops are a way for people to contribute their thoughts and ideas around potential opportunities, challenges and solutions for any development proposal. Co-designing starts at the beginning of the planning and guides the development of initial and ongoing responses.
- Specific briefings to Council and the Evandale District Committee on the project's advancement and the draft concept plan developed after the initial Input phase of the engagement.
- Conducting an additional Feedback phase, which involved three workshops where the draft concept plan was presented and additional comments sought.
- Throughout, the team responded to requests for one-on-one/small group interviews and combining these with the four co-design workshops, three feedback sessions on the draft concept plan and associated briefings, resulted in the total engagement of 285 people.

At a Glance

82 interviews/presentations for input
110 input co-design workshop participants
70 feedback workshop participants
23 interviews/presentations for feedback
Overall: 285 people engaged

Executive Summary

This Executive Summary presents the key issues from both the Input and Feedback phases of the community engagement program. The issues have been drawn from the outputs of the engagement activities and are qualitative in nature. However, they have guided and informed the development of the high-level site concept plan and have provided invaluable project 'grounding'. Areas where more detailed research and planning are needed have also been identified during the process.

The key opportunity the proposed development provides is the integration of economic, social and environmental outcomes. Successfully planned communities bring all aspects of life and living together to define their own sustainability and liveability.

The Evandale District and Village has an ageing profile and a reducing working aged cohort. Population growth is needed to sustain commercial and community services in the Village. The proposed new development has the potential to improve viability by attracting young families and working age people to live in the area. Increased commercial and community services will reduce the need for time consuming and costly commutes to neighbouring towns and to Launceston by residents.

The proposed development is a mixed-use project not just a housing development. The range of activities will broaden employment opportunities both during construction and ongoing. Opportunities for young people through apprenticeships and traineeships could be facilitated by the mixed-use nature of the development. There is also the opportunity to develop social enterprises within an area where people live

There is a strong focus on health and sustainability. The plan to utilise current and emerging technologies to be self sustaining and off the grid attracted interest and support during engagement discussions. The provision of an extensive network of extensive tracks and trails throughout the site will promote an active, healthy lifestyle that is attractive to residents and visitors

Both the positive and negative issues raised during the Input engagement discussions were incorporated into the site concept plan and consequently there was less tension during the Feedback sessions and more understanding of the development's aims. Younger residents in particular were encouraged by the potential of more housing choice and increased opportunities for their families. There was support for the attraction of more young families as the resultant population growth would increase support for local businesses, provide certainty for school student numbers and help maintain sporting and recreational groups.

A point of consensus was that 'the development should be about the children and grandchildren of existing residents'. This sentiment when joined with the principles of economic, social and environmental integration is a potent force for optimism about the development's potential contribution to the future of the Evandale District and broader Region.

Bob Campbell and Lynda Jones
noagroup
July 2018

Accessing the site

This remains a key issue. There needs to be more than one-way in and one-way out of the development. An emergency services access point onto Logan Road is suggested. Consideration should also be given to the main entrance into the development being via White Hills Road and perhaps incorporating a newly constructed road around the Village. There was mixed feedback over the use of Logan Road for site access. During the input discussions the potential traffic pressures on Russell Street from a Logan Road access point were strongly raised. During the feedback meetings there was a softening of that view and a Logan Road access point was seen as beneficial for local businesses.

Housing

This is essential for community viability. The number, density and mix of housing proposed in the concept plan was well received, particularly when considering that there are very few rental properties presently available in the Evandale Village or any new housing. In keeping with the Regional Housing Strategy an integrated approach including affordable housing is proposed and younger community members and families welcomed this.

All age groups need to be part of the development's future community, but there needs to be housing options for young families and working aged people. This would then support the regional migration strategy to address the challenges of an ageing population and decreasing working age cohort. The concept plan has positively responded to all these issues.

Energy, Water and Waste

As much as is possible, the development aims to be 'off the grid'. The degree to which this can be achieved will mitigate any capacity challenges from existing utilities servicing the Village and will also be a point of difference for the development. The sustainable ideals of the proposed development are attractive to many people.

Name

If rezoning is successful, the development should be named as soon as possible and the name communicated and promoted. The name Ridgeside Lane was temporarily chosen, as it is the property address.

Management and Maintenance

The provision and sharing of considerable areas of open space by the community is a feature of the site concept plan and an idea embraced by the majority of people at the Feedback sessions. This contributes to the values of sustainability and liveability. Questions were raised about where the responsibility for maintenance and funding of the open space will lie once the development is established. Part of the development's sustainability and liveablility ethos is that residents will contribute to maintaining open spaces and places because in doing so they help build both a sense of place and community. Many people liked this idea too.

The Airport

Three areas of concern were raised by airport management and will be easily addressed:

- Potential residents need to understand the proposed new development is beneath the airport flight path and there will be aircraft noise, which won't change.
- There should be no area of water planned for the proposed new development that could potentially increase the amount of birdlife above current levels. (There is no area of water planned)
- Attending the Community Consultative Committee meetings to ensure there is an exchange of information and discussion over any concerns.

Tourism

There needs to be a destination purpose in the end development; not something you come across but something you go to. According to the Launceston Accommodation Demand Study there is still capacity for extra beds in the area. Any accommodation facility could also incorporate a specific meeting/training centre with a focus on executive management and leadership development.

Agri-tourism is still the focus of tourism potential in this area. To that end activities which provide immersive activities involving capacity building, producers and makers, value adding and sustainability will be attractive. Essential to the development and also the future visitor will be the inclusion of 'best' connectivity and a recharging mechanism for vehicles and people movers.

Tracks and Trails

These have been incorporated into the end design. They are the means to support active, healthy lifestyles and sustainable movement and transport within the development. They are desirable to many of the engagement participants.

Good Neighbours

There is some concern amongst the surrounding farming community that a proposed development will create tensions between the 'right to farm' and the 'right to live' the way people want to live. These concerns will be best managed by maintaining dialogue between developers and farmers during the detailed planning stage and farmers and residents as the project develops. There is also the suggestion that engaging an expert agronomist to study the current and future farming practices in the area would help develop recommendations to minimise potential impacts between neighbouring farmers and residents. The use of buffer zones and various types of fencing have already been discussed.

Engagement Phase 1: Input

Interviews: Summary of key issues raised

Prior to the first round of community co-designing workshops, interviews were held with a number of regional stakeholders, community organisations and individuals and contact was made with over 80 people. A record of the interviews and key issues raised is in Attachment 1 to this report. A summary of the key issues raised during the interviews and conversations is set out below.

Evandale's character

Many people moved to Evandale for its heritage, beauty and quietness and there is a fear that this may be compromised. The concern is that any proposed development would end up bigger than the Village and therefore the Village would be lost.

Evandale is a heritage village, which attracts visitors. There was concern that an increase in population associated with any proposed development would detract from the heritage character of the town; that any development may prove inappropriate; that Evandale remain a 'walking Village', as opposed to a 'driving Village'.

It was also suggested that perimeter areas of the development back onto activities, which would improve liveability.

Roads

Beyond the airport, the road leading to Evandale deteriorates in standard and is not considered adequate by Evandale residents. Any increase in traffic due to population growth in the Evandale District has the potential to exacerbate the situation.

The Northern Midlands Business Association has also been lobbying for the upgrade of roads in the area to reduce travel time from 'paddock to port'.

Traffic in Evandale Village

The concern with any proposed development is using the Village as an entrance and the associated traffic that would be generated.

There was concern over access to the proposed development site. It was considered that Russell Street would not be able to take any extra traffic as the volume of cars, trucks and people competing for space already challenges it. This is highlighted each Sunday when the market operates.

Utilities: water, power and sewer

The provision of utilities to service extra population is a key concern as there is limited capacity in the existing Evandale Village services. Aiming to be 'off the grid' was well-received.

Agricultural land

A view was expressed that agricultural land should be used to grow food not houses.

Jobs and apprenticeships

The area needs local jobs and apprenticeships especially for young people and if this could be incorporated into any proposed development it would be positively received.

Population

Evandale has an ageing population and is predominately a retirement village. This potentially threatens the long-term sustainability of the school, services and commercial activities. There is a regional strategy to increase population through immigration to address the issue of a diminishing working-age population.

Housing and livability

Housing development should take an integrated approach with a variety of options, including affordable housing. Housing affordability is an issue.
The development should be 'pitched' at telecommuters where people live and work from an area of high lifestyle and livability.

Healthy lifestyle

Any new development should incorporate green open spaces, tracks and trails, provision for active transport, community gardens for fresh food and sport and recreation facilities. The Evandale Football Club has successfully moved into female football and is presently outgrowing its present facilities.
Revegetation of the area was also seen as part of a healthy lifestyle with the connection made between a healthy environment and human health outcomes.

Tourism

The projected demand for visitor accommodation in the Region over the next 10 years is 500 rooms and after factoring in proposed Launceston developments there is still opportunity for 200 rooms.
Agri-tourism is a focus for the area, the aim being to create immersive experiences around produce, producers and value adding.

Evandale Village viability

Commercial viability is challenging particularly during the winter months. Additional service and retail outlets have often failed e.g. service stations and butchers shop. At one stage the local supermarket closed. There was concern that Village commercial activity would be replicated in any new development and increase competition in an already challenging commercial environment.
The viability of the school and having enough students to ensure its future is also a concern to many people. A social enterprise, perhaps working with a not-for-profit, might provide good outcomes for all.

Past planning and the present Planning Scheme

There is an agreed town boundary, outside which the Village should not expand. Also within this boundary there is a population cap of 2000. There were concerns that this planning framework that had taken a long time to agree was now being ignored.

The development's address/name

The 'working' name of 'Ridgeside Lane' for the project was used because the site borders on Ridgeside Lane – its address. There is also a nearby property called 'Ridgeside' and there was confusion over why that name was being used. Many would prefer an alternative name be given to any proposed project.

Ongoing costs

There is concern over who will pay for the ongoing maintenance costs of gardens, parks, open spaces, track and trails. If this fell to Council there was an added concern that rates would be increased to pay for additional maintenance.

Launceston Airport

The three issues raised by airport management were making it clear to people living in any proposed new development that they are on the airport flight path and there will be aircraft noise that will not change; safety over establishing any body of water which would attract birds which are a safety hazard for air traffic; and the airport retaining good relationships with the community.

Co-design Community Workshops: Summary of Key Issues

Around 110 people attended the four workshops. They were held at various times to maximise convenience on Wednesday, May 23rd and Thursday May 24th. There was a separate meeting with the Evandale History Society and volunteers from the Information Centre held Thursday, May 24 to coincide with their regular monthly gathering. People were asked to register for the workshops to help with the formation of workshop groups and inform catering needs.
The workshop process was organised around the exploration of themes, with project team professionals working with community members. Each participant had the opportunity to contribute to each of the following four themes: Infrastructure; Character; Residential Options; Uses and Opportunities. A summary of the issues raised by participants is set out below:

Infrastructure fit for purpose

Roads and traffic:

- This is a key concern. There is a fear that any proposed development will generate traffic pressures on Russell and Barclay Streets. There was strong opinion that the Evandale Village centre not be used as the 'through-road' to access any proposed new development. There is also a concern that increased traffic will tax existing Village roads.
- Russell Street is integral to the heritage character of Evandale and is also the commercial activity hub. However, it is narrow with restricted parking, driver line of sight concerns and heritage amenity. The Sunday Market creates parking issues and restricts traffic movement and whilst this is generally accepted, people 'don't want Sunday, everyday.'
- The intersections of Russell and Barclay Streets with High Street also have line of sight concerns at current traffic levels. Nobody wants to see a roundabout or traffic lights.
- Barclay Street does not have the parking issues of Russell but does pass by the school. It also has truck traffic.
- A traffic study is needed.
- Vibration from trucks may potentially damage heritage buildings and homes.
- The use of Cambock Lane is limited as an access point as it is a narrower residential street.
- A solution that diverts traffic around the Village would be ideal but the density may not justify the capital cost. Creating a connection from Ridgeside Lane through farmland north of Cambock Lane to the Leighlands Road / Evandale Road intersection was suggested.
- Evandale Road beyond the airport narrows; there are no white lines and there are grade issues around the rail crossings. The Community and Council would like to see it upgraded. The creation of a 'Ring Road' to the Leighlands Road intersection might provide a catalyst for Council and State Government funding for such an upgrade.

Water, sewerage, storm-water and waste management:

- Will the existing infrastructure be able to accommodate a large increase in population?
- The sewage treatment plant is ageing, located in the flood plain of the South Esk River and considered to be close to capacity. TasWater manages it.
- Water pressure is good on White Hills Road but patchy across the Village. There are some quality issues for those living in Trafalgar Lane.
- Councils have retained responsibility for drainage and storm water.
- There is a Waste Transfer Station on Logan Road adjacent to the southern boundary of the site. It was also mentioned that a previous landfill and hydatids testing site might be located on the eastern end of the site on Logan Road. The exact location will need to be determined so testing can be conducted.
- There was support for storm water retention and reuse in any proposed development.
- The notion of any proposed development being self-sufficient and sustainable was generally well received and considered feasible given the rate of technological advancements.

- The ability to connect any proposed development with existing water and sewer infrastructure will need discussion with TasWater.

Character

Village comes first

This is a description of Evandale's character by a resident and workshop participant.

'Evandale is an historic village in a peaceful, rural setting. The leafy, green trees provide cool shade in summer and beauty all year round. It is peaceful, quiet and safe. The landscape surrounding the Village gives us views of mountains, rivers, and productive farming land. The sounds you hear are of cows bellowing, and our kids walking together, riding bikes and playing. Evandale is a creative, enterprising community and there are many 'big' personalities. We stage national and international events like the Penny Farthing races and Glover Art Prize. What is unique about Evandale is the people, their stories, convict history, churches and our historic Village with its cosy, quiet laziness. There has been steady and considered development in Evandale since its establishment. Steady and staged growth is the favoured approach. A steady, staged increase in population within the agreed limits, with the potential of extra families living in the area and jobs that might be developed and maintained would be good.'

What was liked?

- Greenery, open space, trees and gardens. Trees you can eat. 'In Sorrento the streets are lined with lemon trees.'
- Development that is subtle and respectful of the 'neighbouring' historic Village of Evandale
- The development to be surrounded by the landscape, which can be seen wherever you are; this is integral to the character of the District.
- A community focus, parks, walkways, something for families and children
- Underground power
- Good standards of design and construction
- A fire buffer zone, and a community preference to separate any new areas. 'It should not be an extension of Evandale but separate to it.' This also raised the question of a separate name, which has not been determined.
- The potential green belt to contain tracks, trails and paths that link to the Village and to existing tracks and trails which facilitate active transport, health and wellbeing outcomes. Many were positive about this.
- Facilities that help build community.

What was not liked?

- The look and feel of a suburb.
- No concrete jungle!
- High-rise developments
- A place like Grindlewald with gimmicky themes
- Bright colours that clash with the landscape and Village
- Big fences and colour bond fences
- Big houses on small blocks
- Blocked views
- A great big hotel

Residential Options

- Previous planning studies resulted in the recommendation that population in the Evandale Village be restricted to 2,000 persons. The present population is estimated to be around 1,400.

- There is limited supply of new housing and land for sale in Evandale. Housing development is happening nearby in the municipality at Perth and Longford.
- Residential options should cater for all ages and stages in life. There needs to be a mix and diversity. Density however is not favoured.
- To attract families, housing will need to be affordable. This implies smaller lot sizes. Currently the Village has an ageing profile. More young families would help secure the future of the school and eventually the Village. 'If we lose the school, we lose Evandale'.
- There is a tension between small lots and bigger lot sizes. Generally the Devon Hills or Leighlands Road sizes with the traffic problems resolved had support. That however may not address affordability.
- Some objection to grid pattern streets and cul de sacs.
- Ageing in place should be facilitated by the housing options. There was discussion around a Glenara Lakes aged care facility with a mix of independent living and supported care facilities set in landscaped grounds. This got a mixed reception.
- There are examples of areas where building design guidelines are set and covenants placed on buyers to ensure the character of a place is maintained. There is scepticism over how this would be enforced and achieved over time.

Uses and Opportunities

- The Village of Evandale has lost services over time: 'We used to have two service stations, we need a pharmacy, the butchers shop closed and the general store even closed for a while. If the numbers of children don't increase the school may become vulnerable. There is no police station. We could do with increased access to doctors and dentists. Without growth Evandale runs the risk of continued service decline.'
- 'We don't offer enough to tourists to keep them here for very long.' However the community hosts two iconic events with the Penny Farthings and Glover Art Prize. There was some enthusiasm to restore the historic water tunnels.
- A view was expressed that there was no desire to be like the Village of Richmond (outside Hobart) with its 'tacky shops' and high visitor numbers.
- An event, conference or wedding venue was suggested. Weddings could strengthen existing businesses.
- The Agrarian Kitchen (Derwent Valley) concept showcasing local produce was mentioned. In the 1980's Evandale supported two fine dining establishments, Casey's and Russell's, which brought visitors to the Village.
- Artist studios and exhibition spaces to build on the 'Glover' reputation were suggested.
- In broad terms however, there were no consistently strong tourism ideas.
- There were many more suggestions around recreational and community facilities and they included: a 36 hole golf course, sports oval, swimming pool, a men's shed, walking and cycling trail including mountain biking and an outdoor gym. One participant suggested that there was the potential for 8 km's of trails around the development site that could link into the Village and existing trail networks. A 'country-club' style centre with community spaces was suggested and was also seen as a facility that would have a positive impact on community building.
- Landscaping, parks and open spaces linked by walking trails, playgrounds and an outdoors event space were mentioned. An arboretum could enhance the landscape.
- One participant stated that the first public library established in Australia was at Evandale and suggested a community engagement space reflecting that history could be established.
- It was stated that the soils on the northern aspects of the site are suitable for grape growing. Keeping some part of the site for agricultural and rural uses was generally supported.

Phase 1 Summary: What we heard from the engagement INPUT stage

Combining the insights and understandings of both the interview process and the co-designing community workshops the following list summarises the first stage of the engagement's INPUT stage.

- Approach development as it has been done in the past: steady and staged.
- Understand the land and landscape from the perspective of the Aboriginal community.
- The natural environment and surrounding landscapes was a common thread throughout discussions and should be an integral reference point to any considerations.
- Develop separately from, but in sympathy with, the Village. Good design, construction, a subtle colour palette, lower density and respect for the existing heritage is favoured. There needs to be a green zone of separation between Village and New and this provides the opportunity for linkages and connections through tracks, trails and parklands.
- A major issue is the concern around traffic pressure on Russell and Barclay Streets that may be caused by any development associated with a large increase in population.
- An off the grid, self-supporting settlement using modern technology may overcome any challenges with sewer, water and energy.
- Landscaping, green open spaces and recreational facilities are supported. Tracks and trails in particular would promote active transport, health and wellbeing.
- Affordable housing and opportunities for young families would help safeguard the school. Places and spaces for families and young people are needed. The development should be about the children and grandchildren of existing residents.
- Keep part of the site as farmland, vineyards may be the opportunity, but also specialised local produce as the focus.
- Evandale like Tasmania is ageing and ageing in place facilities are likely to be in demand. This has implications for residential options.
- Build on Evandale's history, events and rural produce for tourism in line with a 'heritage to harvest' concept. Mass tourism is not popular.
- An alternative name for any development, not Ridgeside Lane.
- In all planning, be mindful of the Airport requirements.

Phase 2: Feedback

Following the engagement program's INPUT stage, the project team worked to translate the understandings into a draft, high-level concept plan. This concept plan was presented to community and stakeholders at the beginning of June 2018 for further feedback. Below is a summary of the key issues or questions raised during the feedback workshops and presentations.

Presentation and feedback workshop: Summary of Key Issues Raised

Three workshops were held on Wednesday June 6Th 2018 and 70 people attended over the three sessions. The high-level draft concept site plan, developed following the co design workshops was presented and explained.

Working in groups, participants were asked to say what they liked about the concept and what they were not sure about. The key issues from these discussions are set out below. The numbers indicate the number of times an issue was raised. The main like was the provision of tracks, trails and community facilities. The main area of uncertainty was road access and traffic.

Likes

Tracks, trails and facilities (10)

The ability to walk and cycle to Evandale Village and to be active within the project by cycling and walking on tracks and trails amongst lots of trees was popular. An amphitheatre, performance space and training centre were liked. There is interest in a swimming pool being provided.

Housing (7)

The housing design is compatible with the area. Not high density housing and not as many as 1,000 homes. Good variety of lot sizes and integration of living.

Sustainability (5)

The emphasis on sustainability and the eco focus particularly with energy

Population (2)

The development will assist with local population issues.

Community spirit (2)

The development encourages a strong and safe community spirit.

Not Sure

Road access and traffic (23)

Road access and generation of traffic is the key issue. There is debate over vehicle access from Logan Road. Some want it, others don't. Emergency services queried the safety of having only one way in or out. A gated emergency access onto Logan Road was suggested. The need to upgrade Evandale Road between the airport and the Village was also raised.

Development certainty (8)

Who is going to own and operate the development and what happens if you get to a certain stage and then sell to someone else? Is the project economically feasible? How can you be confident to make such a long-term commitment?

Housing issues (8)
Should there be covenants in place to control the standard and style of homes?
The provision of social housing in the community draws mixed views and what a lot of moderately priced houses mean? What will Council say about rural residential blocks? What are the implications for my house?

Future Maintenance of the land (7)
How will the open land and gardens be maintained and by whom? Do the residents look after the open space? How will the subdivision of large blocks later be controlled?

Facilities for young people (7)
What facilities are planned for young people on the site - skate parks, mountain biking, bike trails, and BMX tracks?

Waste and services (6)
What is the waste management plan for the site? How will water be provided?

Don't lose the countryside (6)
What impact will there be on the countryside and environment? This is the countryside and we don't want to lose it.

The plan and zones (5)
What zones are you proposing and how does the project affect the rural classification of Evandale?

Risk to agriculture (4)
How will the development interface with adjoining agricultural enterprises? There is a potential risk to agriculture. Need to protect right to farm.

Commercial activity (3)
What commercial activities are intended in the project? Will they be at detriment to local business?

Attachment 1: Record of Interviews held during the input phase of the engagement activities

Chris Griffin: CEO Tourism Northern Tasmania
Accommodation Demand Study commissioned by Office of Coordinator General outlines the need for 500 rooms over next 10 years. After taking into account the addition of the Silo Hotel and the proposed Joe Chromy Hotel the area will still be short 200 rooms. NTT is working on the area's core attributes – heritage, productive landscapes, harvest. History is still a focus but only with the 'harvest' connect. Just focusing on a heritage town doesn't work - hard for communities to maintain and needs to be linked to something. NTT is also working with the Aboriginal Community around establishing walks relating to produce and landscape. Free settlers, not convicts, populated the Midlands. Many families are multi-generational residents and have a long and credible relationship with the area. Agri-tourism is a key opportunity - create immersive experiences; merino fine wool; distillery activities e.g. whisky and gin; wine; growing food; growing/using native and heirloom plants; meet the makers and producers.

Ian Goninon: Councillor and President of the Northern Midlands Business Association (NMBA) Please note: it was stressed and understood that this meeting was in the context of Ian's involvement with the NMBA not the Northern Midlands Council. Ian commented that there was confusion about the proposal and specific questions raised by NMBA members were:

- Where is the location?
- If it doesn't go ahead, what will you do with the land?
- How will access be managed?
- Existing roads won't cope
- What size are the lots?

The NMBA has been lobbying for some time to upgrade roads to reduce the travel time of produce to port. There is a need to extend the airport road beyond the airport because the present road cannot cope with the existing volume. Any increase in traffic will exacerbate the situation. Any additional support for road improvements would be welcomed.
The area needs new jobs and apprenticeships for young people

Evandale Rotary Club
Questions raised

- Are they residential blocks?
- Will there be rural blocks?
- What about aged-care blocks?
- What sort of zoning do you need?
- What about the roads going in and out? (This is a key issue)
- How much green/public space will be allocated?
- Have you bought White Hills Ridgeside?
- How will you access it?
- Can you put 'ticker-tape' up on the land you have bought so it can be identified?
- What about power, sewage, water? How are you going to accommodate that?
- Are you part of the Blessington Road development?
- Will all dwellings be built or could you buy a vacant lot?
- What similar projects have you done that we could look at?
- What would the project start time be?
- Would you establish a nursery at/near the house?
- How many people?

- You must have done the projections and know what you are going to do?
- Will you be using wind energy and building turbines?
- Will you have shops as part of the mixed-use?
- We don't want a whole lot of people coming into the Village and making everyday a 'Sunday'.

Maree Tetlow: CEO NTD

NTD taking an integrated approach to development and are keen to see any new housing take the same approach. Also working on an economic strategy for the region, which is highlighting the need for population growth (which will require housing); responding to tourism demand and social and health issues.

Lucy Byrne, Managing Director, Healthy Tasmania

Focus is on health as an economic driver and the need for the State to improve their health outcomes

- Link to Evandale and provide healthy lifestyle opportunities; create a circuit that joins Logan Road, Nile with Leighlands and make use of existing tracks and trails. If there was a trail along Leighlands Road it would make a substantial running, walking, cycling circuit.
- Build understanding of the 'drivers', viability of Village; school numbers;
- Community gardens, landscaping
- Historical connections e.g. to Glover
- No duplication.
  Many deer in the area: could be a 'wildlife attractor'
- Recreation: tennis (cardio tennis), gym equipment; outdoor hoops; playgrounds; mountain bikes, trail running

Jane Shaw, Ingleside Bakery

Businesses find winter months very difficult. Had a butcher but it closed. More locals would influence the kind of retail and services offered and the viability of the Village as a small 'activity centre'.

Frank Deane (Resident)

Frank highlighted the work that had been done in setting the township boundary and also the population cap. He would like to see a golf course incorporated into the end design.

Evandale Football Club

Club was dwindling in numbers and so moved into female football
Now has a need to expand facilities

- Need bigger change rooms
- Could explore incorporating new facilities as part of a new development
- Raised community concerns: traffic, loss of Village atmosphere; too close to Village, competition
- One member, related to the person whose property is called Ridgeside, was upset that the name had been used for the development

Neil Grose CEO and Tim Holder, Chairman, Launceston Chamber of Commerce

Chamber is keen to see increased airport capacity for logistic solutions. Roads beyond airport are an issue. Opportunities for Launceston and Northern Tasmania: new international players; building identity; need smart investors; address winter months, accommodation at airport. New economy where people will be working from home and the north gives a great lifestyle benefit
Opportunities for inclusion in the development

- Incorporate a social enterprise into the mix of use

- Establish a sculpture Park as part of the botanical gardens
- Making lighting a feature
- Digital capabilities for the digitally enabled worker

Coordinator General's Office: John Perry and Catherine Murdoch,
This meeting took the form of a briefing where the idea of a proposed development was outlined to members of the Office.

Launceston Airport Peter Holmes (Operations), Ilya Brucksch-Domanski (Planning) and Paul Godier Planning Manager Northern Midlands Council (on phone)
Airport does not come under the Northern Midlands Council Planning Scheme but Air Services (Federal Government) however development applications near airport are always done in collaboration with the Northern Midlands Council. Want to make sure people who buy in area understand it is an airport precinct and there will be noise. Don't want to have people complaining and trying to get things changed. Need to make it clear; clearly advertise as stipulated in the Air Services Act 1995.
If Launceston/Tasmania was successful in the bid for the Qantas Air School, could mean an increase of workers into the area and more traffic
Airport is responsible and engaged with local community and we don't want this to change. We are a community asset.
The road past the airport is not good. Already decreased speed on road. Locals do not like the roads. They are narrow and in last two years there has been 2 crashes near the railway crossing.
There is concern regarding safety in relation to birds. Bodies of water attract birds. Have been incidents with swans. Swans migrate east to west. If there were another body of water in-between they would use it. CASA dictates we measure and monitor birdlife within a 15k radius. At Evandale, birds are at flying level. Other wildlife hazards include wallabies, peacocks, wombats, and hares. We are very conservative about bird and wildlife hazards because of safety.
Hobart has built a hotel to accommodate early flights but it's not doing well. Launceston is a destination, not a stop over.
Airport is looking to develop their vacant land.
The road upgrade between Breadalbane to airport will be duplicated but not beyond. This was an election promise.
Airport consultative advisory committee meets every six months. TIP representatives are invited to attend and update everyone.

Angus Douglas (P&F member, local farmer)
Sustainability of the area needs to be proven and understanding longer-term trends in relation to an increase in the number of families would be helpful.
The area needs re-vegetating. There is a lot of native authenticity and understanding of vegetation; corridor ethos – reference to bioregions; habitats; re-generative agriculture
Area points to the hills and therefore need for an organic shape
For liveability, the perimeter areas need to back onto activities

Johannes Verhoeff
Development to be neat, tidy and simple
Narrow streets in the village, walking village – car is not king!
Fancourt in South Africa is a model and is like a walk through the country from village to village.
Langezandt outside Cape Town and also Kievits Kroon in Pretoria are examples of well-designed developments

John Kirwin, CEO Royal Flying Doctors Service Tasmania

Tasmanian has an ageing population and Evandale is a retirement village
Traffic, parking and roads are the key issues
Plans for Western Junction: rails, all facilities; Airport is starting their master plan next year; airport used to be busy for freight but that has changed to boat. If Western Junction development goes ahead then people will need to work and live somewhere.
Pitch development at the 'telecommuters'; housing affordability will be an issue; need good school and healthy lifestyle.

Chris Byrne and Chris Concade Hangar 57

The two Chris's are making whiskey in the old Ansett hangar at the airport.
They are at the early stages of their marketing efforts.
They will soon start looking for outlets to sell their product.

John Clements: Missiondale

Missiondale runs a rehabilitation program
Clients are usually in the program for 3 to 12 months
Range of activities include market gardening
Looking for other activities around horticulture skills development
Might be opportunities for skill development within the nursery or agriculture

Peter Wolfe and James Abbott (Glover Society)

Evandale has the highest residential prices outside Launceston
Where you are going to build overlooks the transfer station; land looks down on it
If get 30k winds, plastic gets stuck in the trees
Sight line for land to waste transfer station
Map needs to be adjusted as things look like they are there when they're not
Only people with money can afford sustainability
Where will the storm water go?
Solar panels need to be cleaned

Evandale History Society

Volunteers from the Information Centre joined society members
The following comments/questions were raised

- What did Council say you needed to provide them?
- There is no official application as yet
- The solicitor said that you don't own the land. Do you?
- Evandale feels like a community. 'I came here because of the heritage, beauty and quietness of the Village. Lot of feeling about that and people are concerned and scared that it will be taken away
- Traffic and using the Village as an entrance is the key concern
- Don't want any other days like Sunday
- What size blocks will you have down there?
- This terrifies me – it's larger than our Village
- You are not welcome here!
- Many of us see you as a 'nuisance'
- We need land to grow food, not houses
- Are you aware of Pitt and Sherry's report?
- There is a great deal of confusion
- A town that size (no size specified) needs a 'hub' – this will compete with and destroy the main street of Evandale

- The information says that the proposed development is kilometres away but it's not – it's on the edge of the Village
- Everything TIP does is 'high rise' – are you going to do that here?
- Who will look after the botanical gardens?
- What about flooding?
- What do you mean by affordable housing?
- Ongoing liabilities get passed onto Council and ratepayers
- Grey water – pump breaks down – who pays?
- What is design in sympathy with heritage values?
- Have you made contact with the irrigation?
- If you do this and then leave or sell to someone else, we have to pay for it all
- Impact of using water for domestic use
- Have you been to see the Coordinator General?
- Any meeting with Planning Commission?
- Are there offshore investors?
- Beneficial for land to remain rural land without residential
- There is a rumour that Launceston airport is to be made an international airport
- Perth and Longford already have plenty of land for housing – they can't sell it
- Launceston has an amalgamation agenda
- Planning Scheme has the 'village on the hill' and we want that to remain
- Council have held two closed meetings on this development
- Ridgeside is the name of an existing property

Attachment 2: Record of feedback presentations and interviews

Northern Midlands Council presentation

Questions raised

- Where will you put the battery bank?
- Will people drive White Hills Road into Launceston? Or is an alternative route planned?
- Would tourists want to go into this development?
- Will you be replicating retail? E.g. two supermarkets? (Don't want to end up like Devonport)
- Where does your land start and finish?
- Who determines the building standards?
- What are the next steps?
- What comes to Council in July?

Comments

- Russell Street is impossible. You need to solve entry into the site. This is fundamental
- There is opposition. However, some people like the idea, but won't say
- There is a fear of losing the school
- Jobs and kids is what the community care about
- Barclay Street and growth – still want children to be able to get to school
- Building and apprenticeships would be very beneficial
- Farmers use Logan Road
- The fire brigade will need more resources and up-skilling to handle the increase in population
- There is no ambulance station. Would be good to address that
- Move the existing sewerage station (need to discuss with TasWater)
- Council will have a workshop prior to the meeting when the application comes in and then move to a formal Council meeting

Evandale Advisory Group

Questions raised:

- How wide is the buffer?
- Houses in Logan Road will lose their view
- Will the developers provide the trees?
- Will the developers provide and maintain the botanical garden?
- Who maintains the whole thing?
- Who came up with the name Ridgeside?
- Will you consult regarding the name?
- Off the grid? Will there be wind turbines?
- What do you mean by affordable housing?
- Will there be different rate calculations to the rest of Evandale?
- What zoning are you going for?
- Do you think there will be an enthusiastic take-up?
- One of the key messages you left off the list was 'go away'.

Maree Tetlow: CEO Northern Tasmania Development

Feedback she had heard was around the following

- Name
- Agriculture/vineyard: spray drifting back and therefore upsetting people
- Utilities

Northern Tasmania issues

Population: unless we act, the working population will dramatically drop off in the next three years. Strategy to encourage more skilled migration needed.
NBN: will need to look at how the new community connects to the web so people can work from there.
Housing strategy: being developed. Aim is for inclusion.
Economic data: developing an economic plan with the help of NIEIR (National Institute of Economic and Industry Research). Report will be available soon
NTD do not separate economic and social but focus on the two together.
Employment: focus on apprenticeships and employment

Chris Griffin CEO Northern Tasmania Tourism

Will need to be visitation around purpose – not something you come across
Artisan/makers has great appeal particularly around produce and agricultural activities
Agreed, something like the Mt Eliza Management Centre would be appealing
Incorporate facilities for 'electric cars' – visitors will only travel as far as they can on the 'daily battery' – will want to power up at the night when they are asleep
TNT focuses on the heritage precincts/villages in next few years

Neil Grose, Launceston Chamber of Commerce

Thanked us for the briefing

Leanne Hurst and Richard Jamieson, Planning and Development, Launceston City Council

Thanked us for the briefing

End report
July 2018

thenoagroup

1-256

Evandale Project: Economic Impact Analysis

Summary Report

MCa <Michael Connell & Assocs.>

November 2018

1-257

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The report has been prepared on the basis of information available at the time of writing. While all possible care has been taken by the authors in preparing the report, no responsibility can be undertaken for errors or inaccuracies that may be in the data used.

Executive Summary

The proposed development will have significant economic impacts on Evandale and the adjacent region.

It will renew the population, create a quality regional tourism destination, provide needed services for existing and new residents and create jobs in: hospitality and tourism; care professions; and learning. The larger population and tourist visitors will generate a significant number of other jobs in Evandale and the region.

- **Population:** the completion of the development will increase the population by 2635 persons to an estimated 3579 in 2035. The current population was 1124 in 2016 and had been around this level for a decade. In the absence of the development, the population would decline, which has major implications for local businesses and the provision of services (including primary school education). The take up of housing will include families, which will renew the population. As the population grows their spending will create additional local and regional jobs, which would reach a total of 147 (direct and indirect) by 2035.
- **Services:** a range of required care service facilities are planned for the precinct, which includes retirement living, aged care (including dementia care); and disability respite. An early learning/child care centre is also included to service families in the region.
- **Tourism:** a major tourist precinct is being created with a 4-5 star hotel, wellness centre, eco-resort and artisan village. This will be a major regional tourism asset, which will attract domestic, interstate and international overnight and day visitors. This growth in visitors will provide a major boost to Evandale businesses, as visitors will also spend outside the precinct in the Evandale village. This local spending will increase over time as visitor numbers grow and by 2035 visitor spending would be supporting an additional 20 direct jobs in Evandale businesses.
- **Learning:** education and training activity is also on site with a hospitality training centre, and an agribusiness demonstration farm, which will conduct skills programs.
- **A new employment hub:** with the establishment of all the precinct businesses, in 2030, there will be a total of 133 direct jobs on site covering the tourism, care and education activities, and the spending of these employees would create another 32 indirect/induced jobs in the region.

Construction impacts are significant with site development and construction of housing, buildings and infrastructure extending over a 15 year period. This will generate substantial work for regional businesses (building companies and tradespersons). The number of jobs each year will vary according the staging of construction.

- Direct on site construction jobs (FTE), would average 63 per year over the 15 year period (2020-2034), with most of these jobs in regional businesses (Launceston and Northern Midlands).
- Materials/equipment supply jobs would average 15 per year over the period, with most of these being in suppliers from Launceston and elsewhere in Tasmania.
- When the indirect/induced jobs are taken into account total jobs generated during the construction period would average 93 per year (78 direct FTE jobs and 15 indirect/induced jobs).

1. Introduction

This summary report provides an assessment of the economic impacts of the Evandale project. It has been prepared by MCa <Michael Connell & Assocs.>, economic consultants, utilising project information from Traders in Purple. A more detailed report will be prepared in future to accompany rezoning and planning applications.

The assessment: covers the construction phase, which spans a 15 year period; and the operations phase when houses are completed and occupied and on site business operations commence. Economic benefits are measured in terms of direct jobs and indirect/induced jobs generated in the region and the increase in regional income[1], which is generated by the larger resident population and their expenditure and the increase in visitors (overnight and day visitors) attracted to the activities in the new precinct.[2]

- Construction phase: this assessment covers the entire construction period and the onsite jobs and materials/equipment supply jobs generated and the indirect/induced jobs generated by the spending of these workers.
- Operations phase: this covers the impacts of the larger resident population, the increase in visitor numbers and their spending, and the increase in on-site employment in the businesses on the site (eg. hotel, wellness resort, eco-resort, aged care facilities, artisan village/restaurant etc.)

The development will: provide a major boost to the population of Evandale and surrounding areas over the next 20 years; create new local jobs; and increase revenue for local Evandale businesses and regional businesses servicing the resident market and the visitor market.

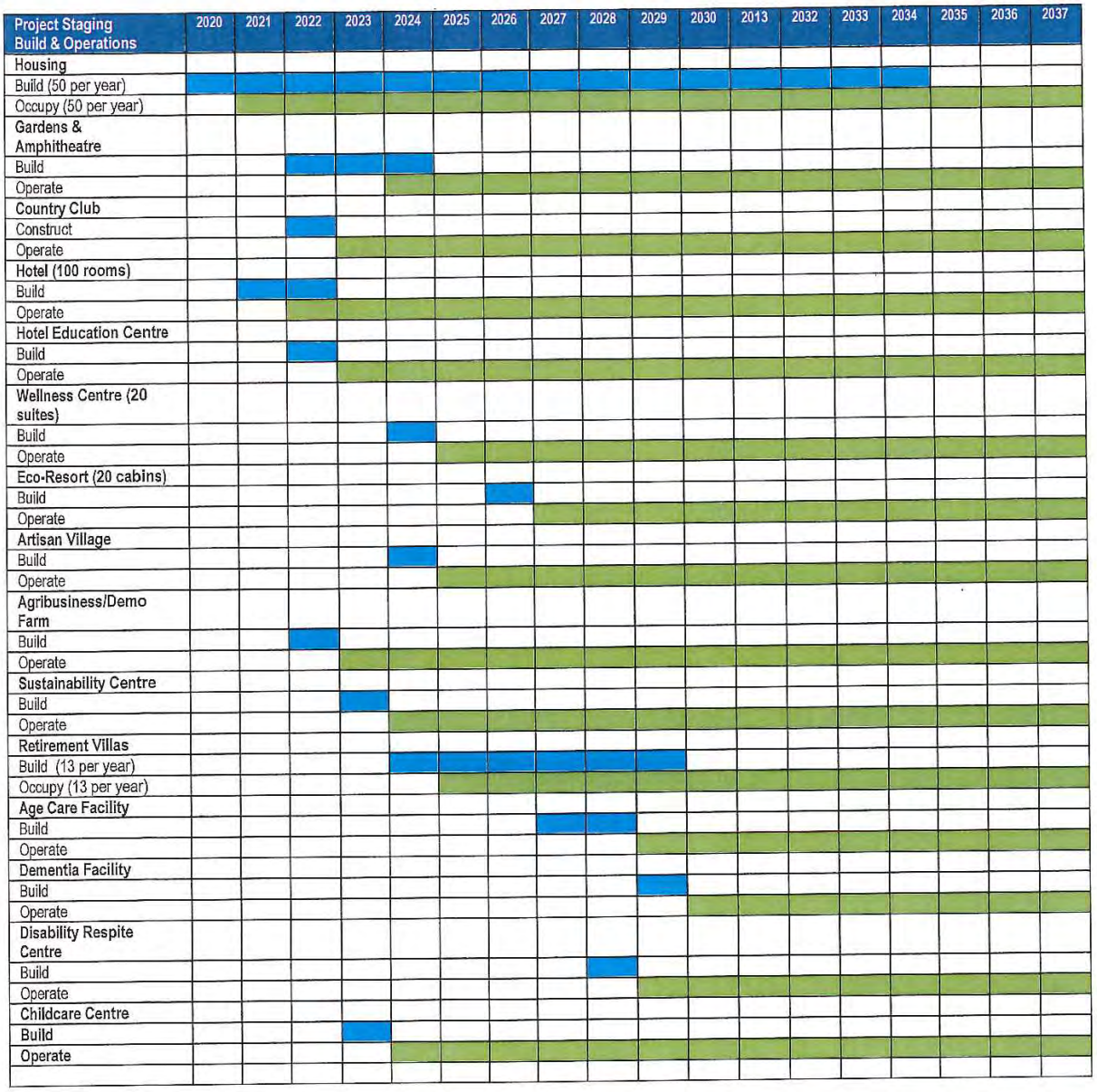
2. Project Staging

The following table outlines the staging and timing of construction and operations, which is used in the economic impact modelling.

1 Regional income is the total net income generated from the activity and covers wages and salaries of employees and profits of businesses within the region. It includes income generated directly within the business and indirect income, which is generated in other regional businesses (wages and profits) from the multiplier impacts of employee spending on the region. It is a proxy for the local value added in the region, as significant parts of visitor spending, include the value of inputs (goods and services), which are produced outside the region. In the modelling of regional income generated, income tax and GST on spending, are both treated as leakages from the region (although some may eventually come back in government spending in the region).

2 This report contains the employment impact estimates only, regional income estimates will be included in the future detailed report.

1-260



Project Staging Build & Operations	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2013	2032	2033	2034	2035	2036	2037
Housing																		
Build (50 per year)																		
Occupy (50 per year)																		
Gardens & Amphitheatre																		
Build																		
Operate																		
Country Club																		
Construct																		
Operate																		
Hotel (100 rooms)																		
Build																		
Operate																		
Hotel Education Centre																		
Build																		
Operate																		
Wellness Centre (20 suites)																		
Build																		
Operate																		
Eco-Resort (20 cabins)																		
Build																		
Operate																		
Artisan Village																		
Build																		
Operate																		
Agribusiness/Demo Farm																		
Build																		
Operate																		
Sustainability Centre																		
Build																		
Operate																		
Retirement Villas																		
Build (13 per year)																		
Occupy (13 per year)																		
Age Care Facility																		
Build																		
Operate																		
Dementia Facility																		
Build																		
Operate																		
Disability Respite Centre																		
Build																		
Operate																		
Childcare Centre																		
Build																		
Operate																		

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3. Housing and Population

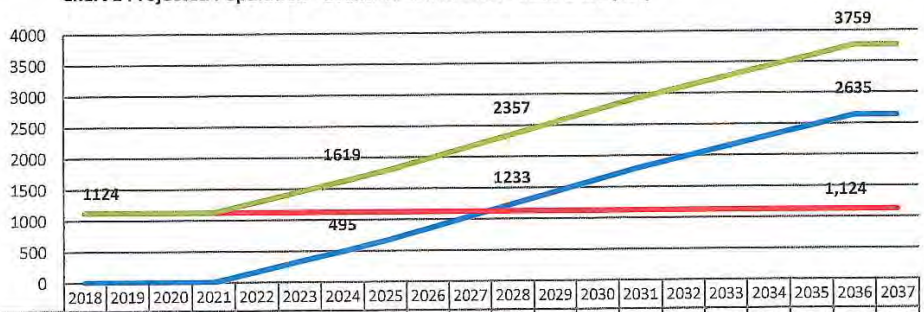
3.1 Resident Population Increase

The population will increase progressively as houses and retirement villas are occupied. The analysis is based on the following assumptions: houses and retirement villas are occupied in the year after construction; houses will attract a mixture of families and couples with an average of 3.3 persons per dwelling; retirement villas will have 2 persons per dwelling. Based on these assumptions the development will reach a resident population of 2635 by 2035.

The chart below shows the projected population over the period to 2037.

- The existing population of 1124 is from ABS Census 2016. The population of the Evandale Urban Area has been basically static over the 10 years to 2016. In the absence of the proposed development the population is likely to get smaller with future ageing and smaller household sizes.
- The development will attract a mix of families and retirees and will renew the population.
- For the analysis we have assumed the existing population remains constant and the new population (based on 750 house lots and 80 retirement villa lots) increases progressively to reach 2635 in 2035, when the housing construction is fully completed.
- Based on this growth the Evandale population would reach 3759 by 2035.

Chart 1 Projected Population - Evandale Urban Area - 2018-2037 (no.)



	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
New Residents	0	0	0	0	165	330	495	660	851	1042	1233	1424	1617	1810	1975	2140	2305	2470	2635	2635
Existing Evendale Residents	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124
Total Population	1124	1124	1124	1124	1289	1454	1619	1784	1975	2166	2357	2548	2741	2934	3099	3264	3429	3594	3759	3759

Source: MCa analysis, August 2018

Table 1 Housing Construction and Population Projections

Housing & Population Projections	Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Evandale Project																					
Houses (750)																					
Build				50	50	50	50	50	50	50	50	50	50	50	50	50	50	50			
Occupy				0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50		
Houses Occupied Cumulative				0	50	100	150	200	250	300	350	400	450	500	550	600	650	700	750	750	750
Population Increase					165	165	165	165	165	165	165	165	165	165	165	165	165	165	165	2475	2475
<Ave person per dwelling =3.3>					165	330	495	660	825	990	1155	1320	1485	1650	1815	1980	2145	2310	2475	2475	2475
Cumulative Population Increase																					
Retirement Villas (80)																					
Build								13	13	13	13	14	14								
Occupied									13	13	13	13	14	14							
Villas Occupied cumulative									13	26	39	52	66	80	80	80	80	80	80	80	80
<Ave per persons per villa =2>																					
Population Increase									26	26	26	26	28	28							
Cumulative Population									26	52	78	104	132	160	160	160	160	160	160	160	160
Total Population (Houses & Villas)		0	0	0	165	330	495	660	851	1042	1233	1424	1617	1810	1975	2140	2305	2470	2635	2635	2635
Evandale Urban Area Population																					
Existing Population		1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124	1,124
<ABS Census 2016>																					
Total Population (Existing & New)		1,124	1,124	1,124	1,289	1,454	1,619	1,784	1,975	2,166	2,357	2,548	2,741	2,934	3,099	3,264	3,429	3,594	3,759	3,759	3,759

Source: MCa analysis, August 2018

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3.2 Household Income and Spending

The population growth in the precinct will increase household income, with spending by new residents occurring in Evandale and in the broader region (including Northern Midlands and Launceston LGAs).

- In current 2018 prices, total annual household income (pre-tax) of the new residents would increase from $3.511 million in 2021 to $58.285 million by 2035.[3]
- Annual resident consumption spending will increase from $1.685 million in 2021 to $27.977 million in 2035.[4]

Chart 2 Household Income & Spending - New Residents 2021-2037 ($ million)



	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Household Income (pre tax)	$3.511	$7.022	$10.533	$14.045	$18.469	$22.893	$27.317	$31.741	$36.235	$40.729	$44.240	$47.752	$51.263	$54.774	$58.285	$58.285	$58.285
Household Spending	$1.685	$3.371	$5.056	$6.741	$8.865	$10.988	$13.112	$15.236	$17.393	$19.550	$21.235	$22.921	$24.606	$26.291	$27.977	$27.977	$27.977

Source: MCa modelling & analysis, August 2018

4. Onsite Operations

4.1 Activities & Jobs

The business operations on site comprise: facilities for visitors (hotel, wellness, eco resort, artisan village); care facilities (aged care, dementia, disability); education and training centres (hospitality training, demonstration farm, early learning/childcare, sustainability).

The number of jobs will increase as facilities are built and businesses/activities commence operations. At full completion (from 2030 onwards) there would be a total 133 jobs on-site. These jobs would be taken up by residents from Evandale, Northern Midlands LGA and Launceston. The development will deliver management and operations jobs in hospitality, care professions, education/training, agribusiness, environment and land care.

Table 2 Business Operations in the Precinct

Business Operations in Precinct	Description
Hotel	100 Room 4.5 Star hotel with conference & functions facilities
Wellness Centre	20 suite luxury wellness centre
Eco Resort	20 cabin high quality resort
Artisan Village - café etc.	Village with café, bar, provender, artist studios
Hospitality Training Centre (Staff)	National training centre for hotel staff
Country Club	Club facilities and casual dining
Agribusiness Demonstration Farm	Demonstration farm and training centre
Retirement Villas	Independent living apartments
Age Care Facility	Nursing home - 25 beds low care
Dementia Facility	Dementia care facility – 20 beds high care
Childcare Centre	Early learning/care centre – 30 places
Disability Respite Centre	Disability respite centre – 20 beds
Sustainability Centre	Demonstration centre for precinct environmental facilities and infrastructure

3 Household income is based on an estimated average for 2018 of $70,233.
4 Household spending estimates are based on an average personal tax rate of 20%, and savings and non-consumption spending taking 40% of after tax income.

Table 3: Precinct Operations and Employment

Precinct Operations		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Jobs - Onsite		Year																			
FTE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
On Site Employees																					
Hotel							22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
Management & Rooms							18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
F&B							**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**	**40**
Total Hotel									8	8	8	8	8	8	8	8	8	8	8	8	8
Wellness Centre											10	10	10	10	10	10	10	10	10	10	10
Eco Resort									16	16	16	16	16	16	16	16	16	16	16	16	16
Artisan Village - café etc.							8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Hospitality Training Centre (Staff)							5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Country Club							11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Agribusiness Demo Farm										5	5	5	5	5	5	5	5	5	5	5	5
Retirement Villas													8	8	8	8	8	8	8	8	8
Age Care Facility														6	6	6	6	6	6	6	6
Dementia Facility									6	6	6	6	6	6	6	6	6	6	6	6	6
Childcare Centre													5	5	5	5	5	5	5	5	5
Disability Respite Centre									2	2	2	2	2	2	2	2	2	2	2	2	2
Sustainability Centre									3	3	3	3	3	3	3	3	3	3	3	3	3
Gardeners & Maintenance				3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Total Employees (FTE) in Precinct		**0**	**0**	**3**	**3**	**3**	**67**	**75**	**99**	**104**	**114**	**114**	**127**	**133**	**133**	**133**	**133**	**133**	**133**	**133**	**133**

Source: MCa modelling & estimates August 2018

MCa: November 2018

4.2 Visitors to Precinct

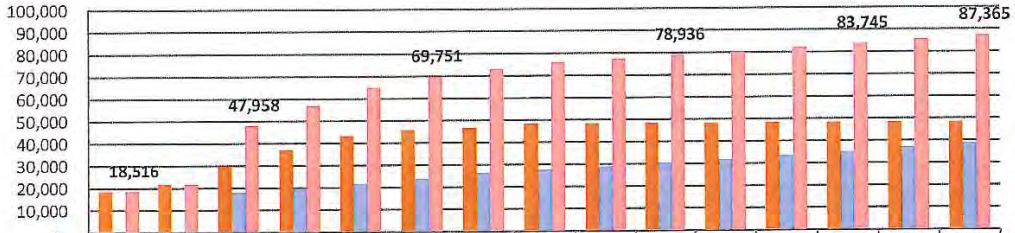
Visitor Numbers

The development will provide a major boost to tourist visitors to Evandale, with flow on benefits to existing businesses in the township. These visitors will comprise: overnight visitors staying at the Hotel, Wellness Centre and Eco-Resort; and day visitors to the Artisan Village, the Agribusiness Centre/Farm and Sustainability Centre. There will also be trainees at the Hospitality Centre and Agribusiness Centre for courses and day programs.

Total annual visitors (overnight and day visitors) are estimated to increase from around 48,000 in 2025 to 76,100 in 2030 and over 87,000 in 2037.[5]

Data from the Tasmanian Visitor Survey show that in 2017 Evandale only has around 8000 overnight visitors (internationals and interstate) and accommodation is limited to several bed and breakfast operations. Further many of the current day visitors just pass through rather that stop, which means local businesses are not capturing this visitor market.

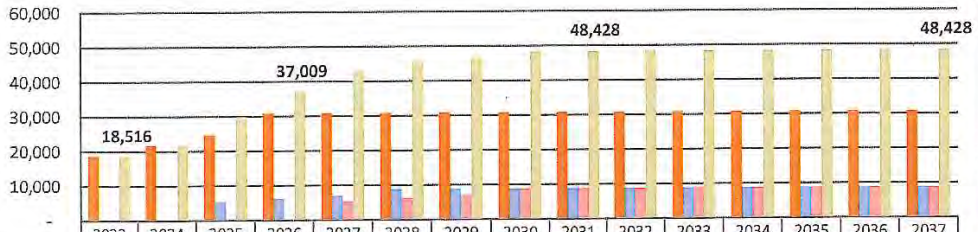
Chart 3 Visitors to Precinct - Projections 2023-2037 (annual no.)



	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Overnight Visitors	18,516	21,602	29,958	37,009	43,158	45,793	46,671	48,428	48,428	48,428	48,428	48,428	48,428	48,428	48,428
Day Visitors	-	-	18,000	19,800	21,780	23,958	26,354	27,671	29,055	30,508	32,033	33,635	35,317	37,082	38,937
Total Visitors	18,516	21,602	47,958	56,809	64,938	69,751	73,025	76,099	77,483	78,936	80,461	82,063	83,745	85,510	87,365

Source: MCa modelling & estimates August 2018

Chart 4 Overnight Visitors - Hotel & Resorts 2023-2037 (annual no.)



	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Hotel Visitors	18,516	21,602	24,688	30,860	30,860	30,860	30,860	30,860	30,860	30,860	30,860	30,860	30,860	30,860	30,860
Wellness Resort Visitors	0	0	5,270	6,149	7,027	8,784	8,784	8,784	8,784	8,784	8,784	8,784	8,784	8,784	8,784
Eco Resort Visitors	0	0	0	0	5270	6149	7027	8784	8784	8784	8784	8784	8784	8784	8784
Total Visitors	18,516	21,602	29,958	37,009	43,158	45,793	46,671	48,428	48,428	48,428	48,428	48,428	48,428	48,428	48,428

Source: MCa modelling & estimates August 2018

5 Overnight visitors estimates are based on detailed modelling of the hotel, wellness centre and eco-resort operations, and day visitors are based on modelling of the operations of the artisan village and estimates of day visitors to the hotel café and restaurant.

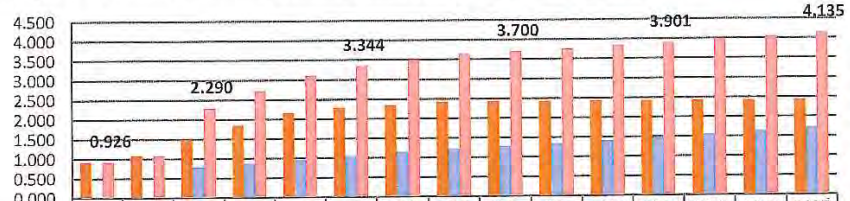
4.3 Visitor Spending

Spending by overnight and day visitors to the precinct will generate revenue for the on-site businesses (accommodation, meals, programs and activities).

These visitors will also spend outside of the precinct, and importantly, most of this additional spending will be in the Evandale Village, providing a major boost to local businesses (eg pub, cafés, retail shops etc.). This spending outside the precinct is estimated based on likely spending patterns.[6]

Spending will grow as facilities in the precinct are developed with total spending increasing from $926,000 in 2023 to $3.7 million in 2031 and $4.1 million in 2037.

Chart 5 Visitor Spending Outside Precinct - Estimates 2023-2037 ($ million - 2018 prices)



	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Overnight Visitor Spending (Outside Precinct)	0.926	1.080	1.498	1.850	2.158	2.290	2.334	2.421	2.421	2.421	2.421	2.421	2.421	2.421	2.421
Day Visitors Spending (Outside Precinct)	-	-	0.792	0.871	0.958	1.054	1.160	1.218	1.278	1.342	1.409	1.480	1.554	1.632	1.713
Total Spending (Outside Precinct)	0.926	1.080	2.290	2.722	3.116	3.344	3.493	3.639	3.700	3.764	3.831	3.901	3.975	4.053	4.135

Source: MCa modelling & estimates August 2018

5. Economic Impacts of Evandale Project

5.1 Construction Phase

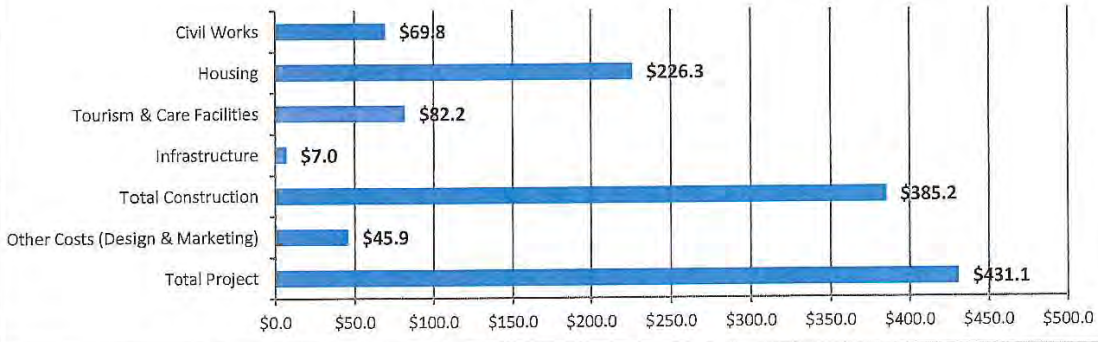
Precinct Construction

Construction of the Evandale Precinct will extend over a 15 year period from 2020 to 2034. Total value of construction covering civil works on site, housing, tourism and care facilities and site infrastructure is estimated at $385.2 million (in 2018 prices).[7] In addition there is a total of $45.9 million in other costs, comprising design (architects, engineers) and marketing, for a total project cost of $431.1 million.

Construction will generate employment for local building companies and tradespersons. In addition local architects, engineers, consultants and real estate firms are being engaged on the project and account for the $45.9 million spend.

Chart 7 shows the staging of this expenditure over the 2019-2034 period.

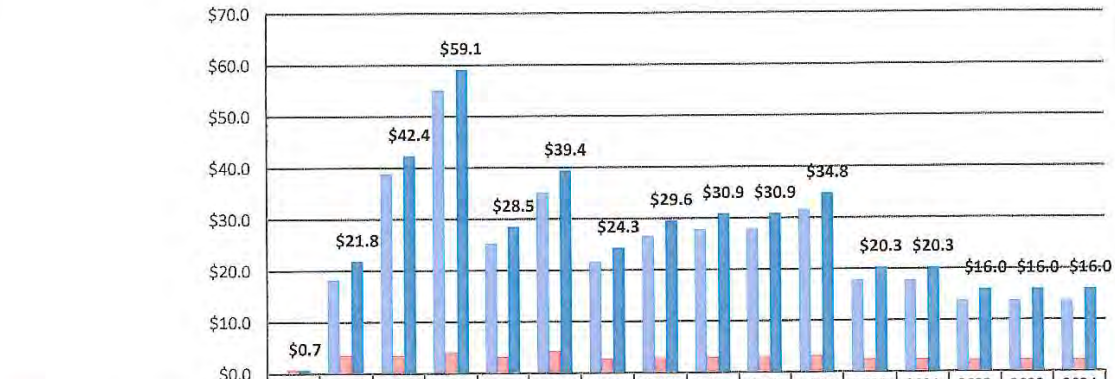
Chart 6 Evandale Project - Construction & Project Costs 2019-2034 ($ million -2018 prices)



Source: Traders in Purple Estimates, August 2018

6 It is assumed that 50% of overnight visitors will spend an average of $100 and 55% of day visitors will spend an average of $80 outside the precinct.
7 Traders in Purple Estimates, August 2018

Chart 7 Evandale Project - Construction & Other Costs 2019-2034 ($ million -2018 prices)

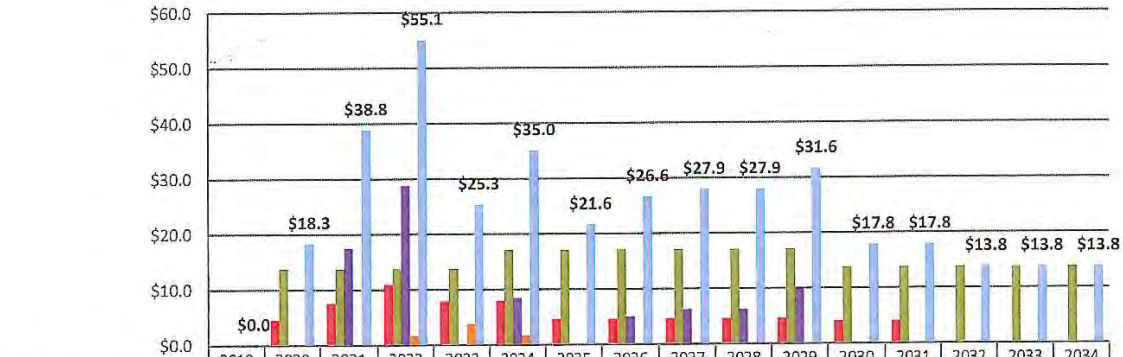


	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total Construction	$0.0	$18.3	$38.8	$55.1	$25.3	$35.0	$21.6	$26.6	$27.9	$27.9	$31.6	$17.8	$17.8	$13.8	$13.8	$13.8
Other Costs (Design & Marketing)	$0.7	$3.5	$3.5	$4.0	$3.2	$4.3	$2.7	$2.9	$3.0	$3.0	$3.2	$2.5	$2.5	$2.3	$2.3	$2.3
Total Project	$0.7	$21.8	$42.4	$59.1	$28.5	$39.4	$24.3	$29.6	$30.9	$30.9	$34.8	$20.3	$20.3	$16.0	$16.0	$16.0

Source: Traders in Purple Estimates, August 2018

Chart 8 shows annual construction costs over the life of the project for each of the components of the development. A development of this scale will provide a major boost to local construction businesses and tradespersons in Launceston and Northern Midland LGAs.

Chart 8 Evandale Project - Construction Costs 2019-2034 ($ million -2018 prices)



	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Civil Works	$0.0	$4.6	$7.6	$10.9	$7.9	$7.9	$4.6	$4.6	$4.6	$4.6	$4.6	$4.1	$4.1	$0.0	$0.0	$0.0
Housing	$0.0	$13.8	$13.8	$13.8	$13.8	$17.1	$17.1	$17.1	$17.1	$17.1	$17.1	$13.8	$13.8	$13.8	$13.8	$13.8
Tourism & Care Facilities	$0.0	$0.0	$17.5	$28.8	$0.0	$8.4	$0.0	$5.0	$6.3	$6.3	$10.0	$0.0	$0.0	$0.0	$0.0	$0.0
Infrastructure	$0.0	$0.0	$0.0	$1.7	$3.7	$1.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total Construction	$0.0	$18.3	$38.8	$55.1	$25.3	$35.0	$21.6	$26.6	$27.9	$27.9	$31.6	$17.8	$17.8	$13.8	$13.8	$13.8

Source: Traders in Purple Estimates, August 2018

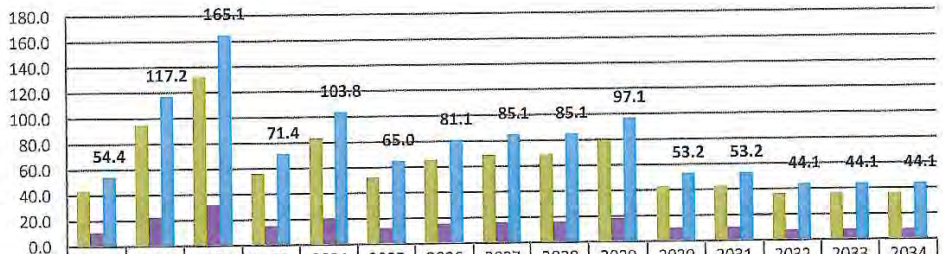
Economic Impacts - Construction

Construction activity will generate a significant number of direct on site jobs and jobs in materials and equipment supply. The spending of these workers will also create jobs (indirect/induced) across a range of industries.

- Direct on site construction jobs (FTE), would average 63 per year over the 15 year period (2020 -2034). Most of these jobs would be in businesses (builders and trades) from Launceston and Northern Midlands.
- Materials/equipment supply would average 15 per year over the period, with most of these being in suppliers in Tasmania and elsewhere.

- When the indirect/induced jobs are taken into account total jobs (construction and materials/equipment supply) generated would average 93 per year (78 direct FTE jobs and 15 indirect/induced jobs).
- The number of jobs varies from year depending on the scale of construction over the period, with the following charts showing the pattern. For example in the peak year 2022 (where major facilities and houses are being built), there would be a total of 165 direct jobs (133 on- site construction jobs and 32 in materials/equipment supply). When the indirect/induced jobs are included, the jobs in 2022 would total 198 (165 direct jobs and 33 indirect/induced jobs).

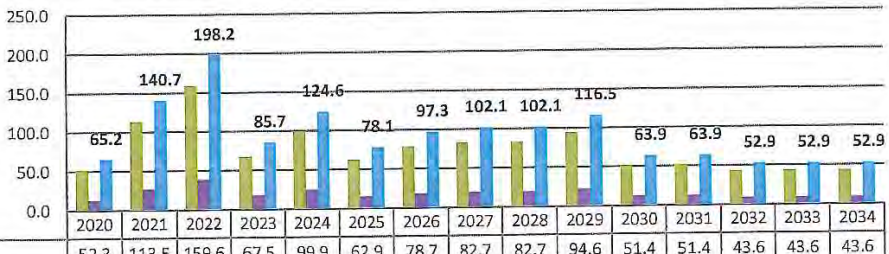
Chart 9 Construction Phase 2020-2034 - Direct Jobs Generated (FTE no.)



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Direct - Onsite	43.6	94.6	133.0	56.3	83.2	52.4	65.6	68.9	68.9	78.8	42.8	42.8	36.3	36.3	36.3
Direct -Materials Supply	10.8	22.6	32.2	15.2	20.6	12.6	15.5	16.2	16.2	18.3	10.4	10.4	7.8	7.8	7.8
Direct - Total	54.4	117.2	165.1	71.4	103.8	65.0	81.1	85.1	85.1	97.1	53.2	53.2	44.1	44.1	44.1

Source: MCa modelling & estimates August 2018

Chart 10 Construction Phase 2020-2034 - Total Jobs (Direct & Indirect/Induced) Generated (FTE no.)



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Total - Onsite	52.3	113.5	159.6	67.5	99.9	62.9	78.7	82.7	82.7	94.6	51.4	51.4	43.6	43.6	43.6
Total - Materials Supply	12.9	27.1	38.6	18.2	24.7	15.2	18.6	19.4	19.4	21.9	12.5	12.5	9.3	9.3	9.3
Total Jobs - Construction Phase	65.2	140.7	198.2	85.7	124.6	78.1	97.3	102.1	102.1	116.5	63.9	63.9	52.9	52.9	52.9

Source: MCa modelling & estimates August 2018

In addition to these direct construction jobs, employment will be generated in: design (architects, engineers, consultants); project marketing and sales; and onsite project management. Most of these specialists working on the project will be from Launceston and Northern Tasmania.

5.2 Operations Phase

Precinct Operations

The operations phase covers the period to 2037, as precinct businesses commence and the resident population increases as new houses are built and occupied. The drivers of these economic impacts are: the resident population and their spending in the region; the persons employed in new jobs in the precinct and their spending in the region; the increase in overnight and day visitors and their spending (outside the precinct) in Evandale. The economic benefits are measured in terms of additional jobs generated (direct jobs and indirect/induced jobs) and the increase in regional income generated.[8]

The benefits increase progressively as each stage of the development is completed and becomes operational.

8 This report contains the employment impact estimates only , regional income estimates will be included in the full report

Economic Impacts - Operations

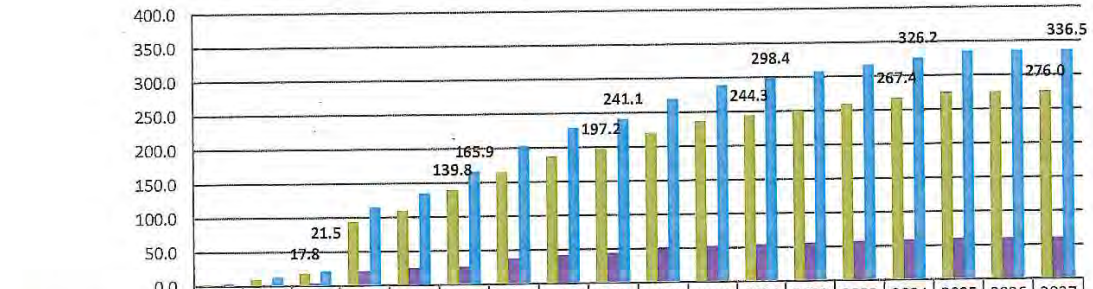
The following charts show the increase in jobs generated by the operation of the precinct.

- Total regional jobs (direct and indirect/induced) increase from 12.6 in 2021 to 366.5 in 2037.
- The 336 jobs in 2037 comprise 276 direct jobs in those businesses that residents and visitors are spending in (including the 133 precinct jobs) and 60 indirect/induced jobs, which are generated by the spending of the direct employees.

The direct jobs are significant and comprise:

- Jobs in the precinct business operations (eg. hotel, wellness centre, eco resort, care facilities, training centres) - these direct on-site jobs increase over time as the businesses commence and increase from 3 jobs in 2020 to 133 in 2035.
- Jobs generated by the spending in the region by new residents. The direct jobs are in the businesses, whose products and services they purchase. Some of these jobs will be in local Evandale businesses and most will be spread across the broader region. These direct jobs increase from 7.4 in 2021 to 122.7 in 2035.
- Jobs generated by the spending in Evandale Village by tourists (overnight and day visitors) visiting the precinct. These impacts capture additional spending by visitors (outside of the precinct) at other businesses in the Evandale village (eg. cafes, pub, retail shops). Direct jobs generated by day visitors would increase from 3.9 FTE jobs in 2025 to 8.4 jobs in 2037. For overnight visitors direct jobs increase from 4.6 in 2023 to 11.9 jobs from 2035 onwards. In total spending by these additional visitors would add around 20 direct jobs in local Evandale businesses in 2035.

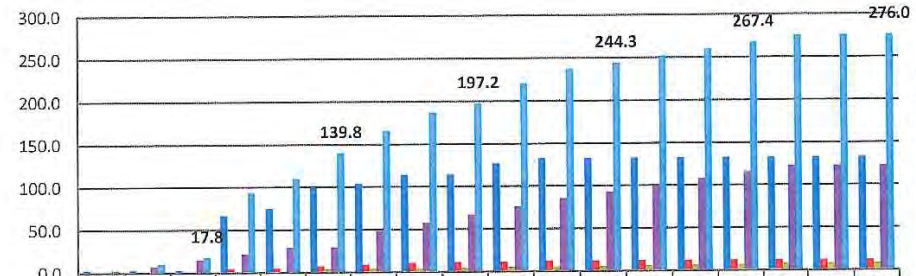
Chart 11 Total Jobs in Region Generated by Evandale Development - 2020-2037 (FTE no.)



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Direct Jobs	3.0	10.4	17.8	93.7	109.9	139.8	165.6	186.8	197.2	220.4	236.6	244.3	252.0	259.7	267.4	275.2	275.6	276.0
Indirect/Induced Jobs	0.7	2.2	3.7	21.4	25.0	26.1	37.2	41.8	43.9	49.1	52.6	54.1	55.7	57.2	58.8	60.4	60.4	60.5
Total Regional Jobs	3.7	12.6	21.5	115.1	134.9	165.9	202.7	228.6	241.1	269.5	289.2	298.4	307.7	316.9	326.2	335.6	336.0	336.5

Source: MCa modelling & estimates August 2018

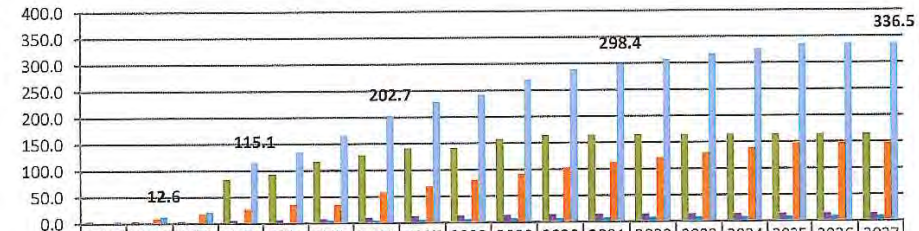
Chart 12 Direct Jobs Generated by Evandale Development (FTE no.)



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Precint Operations/Employees	3.0	3.0	3.0	67.0	75.0	99.0	104.0	114.0	114.0	127.0	133.0	133.0	133.0	133.0	133.0	133.0	133.0	133.0
Overnight Visitor Spending	0.0	0.0	0.0	4.6	5.3	7.4	9.1	10.6	11.3	11.5	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
Day Visitor Spending	0.0	0.0	0.0	0.0	0.0	3.9	4.3	4.7	5.2	5.7	6.0	6.3	6.6	6.9	7.3	7.6	8.0	8.4
Resident Spending	0.0	7.4	14.8	22.2	29.6	29.6	48.2	57.5	66.8	76.3	85.7	93.1	100.5	107.9	115.3	122.7	122.7	122.7
Total Direct Jobs	3.0	10.4	17.8	93.7	109.9	139.8	165.6	186.8	197.2	220.4	236.6	244.3	252.0	259.7	267.4	275.2	275.6	276.0

Source: MCa modelling & estimates August 2018

Chart 13 Total Jobs (Direct & Induced) in Region Generated by Evandale Development - 2020-2037 (FTE no.)



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Precint Operations/Employees	3.7	3.7	3.7	83.1	93.0	117.0	129.0	141.4	141.4	157.6	165.0	165.0	165.0	165.0	165.0	165.0	165.0	165.0
Overnight Visitor Spending	0.0	0.0	0.0	5.4	6.3	8.7	10.7	12.5	13.3	13.5	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Day Visitor Spending	0.0	0.0	0.0	0.0	0.0	4.6	5.0	5.6	6.1	6.7	7.1	7.4	7.8	8.2	8.6	9.0	9.5	9.9
Resident Spending	0.0	8.9	17.8	26.7	35.5	35.5	57.9	69.1	80.3	91.7	103.1	112.0	120.9	129.7	138.6	147.5	147.5	147.5
Total Regional Jobs Generated	3.7	12.6	21.5	115.1	134.9	165.9	202.7	228.6	241.1	269.5	289.2	298.4	307.7	316.9	326.2	335.6	336.0	336.5

Source: MCa modelling & estimates August 2018

6. Assessment

The proposed development will have significant economic impacts on Evandale and the adjacent region.

- It will renew the population, create a quality regional tourism destination, provide needed services for existing and new residents and create jobs in: hospitality and tourism; care professions; and learning.
- The precinct has a major learning component, recognising that the new residents will include families with children. This includes an on-site early learning/child care centre. Further the increased number of families will sustain numbers at the local primary school.
- The Demonstration Farm and Sustainability Centre will provide learning experiences for schools.
- The Hospitality Training Centre and Demonstration Farm will provide young people with practical industry training for 2 key sectors of importance to Northern Tasmania.
- The larger population and the major increase in tourist visitors will generate a significant number of other jobs in Evandale and the broader region.
- The precinct will be a major new employment hub: with a total of 133 direct jobs on site in 2030, covering the tourism, care and education activities.
- Construction impacts are significant with site development and construction of housing, buildings and infrastructure extending over a 15 year period. This will generate substantial work for regional businesses (building companies and tradespersons). The number of jobs year each will vary according the staging of construction. Local teams in design, marketing and project management are being involved in the planning and implementation of the development.



Evandale Residential Subdivision Project

Historic Heritage Assessment Report

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CLIENT: Traders in Purple

14.7.2018

CULTURAL HERITAGE MANAGEMENT AUSTRALIA

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Executive Summary

Project Details

Traders in Purple are seeking planning approval for a residential subdivision project at Evandale in the Northern Midlands Region of Tasmania (see Figure 1). The study area boundaries for the residential development encompasses 246ha, and is situated approximately 1km to the east of the Evandale township. The study area is bounded to the south by Logan Road, and to the north by Ridgeside Lane (see Figures 2 and 3).

CHMA Pty Ltd has been engaged by Traders in Purple to undertake an Historic heritage assessment for the proposed residential subdivision project. This report presents the findings of the assessment.

Results of the Search of the Heritage Registers

The results of the various heritage registers (listed in section 5.1 of this report) shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision.

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

The detailed results of the heritage register searches are presented in section 5 of this report.

Results of the Field Survey

The field survey was undertaken by Stuart Huys (CHMA archaeologist) and Vernon Graham (Aboriginal Heritage Officer), over a period of 3 days (28-6-2018 to 30-6-2018). The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area.

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. As noted in section 5.2 of this report, the search of the heritage registers undertaken for this project shows that there are no registered historic sites or features that are located within or in the immediate vicinity of the study area boundaries.

As described in section 3 of the report, surface visibility across the study area was generally in the low to medium range (averaging 30%). Given these constraints, it can't be stated with absolute certainty that there are no undetected historic heritage sites present in the study area. With this acknowledged, the survey assessment still did achieve effective coverage of 85 200m², with the field team having walked 28.4km of survey transects. This level of effective coverage is deemed to be

sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of historic heritage sites across the study area. The negative survey results can therefore be taken as a reasonably accurate indication that the potential for such features to be present is very low.

As noted in section 2.3 of this report, the native vegetation across virtually the entire study area has been cleared as part of past farming practices, and repeatedly ploughed. Any historic features located within cleared agricultural areas will necessarily have been adversely impacted by agricultural and development activities, unavoidably compromising the integrity of any cultural sites retained within these areas. The extent to which these sites have been impacted will range from total obliteration to dramatic movement in spatial and temporal context. As such, any features located within these kinds of disturbed environments are always compromised in their archaeological integrity. There is very little potential for in situ historic features to occur within the study area.

Statement of Heritage Effects

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

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

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

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

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

Management Recommendations

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

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

Recommendation 1

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

Recommendation 2

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

Recommendation 3

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

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

1.0 Project Outline

1.1 Project Details

Traders in Purple are seeking planning approval for a residential subdivision project at Evandale in the Northern Midlands Region of Tasmania (see Figure 1). The study area boundaries for the residential development encompasses 246ha, and is situated approximately 1km to the east of the Evandale township. The study area is bounded to the south by Logan Road, and to the north by Ridgeside Lane (see Figures 2 and 3).

CHMA Pty Ltd has been engaged by Traders in Purple to undertake an Historic heritage assessment for the proposed residential subdivision project. This report presents the findings of the assessment.

1.2 Aims of the Investigation

The principal aims of the current Aboriginal Heritage assessment are as follows.
The principal aims of the present Aboriginal heritage assessment are as follows.

- Complete an Historic Heritage Assessment for the Evandale Residential Subdivision Project (the study area). The assessment is to be compliant with both State and Commonwealth legislative regimes.
- To determine the extent of previously identified Historic heritage sites within and in the immediate vicinity of the study area.
- To locate and document Historic heritage sites that may be present within the identified bounds of the study area.
- To assess the archaeological sensitivity values of the study area.
- To assess the scientific and cultural values of identified Historic heritage sites.
- To advise on the management of Historic heritage in line with best practice archaeological guidelines, including The Burra Charter (ICOMOS 2013) and *Practice Note: The Burra Charter and Indigenous Cultural Heritage Management.*
- Prepare a report which documents the findings of the Historic heritage assessment.

1.3 Project Limitations

All archaeological investigations are subject to limitations that may affect the reliability of the results. The main constraint to the present investigation was restricted surface visibility due primarily to vegetation cover. At the time of the field survey, surface visibility across most parts of the study area was restricted to an estimated average of around 30%. These constraints limited to some extent the effectiveness of the survey assessment. The issue of surface visibility is further discussed in Section 3 of this report.

1.4 Project Methodology

A three stage project methodology was implemented for this assessment.

Stage 1 (Pre-Fieldwork Background Work)

Prior to field work being undertaken, the following tasks were completed by CHMA staff.

The collation of relevant documentation for the project

As part of Stage 1 the following research was carried out and background information was collated for this project:

- A review of the relevant heritage registers and the collation of information pertaining to any registered heritage sites located within the general vicinity of the study area.
- Maps of the study areas;
- Relevant reports documenting the outcomes of previous heritage studies in the vicinity of the study area;
- Historical literature for the region;
- References to the land use history of the study area;
- GIS Information relating to landscape units present in the study area;
- Geotechnical information for the study area, including soil and geology data.

Stage 2 (Field Work)

Stage 2 entailed the field work component of the assessment. The field survey was undertaken by Stuart Huys (CHMA archaeologist) and Vernon Graham (Aboriginal Heritage Officer), over a period of 3 days (28-6-2018 to 30-6-2018).

The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area. In the course of the field assessment, any areas of improved surface visibility were subject to a detailed inspection. Section 3 provides further details as to the survey coverage achieved within the study area.

Stage 3

Stage three of the project involves the production of a Draft and Final Report that includes an analysis of the data obtained from the field survey, an assessment of archaeological sensitivity and management recommendations. The report has been prepared by Stuart Huys from CHMA.

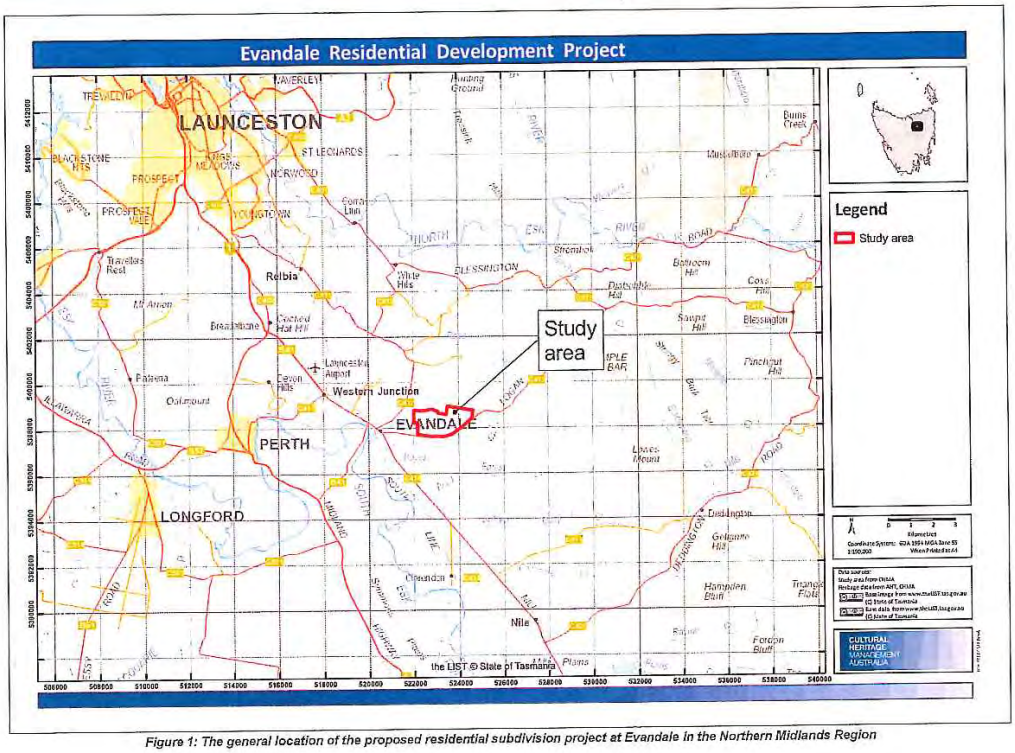


Figure 1: The general location of the proposed residential subdivision project at Evandale in the Northern Midlands Region

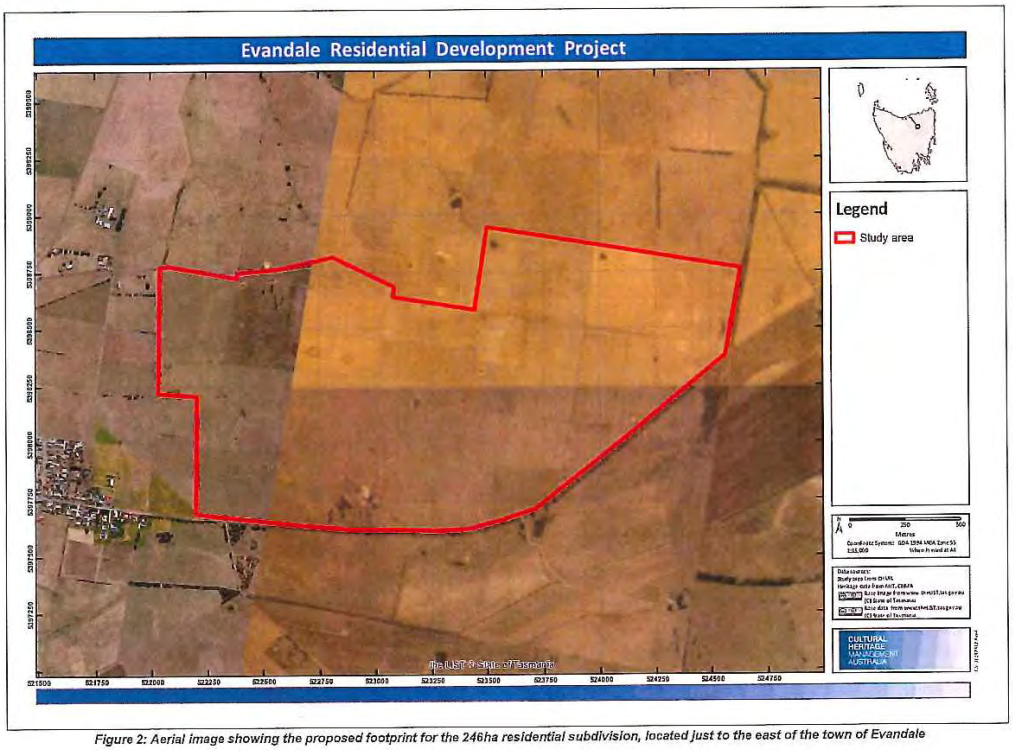


Figure 2: Aerial image showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale

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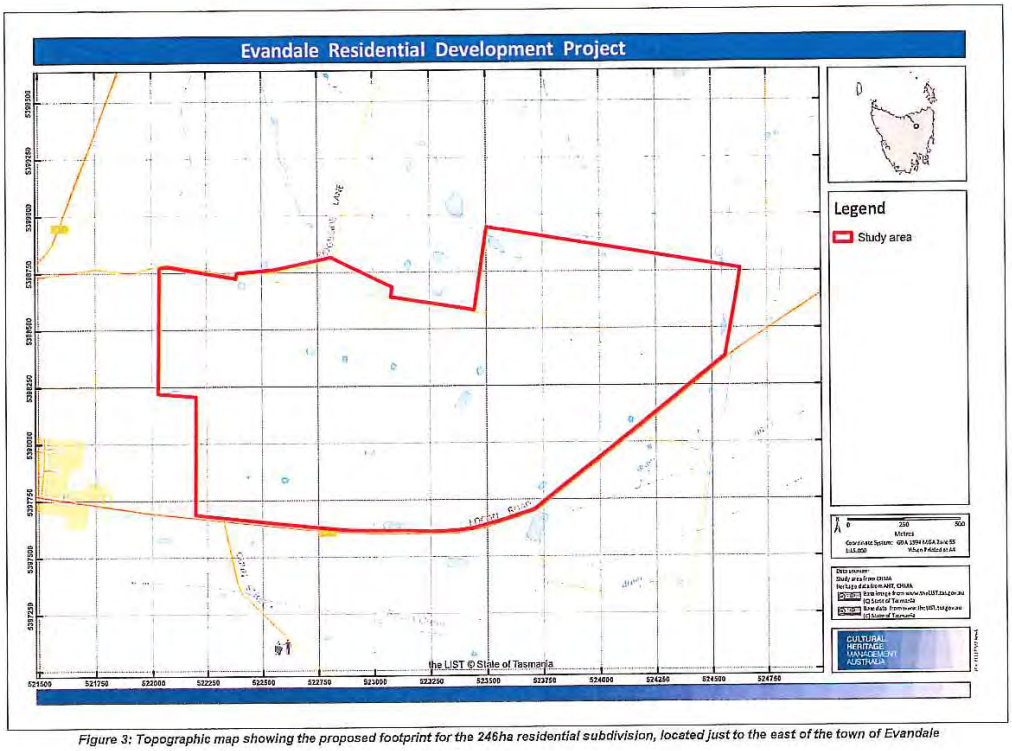


Figure 3: Topographic map showing the proposed footprint for the 246ha residential subdivision, located just to the east of the town of Evandale

2.0 Environmental Setting of the Study Area

2.1 Landscape Setting and Hydrology of the Study Area

The study area is located just to the east of the town of Evandale, in the Northern Midlands region of Tasmania (see Figures 1-3). The Northern Midlands region is characterised by extensive lowland plains and rounded topography which ranges from gently sloping to steep. The northern portion of the region is bounded by the dolerite-capped escarpment of the Great Western Tiers to the west, and the Ben Lomond Plateau in the north-east. The Midlands region is comprised of the Launceston Basin; the valley between these landforms.

The South Esk River and its tributaries, including the Macquarie, St Pauls, Elizabeth and the Blackman Rivers, drain all the northern portion of the Midlands (Matthews *et al 1996)*. The South Esk River is the largest of the water courses in the general vicinity of the study area, being situated around 2km to the west. The South Esk River has its origins in the rugged ranges around Ben Nevis and Mt Saddleback, and eventually empties into the Tamar River at Launceston. In the area around Evandale, the river flows through a broad open valley system, with a wide flood plain. The only other named water course in the vicinity of the study area is Boyes Creek, a semi-permanent water course, which is situated around 500m to the south. There are no named water courses within the study area. The only water course that occurs in the study area boundaries is the head waters of a small ephemeral creek that flows through the northern corner of the study area.

The terrain across the study area is characteristically flat to very gently undulating, with slope gradients typically in the range of between 1-5° (see Plates 1 and 2). Only in the very northern portion of the study area does the slope gradient increase to between 5-10° (see Plate 3). The area is well drained, and is slightly elevated above the lower lying flood plains of the South Esk River. To the east and north of the study area are a series of prominent hills and tiers.



Plate 1: View south across the central portion of the study area showing the typical flat to gently undulating terrain



Plate 2: View east across the southern portion of the study area showing the flat to gently undulating terrain



Plate 3: View north-west across the northern portion of the study area showing the more moderately undulating terrain around the headwaters of an ephemeral creek

2.2 Geology and Soils

The underlying geology across the study area comprises non-marine sequences of gravel, sand, silt, clay and regolith (see Figure 4 and Plate 4). There are no stone outcrops occurring anywhere across the study area. In terms of soils, the study area lies almost entirely on lateritic podzolic soils (Australian Soil Classification: chromosol) developed on flat to gently undulating (0-3%) river terraces. In the north and north-east, and to a smaller extent north-west, soils developed on deeply dissected Tertiary sediments of the Launceston Basin can be found (see Figure 5).

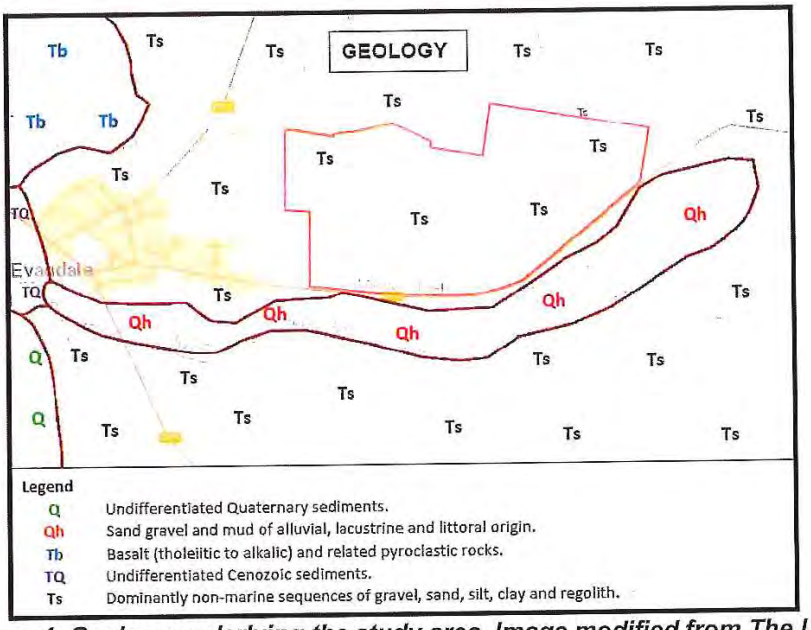


Figure 4: Geology underlying the study area. Image modified from The LIST (Geological Polygons 1:250K) accessed 15 June 2018



Plate 4: Non-marine sequences of gravel, sand, silt, clay and regolith that occur across the study area

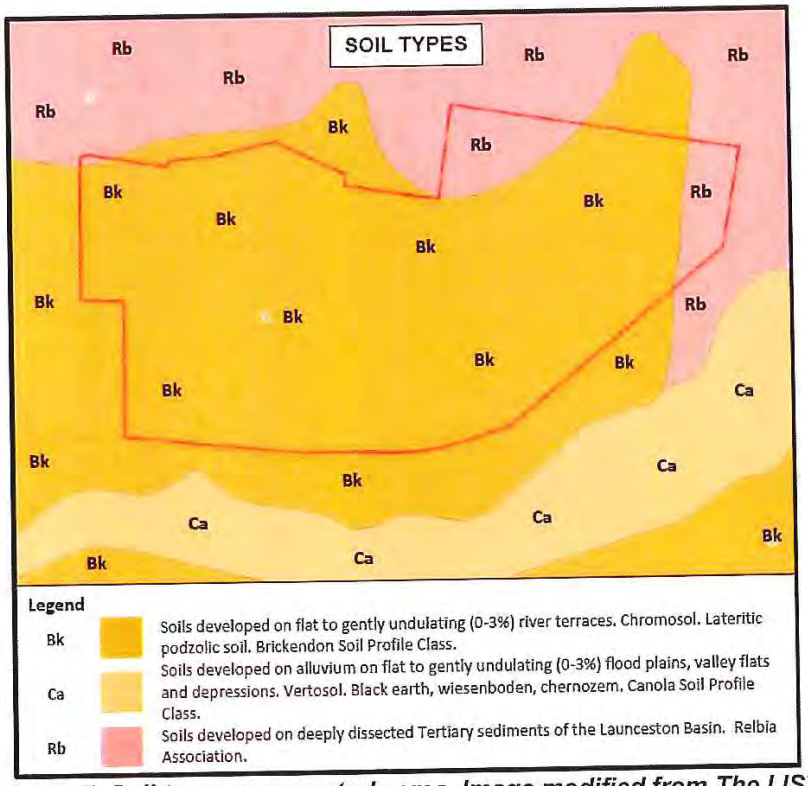


Figure 5: Soil types across study area. Image modified from The LIST accessed 15 June 2018

2.3 Vegetation and Past Landscape Use

The study area footprint is situated within a rural landscape, encompassing a series of farm paddocks that has been almost entirely cleared of native vegetation, and regularly ploughed and cropped (see Plate 5). Within the north-west portion of the study area there are three small remnant patches of lowland grassland complex (see Figure 6). A few mature Eucalypts are also scattered across the study area (see Plate 6).

In addition to the vegetation clearing and agricultural practices, there are a series of farm dams that occur across the study area (see Plate 7), as well as graded vehicle tracks and fences. In the southern portion of the study area there is a homestead complex (see Plate 8), and a range of machinery sheds and barns.

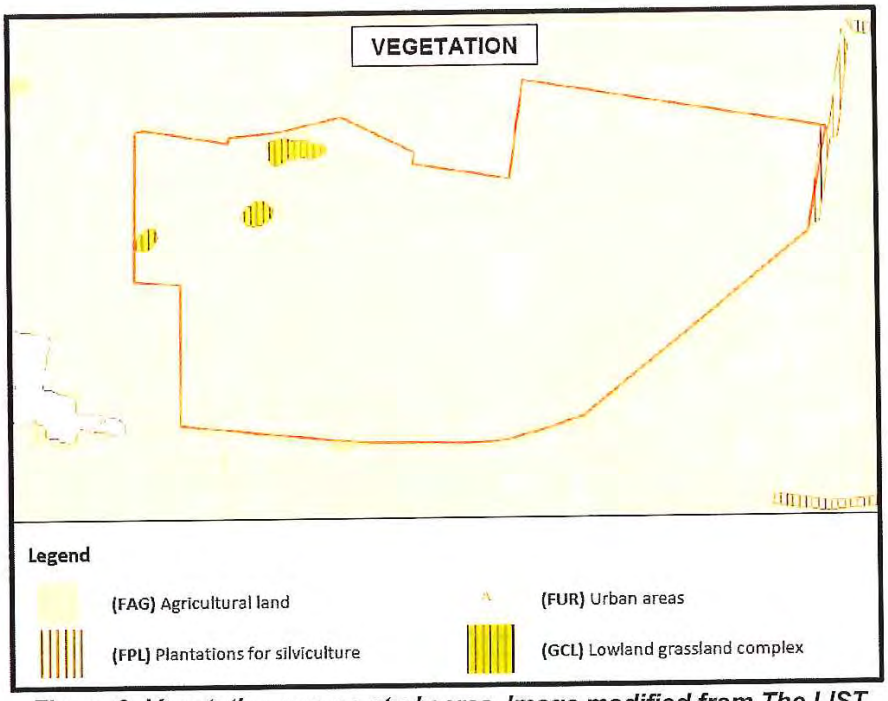


Figure 6: Vegetation across study area. Image modified from The LIST (TASVEG 3.0) accessed 15 June 2018



Plate 5: View north across the study area showing farm paddocks that have been cleared of native vegetation and ploughed



Plate 6: view south across the study are showing a remnant stand of mature Eucalypts



Plate 7: one of several farm dams that occur across the study area



Plate 8: The homestead that occurs in the southern portion of the study area

2.5 Climate

The study area has a cool, wet climate typical of inland northern Tasmania. Rainfall occurs throughout the year; with a mean annual rainfall of 589mm. Rainfall is highest in August and September (64 – 71mm) and lower from January to February (28 – 31mm). The warmest months of the year are January and February, when mean temperatures range from minimums of 10°C to maximums of about 23°C. Winter tends to be cold with mean annual temperatures in the coldest months of June and July ranging from 1.5°C mean minimum to maximum temperatures of about 11°C (BOM 2018).

3.0 Survey Coverage of the Study Area

Survey Coverage
Survey coverage refers to the estimated portion of a study area that has actually been visually inspected during a field survey.

The proposed residential subdivision footprint encompasses an area of approximately 246ha. The field team walked a total of 28.4km of survey transects across this area, with the average width of each transects being 10m. The transects were aligned to cover all of the landscape units that occur within the study area.

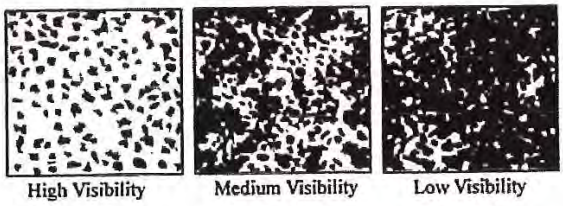
Figure 8 shows the survey transects walked by the field team.

Surface Visibility
Surface Visibility refers to the extent to which the actual soils of the ground surface are available for inspection. There are a number of factors that can affect surface visibility, including vegetation cover, surface water and the presence introduced gravels or materials.

Surface visibility across the Evandale subdivision study area ranged between 20-50%, with the estimated average being 30%. This is in the low to medium range (see Figure 7 for visibility guidelines). The main impediment to surface visibility was vegetation cover (see Plates 9 and 10).

There were the occasional stock tracks and stock erosion scalds, vehicle tracks and areas of sparser vegetation cover that provided discreet locales of improved surface visibility (see Plates 11-13). In order to increase the effective survey coverage within the study area, all areas where there were improved conditions of visibility were inspected.

Visibility



☐Full (100%) ☐High (75%) ☒Medium (50%) ☒Low (24%) ☐None (0%)

Figure 7: Guidelines for the estimation of surface visibility

Effective Coverage
Variations in both survey coverage and surface visibility have a direct bearing on the ability of a field team to detect Aboriginal heritage sites, particularly site types such as isolated artefacts and artefact scatters. The combination of survey coverage and surface visibility is referred to as effective survey coverage.

Table 1 presents the estimated effective survey coverage achieved during the course of the survey assessment of the Evandale study area footprint. The level of effective coverage is estimated to have been 85 200m². This level of effective coverage is deemed to be sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of Aboriginal heritage sites across the study area.

Table 1: Effective Survey Coverage achieved within the Evandale Residential Subdivision study area

Total Area Surveyed	Estimated Surface Visibility	Effective Survey Coverage
28 400m x 10m = 284 000m²	30%	85 200 m²



Plate 9: View north across the study area showing typical levels of surface visibility across the farm paddocks



Plate 10: View east across the southern portion of the study area showing surface visibility of around 30%



Plate 11: View west showing a graded track through the northern portion of the study area providing a transect of improved surface visibility



Plate 12: view west along a farm track running along the north boundary of the study area providing improved surface visibility



Plate 13: View east across a farm dam in the central portion of the study area, with erosion scalds providing improved visibility

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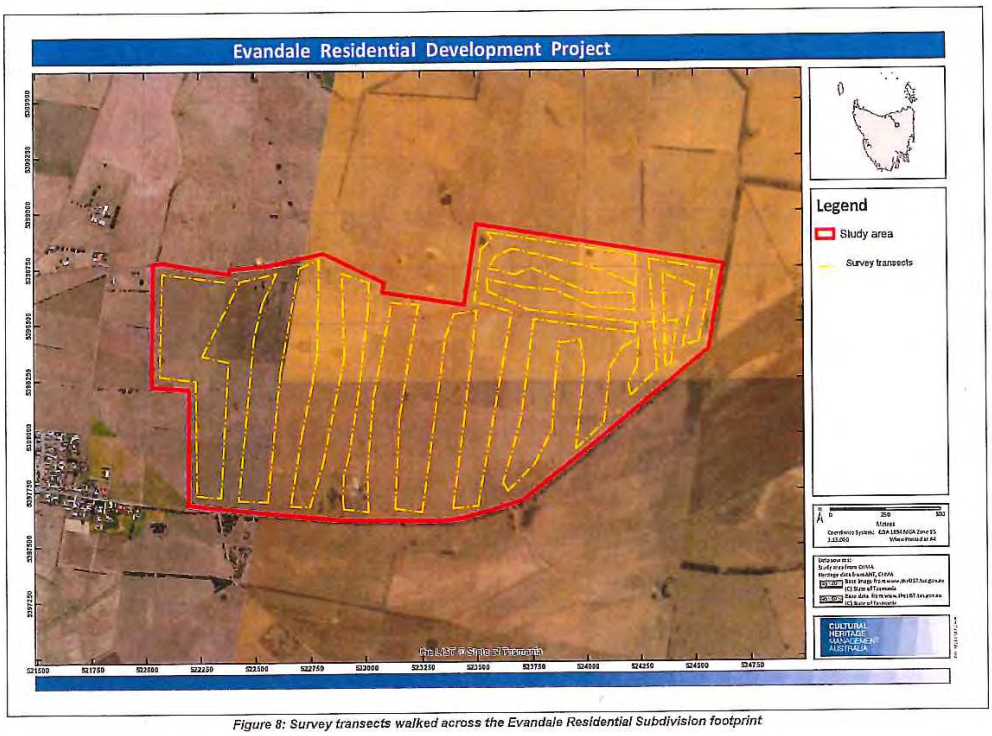


Figure 8: Survey transects walked across the Evandale Residential Subdivision footprint

4.0 Historic Background

The study area is situated just to the east of the townships of Evandale and to the north of Nile. Both townships have existed since the earliest settlement of Tasmania. A brief history of each is provided below.

4.1 The Founding of Evandale and Nile

The Evandale area has been known by several names from its earliest days as the New River to Honeysuckle Bank and Collins's Hill (von Stieglitz 1967:63). Governor Lachlan Macquarie camped on the riverbank below the current site of Evandale when passing through the region in 1811 (known at the time as Honeysuckle Banks).

Evandale was originally to be called the township site of Morven, approximately two miles from the current site of Evandale and on lands partly given and partly purchased. The village was also to be called Morven, however as no permanent water supply existed in the area, no township (or building) was ever erected there. Instead, the township was developed in its current position, with the name Evansdale chosen and used from 1829, and then Evandale from 1836. Its boundaries were officially defined by 1841. The name choice was reportedly in recognition of the surveyor and painter, George William Evans, the first Surveyor-General in VDL. The township was proclaimed by Governor Denison in 1848, at which point there were 96 houses all built on surrounding settler's grants and 600 inhabitants (von Stieglitz 1967).

Evandale was proclaimed a rural municipality in 1865 with John Ralston as Warden. Other councillors included John Gibson, John Bryan, William Atkins, William Sidebottom, William Stewart and James Cox.

By 1865, the township population was 3,260, over 255,000 acres. A doctor and two reverends occupied the area, one of whom was secretary of the library. Five schools existed within the area, including three private and one public school at Evandale and one at Lymington (Nile).

By 1876 crops and stocks included wheat, oats, peas and potatoes with some 20,000 acres under cultivation. Horses, cattle, sheep, goats and pigs were also prolific.

By 1960, the population of the area had dropped to 2150 due to movement of people from the country and into the towns.

4.2 Early Personalities and Properties

4.2.1 Personalities

The first European settler to the area was David Gibson, who arrived from Perthshire, Scotland. Gibson was charged with all Government Stock from 1806 and was also inspector of stock for the colony. In 1809 he was granted the property of 'Pleasant Banks' upon which he had built a home by 1811 when Governor Macquarie visited the region (von Stieglitz 1946:6).

The 2000 acre property of 'Marchington' was settled by John Smith soon after his arrival in 1822. The property of 'Riverview' was built by the Solomon family in the 1830s, with 'Watery Plains' was granted to Donald Sutherland in 1830 and 'Woodhall' was granted to police magistrate for the Norfolk Plains Capt. Malcolm Laing Smith between 1828-1834. Smith's gardens at Woodhall were reportedly famous throughout the state (von Stieglitz 1946:15), before Joseph Boney purchased the property in 1834. Bonney brought a large number of families to the colony following his visit back to England in 1853. When he returned to the Island in 1855 he brought 137 Scottish families and 44 Irish families within him to the colony – some of whom came under his direction and others under that of Rev. Robert Russell (see discussion on churches below).



Plate 14: Image of Gibson's 'Pleasant Banks' (source: http://www.environment.gov.au/cgi-bin/heritage/photodb/imagesearch.pl?proc=detail;barcode_no=rp03806)

William Sidebottom arrived to the area from England in 1820, and built a brewery near the Clarendon Hotel. Sidebottom was also responsible for the construction of the Prince of Wales Hotel and several other places made from bricks manufactured in an old brick kiln located on Woodlands (part of the Andora property).

James Cox, a wealthy grazier and merchant, led the settlement of the Nile district, building his great estate at Clarendon in 1814. The Clarendon Homestead complex is now recognised as one of the most impressive Georgian houses in Australia. The complex includes a magnificent two-storey Georgian Regency style mansion as well as multiple outbuildings including a brick coach house and stables, brick barns and a cottage. The area is surrounded by magnificent manicured gardens for which Cox

was widely known (von Stieglitz 1946). The entire complex was reputed to have cost a staggering 40,000 pounds.







Plates 15 to 17: The magnificent Clarendon Homestead with brick out buildings (source: http://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;search=town%3DNile%3Bstate%3DTAS%3Bkeyword_PD%3Don%3Bkeyword_SS%3Don%3Bkeyword_PH%3Don%3Blatitude_1dir%3DS%3Blongitude_1dir%3DE%3Blongitude_2dir%3DE%3Blatitude_2dir%3DS%3Bin_region%3Dpart;place_id=12752)

James Cox was a pre-eminent and key player in the formation of the Evandale region. Cox originally named the township Lymington, after the seaport town in Hampshire, however following years of confusion between it and Lymington near Port Cygnet, the town became known as Nile. The name Nile, was taken from Captain Andrew Barclay's name for Cox's Rivulet and was officially adopted in 1910.

Much of Cox's success in Van Diemen's Land arose from his treatment of the Bounty Emigrants who arrived to the area in the early 40s. The Bounty Emigrants arrived in Tasmania under a scheme devised by the government to assist the great shortage of good agricultural labour on the island. The scheme, instigated in Hobart in 1837, allowed private individuals to nominate emigrants to come out and work the land, with part of the passage money to be paid for by a bounty. In 1842, 2448 free emigrants arrived looking for employment. By 1843 the scheme had been scrapped with the labour market flooded with pass holders.

Cox engaged several of these free emigrants as shepherds, offering them a hut, rations and a certain number of acres (approximately 20) in lieu of wages. (Von Stieglitz 1946:8). This system was mutually beneficial, with Cox saving the expense of an overseer, having his sheep attended to in a better manner than they would otherwise, and in purchasing their grain at market price. Several of these smaller blocks were situated on land that has since been incorporated into the properties of 'Andora' and 'Redbanks' 'the stones, bricks and chimney places of which are now fast disappearing' (von Stieglitz 1946:8).

'Trafalgar' and 'Cambock were both built by Scottish Mariner Captain Andrew Barclay R.N. in c1816 and c1824 respectively. 'Camperdown' was also owned by Barclay and was located in the Nile area. Trafalgar was originally built as temporary accommodation before the main house was built several years later. The main house is now long gone, while the original brick house remains (though weatherboard additions cover three sides of the structure). Barclay continued acquiring land in the surrounding district and by 1828 was considered the largest owner of good land on the island. He died in 1839. Several roads such as Barclay Street, Cambock Lane and Trafalgar Lane mark his influence on the area.

George Collins was granted a large allotment in the south of the modern Evandale in the 1820s, still called Collins Hill. Collins' land extended up the hill to encompass the current Evandale township, with further land grants made at Logan, White Hills, Nile and Deddington during the 1920s.

Settlement and its associated infrastructure was built largely by free labour from the convict economy of the time, including the houses, roads, fences and much of the land clearing. The township was progressively built on land previously belonging to either Collins or Barclay from the 1820s, extending over land that was naturally suited to permanent habitation on a plateau above the banks of the South Esk River

Irish Emigrant Samuel Bryan was granted the property of 'Strathmore' where he built a flourmill. The mill and races were complete by 1827 with the head race diverting water from the Nile River (Mason-Cox 1994). The mill itself was an unusually large rural flour mill for the time (Cassidy and Preston 2000). The homestead was built in 1833, when Bryan was assigned the services of a convict plasterer in 1833 (Hobart Town Gazette, Launceston Advertiser 2 May 1833:2).

During the economic downturn in the early 1840s, Bryan made the decision to sell Strathmore, which was advertised in 1846 as a 2,000 acre estate 'with dwelling-house and offices, plantations, gardens, green houses and in addition the Strathmore Mills, driving three pairs of stones, miller's house, huts' (Second edition, Launceston Examiner 22 July 1846:4).

By 1855 the Strathmore Mills belonged to James Cox of Clarendon. Cox extended the mill race to irrigate Clarendon (Mason-Cox 1994:35). In the 1860s, the millpond at Strathmore was used to help introduce salmon and trout ova to northern

Tasmania, with more than 300 brown trout hatched by 1868 ('The Trout at Strathmore' *Mercury* 28 February 1868:2).

In 1870 Strathmore was featured in one of the most infamous legal cases in Tasmania, with Archdeacon Thomas Reibey suing land owner Henry Blomfield for slander over accusations that Reibey had indecently assaulted his wife Margaret Blomfield on the property. Reibey lost the case, resigned his position and then initiated a highly successful political career which culminated in his premiership in 1876-1877.

Following 40 years of occupation by James Irving Boyes, Strathmore was split into two properties, with the mill ending up on the new property entitled Lochmaben (Sunnyside THR 5194 – rejected nomination) and Bryan's millpond now bears the name Lochmaben Lake (Cassidy and Preston 2000:76)

The property of Dalness was granted to and named by Donald McDonald who died not long after his grant. The property was subsequently purchased from McDonald's heirs by Allan Mackinnon, a Scottsman who had emigrated to VDL from the Isle of Skye. The existing house is thought to have been constructed in 1839 when newspapers show Mackinnon advertising for 'a man accustomed to work and lay freestone' (Cornwall Chronicle 14 September 1839:3). Bricks for the construction were produced on the property (Bennett and Warner 2009:60). In 1878, the property was inherited by Donald (Allan's son) who started a merino stud flock. By 1903, the property is recorded as having 13 residents including its owners, labourers, ploughmen, groom and a cook (THR datasheet 5319).

The property of 'Andora' was built by John Charles von Stieglitz in 1887 and was the birthplace of pastoralist and historian Karl Rawdon von Stieglitz in 1893. Von Stieglitz was best known for his contributions to local history, inspired by an enthusiasm for his pioneer pastoral ancestors. His works coincided with a burgeoning interest in the State's heritage, previous Tasmanian history having been concerned mainly with celebratory accounts of major institutions such as independent schools and churches. He exemplified the antiquarian imagination, based on intimate knowledge of local sites and sources (http://adb.anu.edu.au/biography/von-stieglitz-karl-rawdon-13229).
Von Stieglitz died on 26 March 1967 during a service in St Andrew's Church of England, Evandale, and was buried in that churchyard.

4.2.2 Churches

The first church at Evandale was built and opened in 1837: The Church of England Chapel, which served also as a school room during weekdays. The preacher for the church was Referent RR Davies. By 1839, the chapel had become too small for the growing congregation and work began on a new building which was finished in 1844. However, poor construction lead to the church being pulled in down in 1871 when its foundations gave way, and the new (still present) St Andrews was opened and dedicated in 1873.

St Peter's Church of England was erected by James Cox (c1853) and stands on three acres of land also given by him in Cox's township of Nile. The building likewise served as a school on weekdays and a chapel on Sundays. In 1869, the Local Schools Board visited the school, reporting 18 boys and 21 girls in attendance. The building continued to be used until late in the century until a new school was erected by the Education Department. Renovations of the building were undertaken in 1893, at which time a Chancel Vestry and Tower were added paid from an endowment left by James Cox.



Plate 18: Image of St Peter's Church of England, Nile (source: Archives Office of Tasmania AA193-1-1612)

The Church of Scotland was constructed from government grants petitioned by the community in 1838. The foundation stone for St Andrew's Presbyterian Church (now St Andrew's Uniting Church), was laid by Governor Sir John Franklin. The first service was held on Sunday 5th September 1840. Its minister, Rev. Robert Russell, ministered the church for 34 years, giving liberally to its building funds and constructing the Manse, the school house and two stained glass windows to the church.



Plate 19: Image of St Andrew's Uniting (Presbyterian) Church, Evandale (source: http://www.evandaletasmania.com/st-andrews-uniting-presbyterian-church.html)

St Mary's Roman Catholic Church was built c1863 by Mr J Calvin and came under the parish authority of the Catholic Church at Longford. The wooden church was originally built with a bell tower, but it collapsed due to rotting wood and was not replaced. The church was the oldest wooden Catholic Church in the South Pacific to conduct regular masses until services ceased in 2002.

4.2.3 Entertainment

Cricket and football, ploughing matches, horse racing and foot races, with church-going filled the few hours of leisure that most of the towns inhabitants enjoyed.

In the evenings, drinking was ever common with dancing of sorts. 'Drinking the crude strong rum and beer of the local trade brought out the worst in med, women and even children'. It was not safe to go through the streets of Evandale or any other ill-lit country township at that time after dark if you were alone and no nice girl would leave the house without a stalwart escort' (von Stieglitz 1946:18).

Two rivalling brass bands were also in the area, the Morven and the Evandale bands. There were 22 players in the Evandale Band and 18 in the Morven Band.



Plate 20: St Mary's Catholic Church, Evandale (source: http://www.evandaletasmania.com/st-marys-catholic-church.html)

4.2.4 Shops and Pubs/Hotels

By the 1860s most of the everyday needs of the townspeople were procurable in Evandale itself. A brewery existed which used local barley and supplied the six hotels in the area: The Clarendon Hotel, the Prince of Wales (c1836), the Royal Oak, the Macquarie, the Imperial (later Ingleside) and the New River – later The Patriot King William the Fourth (and later again Blenheim) (c1832).

The Pavilion was constructed for the Evandale Agricultural Society in 1868 and was a home for working bees for any and all events held in the township.

A bakery (worked by Mr Daymond) supplied bread and pastry made from flour ground at Strathmore or Hunter's Mills. Within the same vicinity was a wheelwright, gentlemen's tailor, harness-maker, cobbler, butcher and ladie's dressmaker. The Evandale post office opened in June 1835.

The Railway Hotel was constructed to supply the wants of men at work in connection with the Main Line when it was going through in 1876. This was a single storey building with a tannery and boot repair shop attached, standing down the bank from the hotel and above the present railway crossing to the main road. All three were built by William Sidebottom (von Stieglitz 1967:67).



Plate 21: Royal Oak Hotel and Stables, Evandale



Plate 22: The Prince of Wales Hotel, Evandale



Plate 23: The Patriot King William the Fourth (later Blenheim)



Plate 24: Timber butchery, Evandale

4.2.5 Transport

Before the arrival of the train in 1876, the area was serviced by coaches run by the Hanney, Fyfe, Gutteridge and Turner families. Thomas Hanney and his son drove the first coach from Evandale to Launceston, which was followed by Simon Fyfe and his son. Gutteridge drove the coach from the Nile to Launceston as did Harry Turner of the Nile Post Office (von Stieglitz 1967:21).

The coaching businesses and private riding kept blacksmiths busy, with four blacksmiths working in the township, each of which had up to six men working them (von Stieglitz 1967:21).

Following a protracted battle to bring a railway to Tasmania, the Tasmanian Main Line Company opened a narrow gauge line from Hobart to Evandale in 1876 (now Western Junction). From here it connected with the broad gauge Launceston and Western Railway from Launceston and Deloraine (previously built in 1871). The station remained a break of gauge station until the upgrade of the Evandale-Deloraine line was converted to narrow gauge in 1888.

4.3 The Contact Period: Culture Contact and Frontier Violence

Evandale and its broader region was thus occupied during the earliest periods of Tasmania's European history and contact with the early Aboriginal populations of the area would have been inevitable.

The first recorded meeting between Europeans and the Aboriginal people of north east Tasmania was in 1773 when Tobias Furneaux sailed into, and named, the Bay of Fires for the smoke he saw along the coast (Kee 1987:15). A quarter of a century later Jean-Baptiste-Louis Clarke Theodore also recorded smoke on the north east coast (Plomley 1966, in Kee 1991:8). In 1800 Matthew Flinders observed smoke on the northern coast, but noted that the Furneaux Islands appeared uninhabited (Kee 1987:15). Bass accompanied Flinders on further voyages later in 1800 and he observed that while smoke was often visible from ships, the people ran into the bush at the approach of Europeans (Kee 1987:15).

In 1804 Lieutenant Colonel William Patterson founded the European settlement at George Town. This camp was short-lived, with the party moving within a few weeks to the west bank of the River where they established York Town. The Port Dalrymple (Launceston) settlement was established in 1806. Hence, the study area was impacted from the very earliest phase of European settlement of Tasmania. The Leterremairrener people would have been among those Aboriginal clans that bore the brunt of the contact period.

By the early nineteenth century sealers and whalers had established hunting grounds in the Bass Strait and inhabited islands and parts of the coast. In 1816 a sealer James Kelly met up to 300 people at George Rocks. Kelly traded culled seals with the Aboriginal people of the coast in exchange for kangaroo (Kee 1987:19).

While there are some suggestions that initial contact between Aboriginal people and the whalers and sealers may have been friendly, Ryan's research on the North Midland nation indicates that 'at least 300 were probably killed outright by the settlers between 1820 and 1830' (Ryan 2012:19) and by the time George Augustus Robinson was moving through the area in 1830 – 1831, the sealers had instilled widespread terror among the Aboriginal people (Kee 1987:16). The sealers typically abducted women to be wives and to work on the sealers camps, and Robinson

recorded that people along the northern coast referred to the murder of Aboriginal people at all the places where the sealers camped (Kee 1987:16).

This violent contact between Aboriginal people and Europeans, especially sealers, along the north east coast had disastrous implications for the North Midlands nation. Apart from individual, emotional devastation, the loss of large numbers of women disrupted social organisation, as well as impacting on economic systems of gender-based division of labour (Kee 1987:16).

The current study area falls within the lands known to have been occupied by the Northern Midlands nation (Ryan 2012). The North Midlands nation was comprised of at least three clans. These were the Leterremairrener (Port Dalrymple people) who were located around the east Tamar, the Panninher (Norfolk Plains people) located around the Norfolk Plains, and the Tyerrernotepanner (Stoney Creek or Campbell Town people) who were situated in the vicinity of Campbell Town. There was possibly a fourth clan around the York Town area, west of the Tamar, and a fifth around the Isis River (Ryan 2012:29). Each clan is thought to have been comprised of between 50-80 people, with the overall population of the North Midlands nation estimated at between 300-400 people (Ryan 2012:29).

The North Midlands nations were among the first to experience British invasion in northern Tasmania in 1804, and as such, insufficient information exists as to the exact location of each clan. However, the clan most likely to have had rights over the land within which the study area is located is the Panninher clan who extensively utilized the plains areas surrounding Perth (Ryan 2012).

5.0 Heritage Database Searches

5.1 Heritage Databases, Registers and Lists

A search was carried out of a number of historic registers and databases in order to determine the extent of historic sites and features in the vicinity of the study area. Agency databases searched included:

- Australian National Heritage List (NHL)
- Australian Commonwealth Heritage List (CHL)
- The Australian Heritage Database (AHD)
- Tasmanian Heritage Register (THR)
- The Register of the National Estate (RNE)
- Australian Heritage Places Inventory (AHPI)
- The National Trust (NT)
- Northern Midlands Interim Planning Scheme (2013) (NMIPS)

The role of each of these registers is discussed below.

Register of the National Estate (RNE)

The RNE ceased to be an active register in February 2007 and from this point onwards sites were unable to be added or removed from the list. Many places on the RNE are also included in state and local government registers, which provide sites with various level of protection. The Minister for the Environment is required to consider the register when making decisions under the EPBC Act.

Tasmanian Heritage Register (THR)

The Tasmanian Heritage Register provides a list of places recognized as possessing 'historic cultural heritage significance to the whole of Tasmania' (www.heritage.tas.gov.au/thr.html), as representatives/contributors to our cultural fabric and historic identity of Tasmania. The Register is maintained by the Heritage Council, under the Historic Cultural Heritage Act 1995 and Historic Cultural Heritage Amendment Act 2013.

The Principle Act (1995) offers protection to all registered heritage places and areas under Part 6 s.32 (1) in which it states:

> 'A person must not carry out any works in relation to a registered place or a place within a heritage area which may affect the historic cultural heritage significance of the place unless the works are approved by Heritage Council.'

Approval to carry out works or to impact upon places registered on the Tasmanian Heritage Register must therefore be sought through the Tasmanian Heritage Council via a works application. The works application process has recently been streamlined (see section 5.3), resulting in the following process:

- Works applications are lodged with the local planning authority (in this case it is the Northern Midlands Councils), who advertise the works to allow 14 days for interested parties to lodge a representation with it.
- A copy of the works application and any representations received are then forwarded to the Heritage Council for assessment by Heritage Tasmania.

Assessment is undertaken against the Tasmanian Heritage Assessment Criteria (see section 6.3) and may involve a site visit, before recommendations are made to the Heritage Council's Works Application Assessment Committee.

- The Committee considers the recommendations and either approves, approves with conditions or refuses the application.
- The Heritage Council decision is then issued to the planning authority and a copy provided to the applicant.
- The planning authority must incorporate the Council decision into the final permit (or refusal).

Certificates of Exemption for Heritage Works are included under Part 6, s42 of the Act. Clause (4) states
'Without limiting its discretion the Heritage Council must approve the exemption certificate application if it is reasonably satisfied that the heritage works'

a) are identified in the works guidelines as works that will have no impact or only negligible impact on the historic cultural significance of the relevant registered place or heritage area; and
b) are capable of being carried out in accordance with the works guidelines.'

The effect of certificates of exemption are outlined in section 43 as follows:

(1) Subject to subsection (2), a certificate of exemption allows the heritage works identified in the certificate to be carried out in relation to the registered place or heritage area identified in the certificate.
(2) If the carrying out of the heritage works identified in a certificate of exemption or any part of those heritage works, requires a discretionary permit or other permit under the Planning Act, the certificate of exemption does not annul, qualify or displace that requirement.'

Northern Midlands Interim Planning Scheme 2013 (NMIPS)

The Northern Midlands Planning Scheme 1996 was replaced in June 2013 with the Northern Midlands Interim Planning Scheme 2013. Section E13 of the Scheme deals specifically with the Local Historical Heritage Code, designed to protect and conserve the historic cultural heritage significance and integrity of local places and precincts as well as any identified archaeological sites (sE13.1.1).

The Code (sE13.1.2) applies to the use or development of land that is:

a) within a Heritage Precinct;
b) a local heritage place;
c) a place of identified archaeological significance.

Table F2.1 of the Scheme lists Heritage Places inside Heritage Precincts, providing a comprehensive list of identified heritage places within the Northern Midlands. Under the NMIPS, any works to be undertaken within the title boundary of listed properties will need to be applied for under the Use and Development Standards of the Local Historic Heritage Code.

Where any trees or vegetation require to be removed on listed properties, this will trigger a discretionary permit application under clause E13.6.12 of the Interim Planning Scheme 2013.

5.2 Results of the Search of the Heritage Registers

The results of the various heritage registers listed in section 5.1 shows that there are no registered Historic sites, buildings, properties or features that are situated within the boundaries of the proposed Evandale Residential Subdivision. However, there are a large number of heritage listed buildings, properties and features that are located in the general surrounds of the study area. This includes the township of Evandale, a number of buildings within the town, and a number of properties surrounding the town (see Figures 9 and 10). Tables 2 and 3 below provide the summary details for the heritage listed features located in the surrounds of the study area.

The township of Evandale is a National Trust classified Georgian village, with some 39 heritage listed properties included on the Australian Heritage Database. The Evandale Township itself is on the RNE (Place ID 12770) and is described as 'An administrative and agricultural settlement with a rich agricultural setting, consistent architectural quality, good urban spaces and fine town plantings resulting in a high integrated and successful townscape' (Australian Heritage Database Place File No 6/03/070/0046). The defined boundaries of the area includes '1600ha surrounding Evandale, bounded by a line commencing on Evandale Road at AMG northing (Zone55G): 5398700mN, then directly to AMG point: EP202993 (being about 300m south of the homestead Trafalgar), then directly to the intersection of White Hills and Ridgeside Roads, then via the centreline of the latter easterly for about 1.5km to AMG northing: 5398800mN, then directly to AMG point: 239977 near Logan Road, then 235964, then 223955, then 220955, then directly to the middle thread of the South Esk River at AMG northing: 5395500mN, then northerly via the middle thread of the river to AMG northing 5396000mN, then directly to AMG point: 185967, then directly to the commencement point (Australian Heritage Database Place File No 6/03/070/0046).'

A further five heritage listed features or properties occur within the immediate surrounds of the Evandale township.

Table 2: Heritage Registered Properties and buildings listed on the Tasmanian Heritage Register, located within and in the surrounds of Evandale

Tasmanian Heritage Register ID	Name	CPR number	Address	Status
4998	Elkington		548 LOGAN RD, EVANDALE	Permanently Registered
5001	Native Point (Private Property)		15906 MIDLAND HWY, PERTH	Permanently Registered
5007	Riverview		560 EVANDALE RD, EVANDALE	Permanently Registered
5008	Police Residence		8 BARCLAY ST, EVANDALE	Permanently Registered
5009	House		33 COLLINS ST, EVANDALE	Permanently Registered
5010	Briars Lane		35 COLLINS ST, EVANDALE	Permanently Registered
5011	Cottage		14 COLLINS ST, EVANDALE	Permanently Registered
5012	Solomon House		1 HIGH ST, EVANDALE	Permanently Registered
5013	Patriot King William IV Inn		16 HIGH ST, EVANDALE	Permanently Registered
5014	Euroka		5 HIGH ST, EVANDALE	Permanently Registered
5015	Former Anglican Rectory		4 HIGH ST, EVANDALE	Permanently Registered
5016	The Laurels		17 HIGH ST, EVANDALE	Permanently Registered
5017	Manse		27 HIGH ST, EVANDALE	Permanently Registered
5018	St Andrew's Anglican Church		6 HIGH ST, EVANDALE	Permanently Registered
5019	St Andrew's Presbyterian Church and Cemetery		9 HIGH ST, EVANDALE	Permanently Registered
5020	Former School House		20 HIGH ST, EVANDALE	Permanently Registered
5022	Ventnor		24 HIGH ST, EVANDALE	Permanently Registered
5023	Water Tower		26-28 HIGH ST, EVANDALE	Permanently Registered
5024	Former State School		18 HIGH ST, EVANDALE	Permanently Registered
5025	Prince of Wales Hotel		2 NILE RD, EVANDALE	Permanently Registered
5026	Post Office		2 HIGH ST, EVANDALE	Permanently Registered
5027	Shops		2 RUSSELL ST, EVANDALE	Permanently Registered
5028	House		1 LEOPOLD ST. EVANDALE	Permanently Registered
5029	Fallgrove		1 LOGAN RD, EVANDALE	Permanently Registered

Tasmanian Heritage Register ID	Name	CPR number	Address	Status
5030	Cottage		21 MACQUARIE ST, EVANDALE	Permanently Registered
5031	House		23 MACQUARIE ST, EVANDALE	Permanently Registered
5032	Roman Catholic Church		15 MACQUARIE ST, EVANDALE	Permanently Registered
5033	Cottage		6 RODGERS LANE, EVANDALE	Permanently Registered
5034	Cemetery		6-8 MURRAY ST, EVANDALE	Permanently Registered
5036	Cottage		5 MURRAY ST, EVANDALE	Permanently Registered
5039	Cottage		21 MURRAY ST, EVANDALE	Permanently Registered
5041	Anjou Villa		8 RODGERS LANE, EVANDALE	Permanently Registered
5042	Shop		5 RUSSELL ST, EVANDALE	Permanently Registered
5043	Council Chambers		4 RUSSELL ST, EVANDALE	Permanently Registered
5044	Clarendon Arms Hotel		11 RUSSELL ST, EVANDALE	Permanently Registered
5045	Cottage		13-15 RUSSELL ST, EVANDALE	Permanently Registered
5046	Conjoined Cottages		18 RUSSELL ST, EVANDALE	Permanently Registered
5047	Former Methodist Chapel		28 RUSSELL ST, EVANDALE	Permanently Registered
5048	Royal Oak Hotel		6 RUSSELL ST, EVANDALE	Permanently Registered
5317	Trafalgar		138 TRAFALGAR LANE, EVANDALE	Permanently Registered
5319	Dalness		200 DALNESS RD, EVANDALE	Permanently Registered
5320	Harland Rise		46 DALNESS RD, EVANDALE	Permanently Registered
8208	Cottage		4 NILE RD, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		WHITE HILLS RD, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		10 CAMBOCK LANE W, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		1-3 BARCLAY ST, EVANDALE	Permanently Registered
11063	Evandale to Launceston Water Scheme		24 HIGH ST, EVANDALE	Permanently Registered

Table 3: Heritage Registered Properties and buildings listed on the Register of the National Estate, located within and in the surrounds of Evandale

Name	Evandale Historic Town	Evandale Post Office	Fallgrove	Spring Plain
List	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)	Register of the National Estate (Non-statutory archive)
Class	Historic	Historic	Historic	Historic
Legal Status	Registered (21/10/1980)	Registered (21/03/1978)	Registered (21/10/1980)	Indicative Place
Place ID	12770	12717	12776	12693
Place File No	6/03/070/0046	6/03/070/0018	6/03/070/0050	6/03/070/0006
Address	High St, Evandale, TAS	2 High St, Evandale, TAS	1 Logan Rd, Evandale, TAS	Logan Rd, Evandale, TAS

1-314

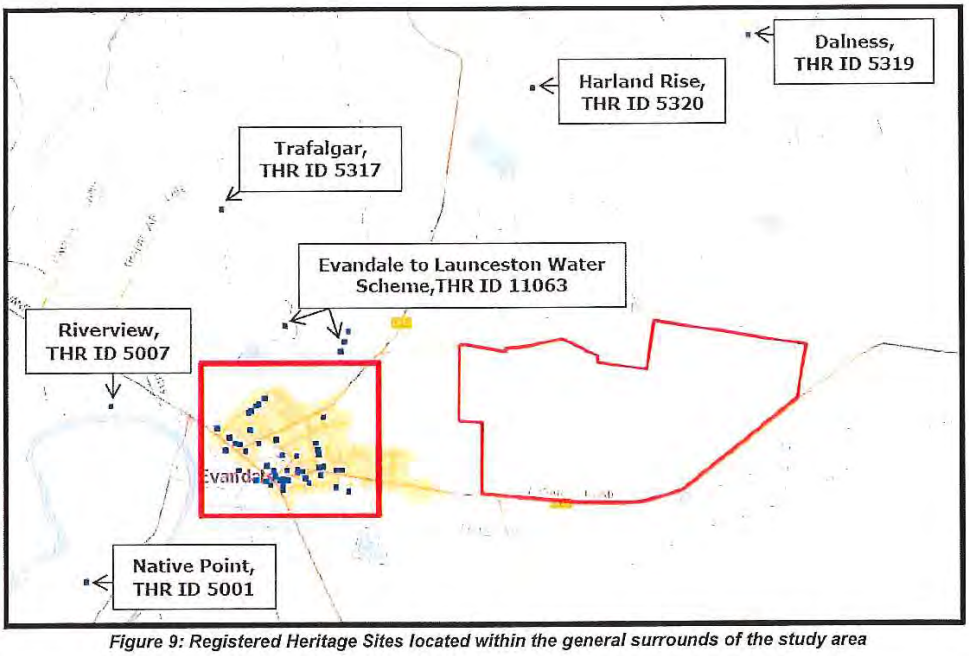


Figure 9: Registered Heritage Sites located within the general surrounds of the study area

1-315

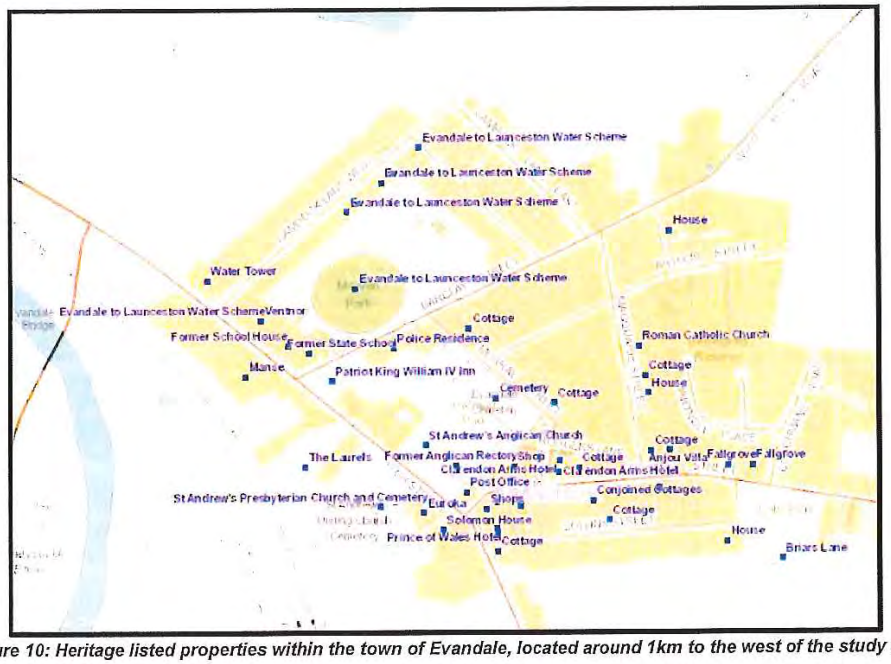


Figure 10: Heritage listed properties within the town of Evandale, located around 1km to the west of the study area

6.0 Survey Results and Discussion

No Historic heritage sites, buildings or suspected features were identified during the field survey assessment of the Evandale Residential Subdivision footprint. As noted in section 5.2 of this report, the search of the heritage registers undertaken for this project shows that there are no registered historic sites or features that are located within or in the immediate vicinity of the study area boundaries.

As described in section 3 of the report, surface visibility across the study area was generally in the low to medium range (averaging 30%). Given these constraints, it can't be stated with absolute certainty that there are no undetected historic heritage sites present in the study area. With this acknowledged, the survey assessment still did achieve effective coverage of 85 200m², with the field team having walked 28.4km of survey transects. This level of effective coverage is deemed to be sufficient for the purposes of generating a reasonable impression as to the extent, nature and distribution of historic heritage sites across the study area.
The negative survey results can therefore be taken as a reasonably accurate indication that the potential for such features to be present is very low.

As noted in section 2.3 of this report, the native vegetation across virtually the entire study area has been cleared as part of past farming practices, and repeatedly ploughed. Any historic features located within cleared agricultural areas will necessarily have been adversely impacted by agricultural and development activities, unavoidably compromising the integrity of any cultural sites retained within these areas. The extent to which these sites have been impacted will range from total obliteration to dramatic movement in spatial and temporal context. As such, any features located within these kinds of disturbed environments are always compromised in their archaeological integrity. There is very little potential for in situ historic features to occur within the study area.

7.0 Statutory Controls and Legislative Requirements

The following provides a summary overview of the various legislative instruments and statutory requirements relating to historic heritage in Tasmania. The review is presented in order to provide the proponent with a basic understanding of the statutory frameworks and procedures relating to heritage in Tasmania.

7.1 National Conventions

Council of Australian Governments Agreement 1997

In 1997, COAG reached an agreement on Commonwealth, State and local government roles and responsibilities for heritage management. Local government, through the Australian Local Government Association, and the Tasmanian Government were both signatories to this Agreement. The Agreement resulted in the following outcomes:

- Acceptance of a tiered model of heritage management, with the definition of places as being of either, world, national, state or of local heritage significance;
- Nominations of Australian places for the World Heritage List and management of Australia's obligations under the World Heritage Convention would be carried out by the Commonwealth Government;
- A new National Heritage System on one was created in January 2004, comprising the Australian Heritage Council (AHC), National Heritage List (NHL) and Commonwealth Heritage List (CHL);
- The Commonwealth Government, through the Australian Heritage Council would be responsible for listing, protecting and managing heritage places of national significance;
- State and Territory Governments would be responsible for listing, protecting and managing heritage places of state significance; and
- Local government would be responsible for listing, protecting and managing heritage places of local significance.

Environment Protection and Heritage Council of the Australian and State/Territory Governments 1998

In 1998, the National Heritage Convention proposed a set of common criteria to be used in order to better assess, understand and manage the heritage values of places.

The Environment Protection and Heritage Council of the Australian and State/Territory Governments adopted this as a national set of desirable common criteria (known as the HERCON criteria). The adoption of these criteria by Heritage Tasmania has not yet been formalised. These criteria are also based upon the Burra Charter values. The Common Criteria (HERCON Criteria) adopted in April 2008 are summarised below:

a) *Importance to the course or pattern of our cultural or natural history.*
b) *Possession of uncommon, rare or endangered aspects of our cultural or natural history.*
c) *Potential to yield information that will contribute to an understanding of our cultural or natural history.*

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

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

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

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

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

7.2 Commonwealth Legislation

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

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

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

Australian Heritage Council Act 2003
The Australian Heritage Council is a body of heritage experts that has replaced the Australian Heritage Commission as the Australian Government's independent expert advisory body on heritage matters when the new Commonwealth Heritage System was introduced in 2004 under amendments to the Environment Protection and Biodiversity and Conservation Act 1999.

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

Protection of Movable Cultural Heritage Act 1986
The PMCH Act regulates the export of cultural heritage objects from Australia. The purpose of the Act is to protect, for the benefit of the nation, objects which if exported would significantly diminish Australia's cultural heritage. Some Australian protected objects of Aboriginal, military heritage and historical significance cannot be granted a permit for export. Other Australian protected objects may be exported provided a permit or certificate has been obtained.

7.3 State Legislation

Land Use Planning and Approvals Act 1993
This Act (LUPA) is the cornerstone of the State Resource Management and Planning System (RMPS). It establishes the legitimacy of local planning schemes and regulates land use planning and development across Tasmania. With regard to historic heritage, LUPAA requires that planning authorities will work to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value" [Schedule 1 Part 2(g)].

Resource Planning and Development Commission Act 1997
The Resource Planning and Development Commission (now referred to as the Tasmanian Planning Commission) is responsible for overseeing Tasmania's planning system, approving planning schemes and amendments to schemes and assessing Projects of State Significance. In terms of heritage management, the TPC will

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

Resource Management and Planning Appeal Tribunal Act 1993
The Resource Management and Planning Appeal Tribunal determine planning appeals and enforce the Acts within the RMPS. The Tribunal plays an important role in the management of heritage places through its determinations on proposed development on, or near to, places of heritage significance.

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

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

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

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

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

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

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

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

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

HT has three core roles:

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

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

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

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

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

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

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

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

7.4 Local Planning Schemes

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

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

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

8.0 Statement of Heritage Impacts and Heritage Management Plan

8.1 Statement of Heritage Effects

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

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

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

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

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

8.2 Management Recommendations

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

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

Recommendation 1

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

Recommendation 2

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

Recommendation 3

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

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

9.0 Unanticipated Discovery Plan

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

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

Discovery of Heritage Objects or Features

Step 1

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

Step 2

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

Step 3

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

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

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

Discovery of Skeletal Material

Step 1

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

Step 2

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

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

Step 3
A buffer protection zone of 50m x 50m should be established around the suspected skeletal remains. No unauthorised entry or earth disturbance will be allowed with this buffer zone until such time as the suspected skeletal remains have been assessed.

Step 4
The relevant authorities (police) will be contacted and informed of the discovery.

Step 5
Should the skeletal remains be suspected to be of Aboriginal origin, then Section 23 of the Coroners Act 1995 will apply. This is as follows:

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

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Ridgeside Lane, Evandale
Road Capacity Assessment

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





Prepared for:	Traders in Purple
Client representative:	Cameron Byrne
Date:	11 December 2018 Rev 01

pitt&sherry

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Appendix A: Site Masterplan

Prepared by: RRamm Rebekah Ramm Date: 11 December 2018

Reviewed by: RSMannering Ross Mannering Date: 11 December 2018

Authorised by: RSMannering Ross Mannering Date: 11 December 2018

Revision History

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

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1. Introduction and Site Location

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

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

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

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

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

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

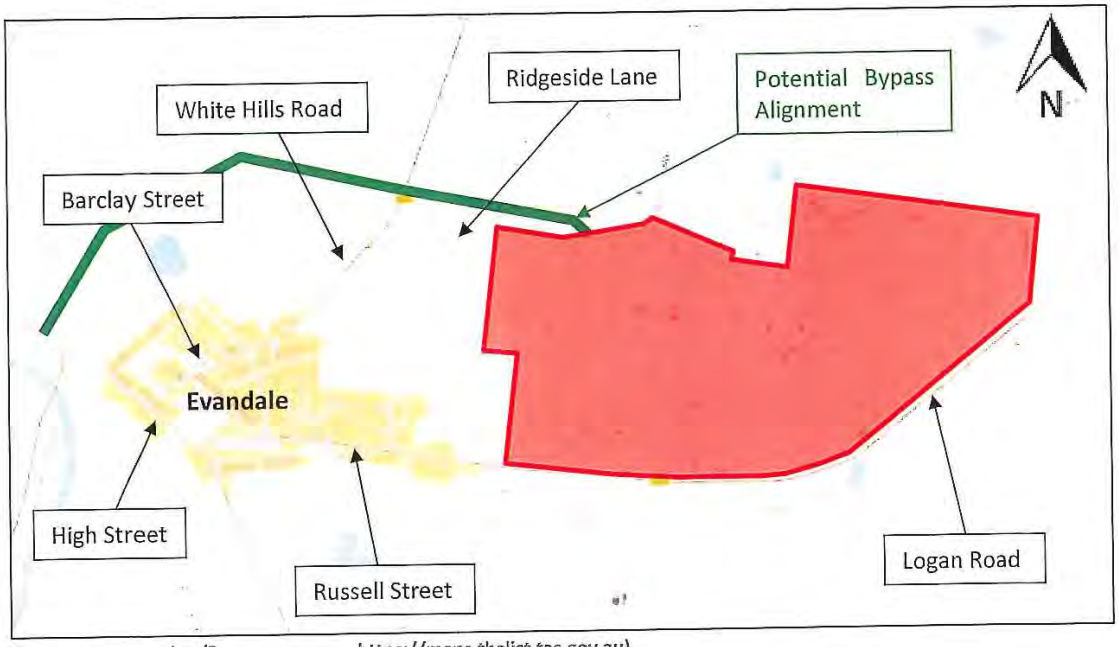


Figure 1: Site Location (Basemap source: https://maps.thelist.tas.gov.au)

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

2. Existing Conditions

2.1 Existing Traffic Volumes

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

Table 1: Existing Traffic Volumes

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

2.2 Existing Road Widths and Carriageway Form

2.2.1 Urban Roads

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

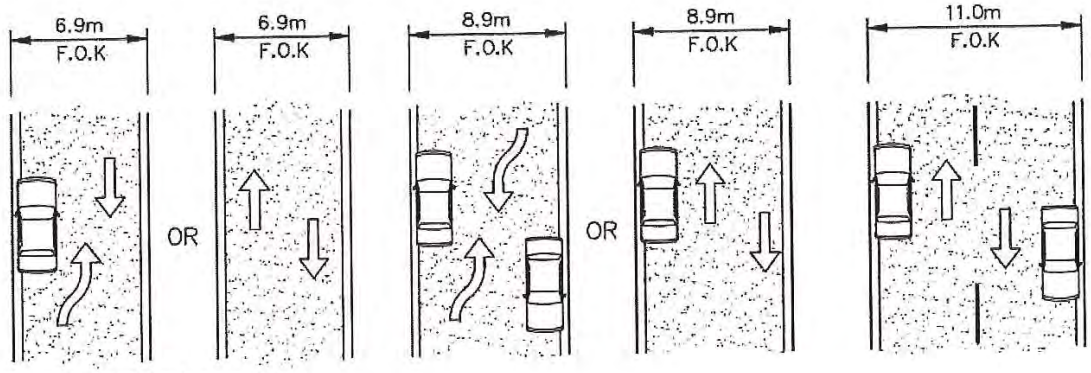


Figure 2: Typical Carriageway Forms

2.2.2 Measured Road Widths

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

Table 2: Road Widths and Classification

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

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

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

2.2.3 Parking Demand

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

Barclay Street

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



Figure 3: Barclay Street - Parking Survey Locations

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

Table 3: Barclay Street - Parking Survey Results

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

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

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

Russell Street

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



Figure 4: Russell Street - Parking Survey Locations

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

Table 4: Russell Street - Parking Survey Results

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

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

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

3. Road Capacity with Existing Layout

3.1.1 Urban Roads

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

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

Tasmanian local government road hierarchy.

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

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

Figure 5: Tasmanian Local Government Road Hierarchy

3.1.2 Rural Roads

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

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

Figure 6: Rural Road Traffic Capacity

3.1.3 Road Traffic Capacity

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

Table 5: Existing Road Capacity

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

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

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

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

4. Potential Road Modifications

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

5. Number of Residential Dwellings Accommodated

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

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

Table 6: Number of Dwellings of Traffic Movements Accommodated

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

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

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

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

PS

Appendix A

Site Masterplan

1–341



PLAN LEGEND

- Contours — Existing 0.2m contours.
- Set Back — A designated 70m setback including 18m of vegetative planting to provide an agricultural buffer from adjoining uses.
- Residential Allotments — Proposed residential allotments varying from traditional housing to 2 hectare rural residential B lots.
- Existing Residential Areas — 'The LIST' topographic map.
- Internal Roadways — Street tree lined primary collector 'Loop' road, secondary roads, residential streets (20m reserve width), and access laneways (16m reserve width).
- Shared Pedestrian and Cycle Paths — Shared pedestrian and cycle pathways 2.4m - 3m (w) providing an active recreational network undulating around and through the neighbourhood.
- Open Space Boundary Corridor — 16m (w) native vegetation buffer, pathways, and open grass areas provide passive & active recreation opportunities.
- Water Sensitive Urban Design — A series of existing and new water bodies utilised to filter and store stormwater from within the neighbourhood.

NUMBER LEGEND

1 Connector road to link the proposed neighbourhood with White Hills Road and beyond to provide sufficient capacity to service traffic ingress/egress including additional load from tourist visits.

2 Neighbourhood entry consisting of the start of the signature tree avenue that links the entry with the lookout hill at the eastern end of the neighbourhood.

3 Mass plantings of Chamomile and Lavender with a backdrop of Olive plantations flank the roadway adding to the experience entering the neighbourhood.

4 Child care centre positioned across from the parkland and towards the neighbourhood entry for easy access.

5 Proposed 4.5 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A hotel management education facility will also provide training for up to 25 students.

6 Proposed retirement village with an activity hub, 80 independent living units, and specialist facility aged care (25 Beds), and dementia patients (20 Beds).

7 Botanical garden featuring a blend of native and exotic plant species and domestication gardens, with access for all pathways, picnic shelters and seating areas.

8 Health and wellbeing retreat with a central activities hub, accommodation for up to 40 guests, and tranquil gardens with areas for quiet contemplation and meditation.

9 Eco Resort Accommodation consisting of 20 villas with a central communal hub set within a landscape of native trees, gardens and open lawn areas.

10 Sustainability Centre, Education Hub and Artisan Village with a variety of Green Star buildings accommodating workshops, studios and classroom facilities for sustainable living, backyard growing and small-holder farm courses, cottage arts, as well as art and craft courses. The village will also include a cafe, restaurant and cellar door specialising in local produce.

11 Utilities precinct to accommodate the neighbourhoods state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste composting facility.

12 Neighbourhood Demonstration Farm and Agribusiness Facility including organic vegetable gardens, livestock paddocks, and poly-tunnels set around the main 'Barn' which includes an organic co-op store, plant nursery and farm workshops.

13 Seven residential super-lots provide sustainably design and constructed multiple dwellings offering a variety of affordable housing opportunities.

14 407 x General residential lots ranging in size from 450m² to 699m²

15 General residential lots with parkland frontage

16 46 x Low density residential lots ranging from 1,500m² to 5,500m².

17 31 x Rural 'Zone A' lots ranging in size from 1 hectares to 1.85 hectares.

18 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include private access driveways off Logan Road.

19 Emergency access points off Logan Road through the open space corridors.

20 Neighbourhood pathway network connection through to the Evandale village.

21 Neighbourhood central parkland provides recreational open space for residents and visitors and includes an amphitheater for community events, oriental style gardens with WSUD pools, indigenous gardens, community gardens and a centrally placed full size AFL and cricket oval for informal sporting events.

RIDGESIDE LANE
Ridgeside Lane Evandale Tasmania

Concept Master Plan

NORTH 0 50 100m
5 December 2018
Issue F

TRADERS IN PURPLE

LANGE design

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









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15 September 2018

Traders in Purple
PO Box 1984
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Attention: Brett Robinson

Dear Brett,

PRELIMINARY UTILITIES ASSESSMENT FOR RIDGESIDE LANE, EVANDALE

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

Potable Water

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

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

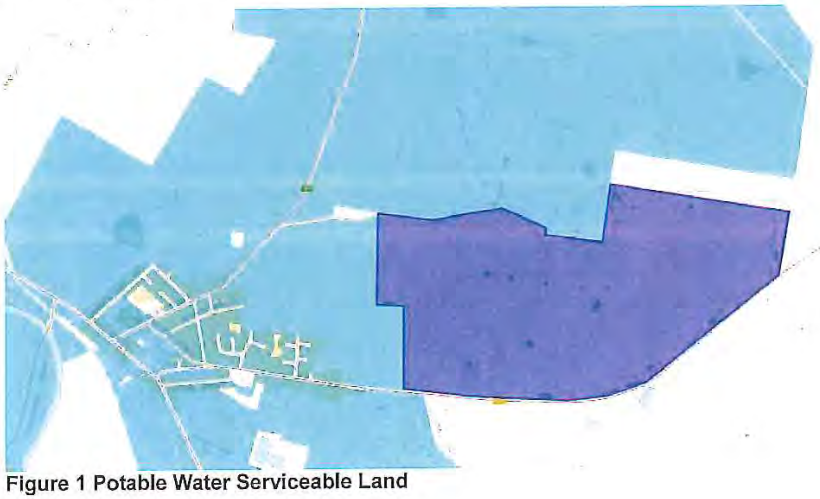


Figure 1 Potable Water Serviceable Land

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

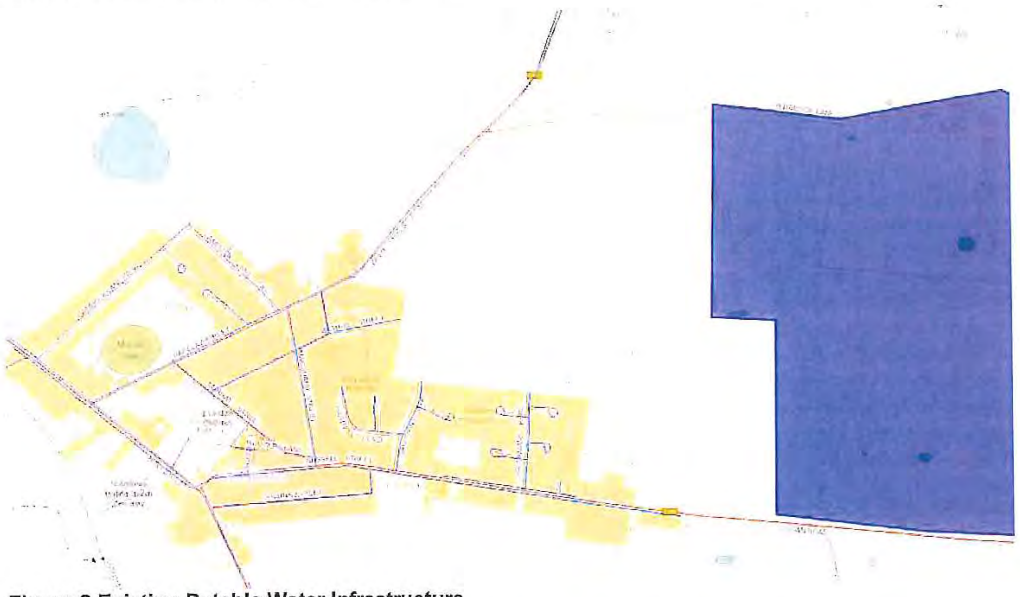


Figure 2 Existing Potable Water Infrastructure

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

Waste Water

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

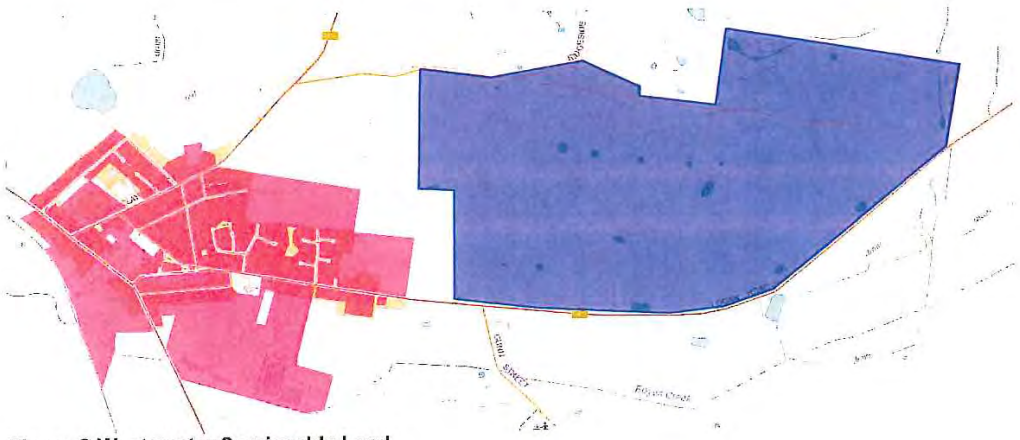


Figure 3 Wastewater Serviceable Land

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

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

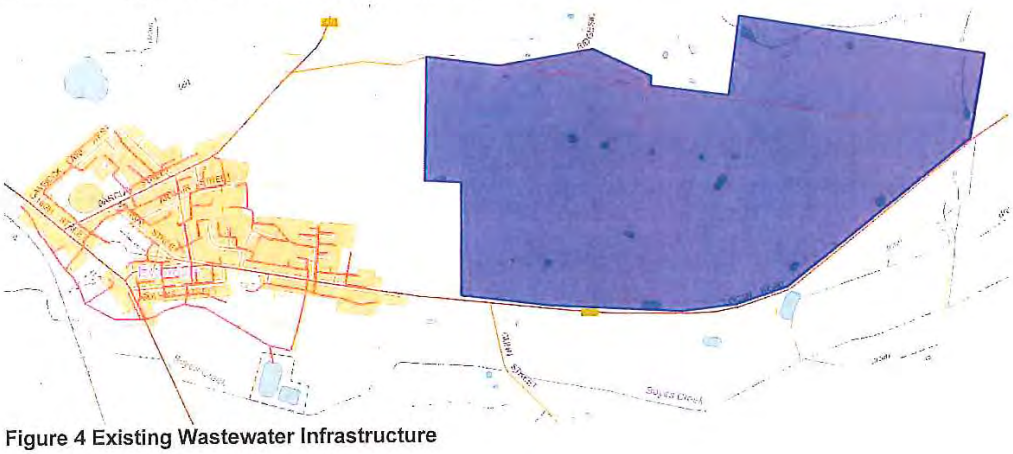


Figure 4 Existing Wastewater Infrastructure

NBN

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

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



Figure 5 NBN Ready Area

Cardno
Shaping the Future

Electrical

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

Gas

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

Yours sincerely,

N. Moreira

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

1-347

MRC
CONSULTING **ENGINEERS**



Stormwater Strategy Report

Prepared for Traders in Purple

Ridgeside Lane , Evandale, Tasmania

18 January 2019

MRC
CONSULTING ENGINEERS

Project: Ridgeside Lane, Evandale, Tasmania

Document Title: Stormwater Strategy Report

Project No: J19120

Document Verification

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1–349

MRC CONSULTING ENGINEERS

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1–350

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1.0 INTRODUCTION

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

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

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

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

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

2.0 SITE DESCRIPTION

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

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

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

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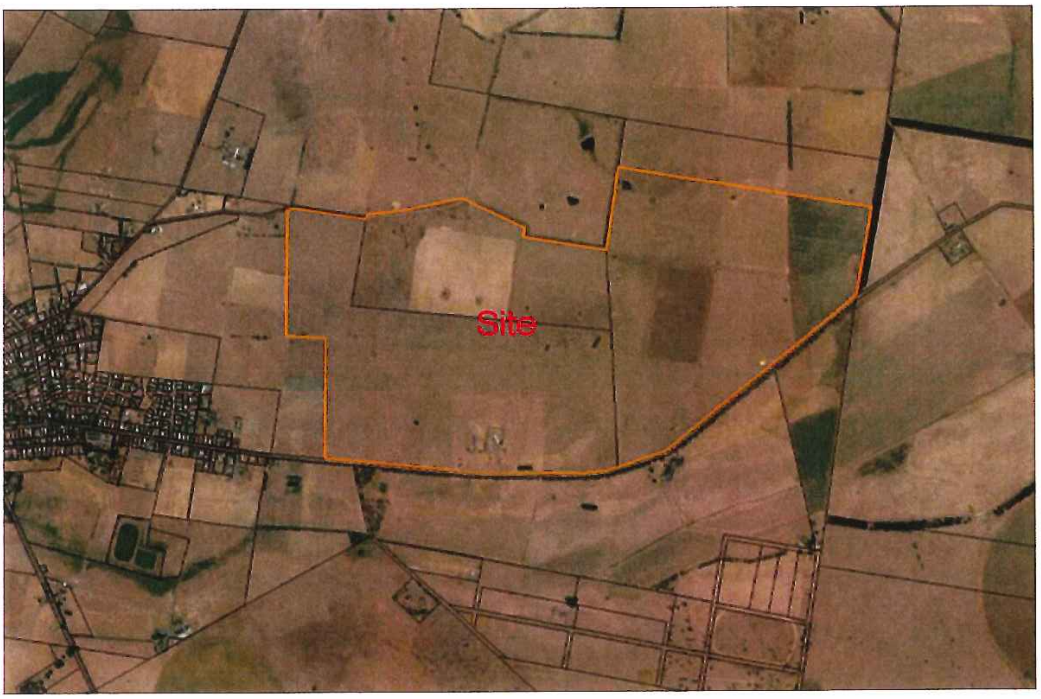


Figure 1 - Site Location



Figure 1 – Street View Photo

(Source: www.google.com)

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3.0 STORMWATER QUANTITY MANAGEMENT

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

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

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

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

4.0 STORMWATER QUALITY MANAGEMENT

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

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

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

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

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

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5.0 CONCLUSION

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

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

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

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Appendix A

Proposed Development Layout



PLAN LEGEND

- Contours: Existing 5.2m contours.
- Set Back: A designated 70m setback including 15m of vegetative planting to provide an agricultural buffer from adjoining uses.
- Residential Allotments: Proposed residential allotments varying from traditional housing to 2+ hectare rural residential B lots.
- Existing Residential Area: The LIST topographic map.
- Internal Roadways: Street tree lined primary collector 'Loop' road, secondary roads, residential streets (20m reserve width), and access laneways (10m reserve width)
- Shared Pedestrian and Cycle Paths: Shared pedestrian and cycle pathways 2.4m - 3m (+) providing an active/recreational network undulating around and through the neighbourhood.
- Open Space Boundary Corridor: 10m (+) Native vegetation buffer, pathways, and open grass areas provide passive & active recreation opportunities.
- Water Sensitive Urban Design: A series of existing and new water bodies utilised to filter and store stormwater from within the neighbourhood.

NUMBER LEGEND

1. Connector road to link the proposed neighbourhood with White Hills Road and beyond to provide sufficient capacity to service traffic ingress/egress including additional load from tourist visits.
2. Neighbourhood entry consisting of the start of the signature tree lined that links the entry with the lookout hill at the eastern end of the neighbourhood.
3. Mass plantings of Chamomile and Lavender with a backdrop of Olive plantations flank the roadway adding to the experience entering the neighbourhood.
4. Child care centre positioned across from the parkland and towards the neighbourhood entry for easy access.
5. Proposed 4.5 star 100 room hotel with conference and wedding facilities for 200 guests, restaurant, bar and cafe. A hotel management education facility will also provide training for up to 25 students.
6. Proposed retirement village with an activity hub, 60 independent living units, and specialist facility aged care (65 beds), and dementia patients (20 beds).
7. Botanical garden featuring a blend of native and exotic plant species and demonstration gardens, with access to all pathways, picnic shelters and seating areas.
8. Health and wellbeing retreat with a central activities hub, accommodation for up to 40 guests, and tranquil gardens with areas for quiet contemplation and meditation.
9. Eco Resort Accommodation consisting of 20 villas with a central communal hub set within a landscape of native trees, gardens and open lawn areas.
10. Sustainability Centre, Education Hub and Artisan Village with a variety of Green Star building's accommodating workshops, studios and classroom facilities for sustainable living, backyard growing and small-holder farm courses, culinary arts, as well as art and craft courses. The village will also include a cafe, restaurant and cellar door specialising in local produce.
11. Utilities precinct to accommodate the neighbourhoods state-of-the-art sewerage and waste water treatment facility, renewable energy storage facility, recycling centre, and green waste composting facility.
12. Neighbourhood Demonstration Farm and Agritourism Facility including organic vegetable gardens, livestock paddocks, and poly-tunnels set around the main 'Barn' which includes an organic coop store, plant nursery and farm workshops.
13. Seven residential super-lots provide sustainably design and constructed multiple dwellings offering a variety of affordable housing opportunities.
14. 407 x General residential lots ranging in size from 450m² to 650m²
15. General residential lots with parkland frontage
16. 46 x Low density residential lots ranging from 1,500m² to 5,500m².
17. 31 x Rural 'Zone A' lots ranging in size from 1 hectares to 1.95 hectares.
18. 14 x Rural 'Zone B' lots ranging in size from 2 hectares to 2.64 hectares, and include private access driveways off Logan Road.
19. Emergency access points off Logan Road through the open space corridors.
20. Neighbourhood pathway network connection through to the Evandale village.
21. Neighbourhood central parkland provides recreational open space for residents and visitors and includes an amphitheater for community events, oriental style gardens with WSUD ponds, indigenous gardens, community gardens and a centrally placed full size AFL and cricket oval for informal sporting events.

RIDGESIDE LANE

Ridgeside Lane Evandale Tasmania

Concept Master Plan

NORTH

0 50 100m

5 December 2018
Issue F

TRADERS IN PURPLE

LANGE design

NORTHERN MIDLANDS COUNCIL

Our ref: PLN-24-0030

2 May 2024

George Geagea
TIP 119 Pty Ltd & TIP 120 Pty Ltd
Traders In Purple
Level 27, 1 Farrer Place
SYDNEY NSW 2000

Attention: Jennifer Cooper

By email only: jennifer.cooper@tradersinpurple.com

Dear Ms. Cooper,

Additional Information Required
Request to Amend Northern Midlands Local Provisions Schedule
Draft Planning Scheme Amendment 14/2024 to rezone 4 Ridgeside Lane, 38 Arthur Street, CT 116759/1 Logan Road & part of 211 Logan Road, Evandale

Thank you for your application. In accordance with section 40(1) of the *Land Use Planning and Approvals Act 1993*, the following additional information is required before the planning authority considers your request to amend the Local Provisions Schedule.

The stated purpose of the amendment is to:

- *Rezone the entirety of Logan Road (CT116759/1), 38 Arthur Street, 4 Ridgeside Lane, and approximately 32 ha of 211 Logan Road to a combination of General Residential, Local Business, Open Space and Community Purpose (in accordance with the Evandale Expansion Plan); and*
- *Expand the existing Evandale Specific Area Plan to encompass the subject sites, including implementing the Evandale Expansion Plan into the SAP as a Precinct Development Plan.*

1. Proposed Rezoning Plan

The application submits that the rezoning will facilitate the Proposed Evandale Expansion Plan (Expansion Plan). The figures below provide a comparison between the proposed zones and the draft layout and density of lots proposed by the Expansion Plan. The proposed zone configuration would significantly increase the density of future residential development well beyond that which has been envisaged by the Expansion Plan.

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331

www.northernmidlands.tas.gov.au

Figure 37 of the *ireneinc* report shows the areas proposed to be zoned General Residential. It is proposed to apply the Evandale SAP over the area which would have lot size provisions in substitution for those of the Geneal Residential Zone. The Evandale SAP would allow subdivision down to 510m^2 under the Performance Criteria. The Subdivision Master Plan shows 'rural lots greater than 1,500m^2' which are shown in the General Residential zone under Figure 37.

To appropriately reflect the proposed Subdivision Master Plan, the residential zones introduced should vary according to intention for the density of development as shown in the Expansion Plan such as Low Density Residential zone (minimum of 1,500m^2 as an acceptable solution) for the 'rural lots greater than 1,500m^2'.

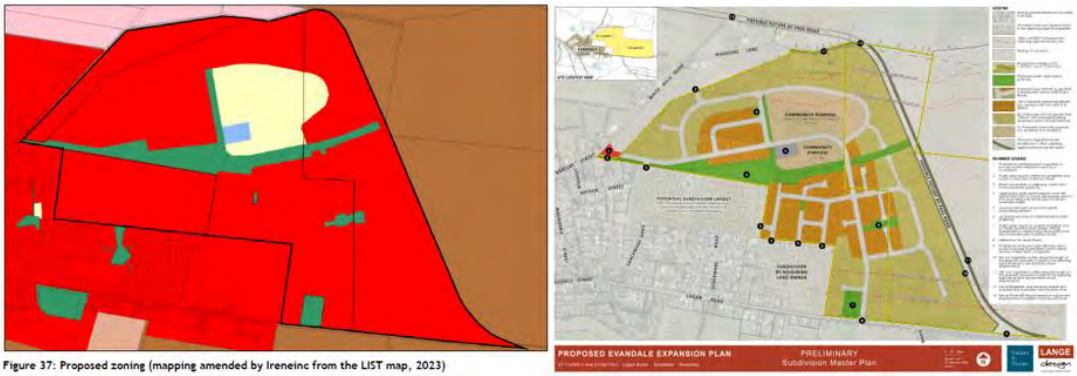


Figure 1 - Proposed rezoning and Proposed Evandale Expansion Plan

Additional Information Request
Please provide a revised proposed zoning map showing:

1.1 Zones that more closely align with the Expansion Master Plan (e.g., 'rural lots largely than 1,500m^2' as Low Density Residential Zone.

1.2 Appropriate zone/s for the 'possible future by-pass road' and the vegetation buffers each side.

2. 4 Ridgeside Lane

The application proposes to rezone the property 4 Ridgeside Lane to General Residential without providing a potential subdivision layout. Given the shape and dimensions of the title the result may be that the design will encourage undesirable 'strip development' with many lots having direct access to White Hills Road.

Additional Information Request
2.1 Please provide a potential subdivision layout of 4 Ridgeside Lane as it bears a relationship to the Expansion Plan.

3. Subdivision Master Plan layout design

The application proposes to rezone 4 Ridgeside Lane and 38 Arthur Street to General Residential. It is necessary to appropriately assess future access requirements, design layout and intercommunication both within the Expansion area, and the township.

Additional Information Request
3.1 Please provide a revised Preliminary Subdivision Master Plan showing the future layout and density of development proposed for 4 Ridgeside Lane and 38 Arthur Street to be included in the Expansion Plan.

4. Development within the current Evandale SAP boundary

Discussion in regard to development yield needs to recognise and consider the areas within the current Evandale SAP boundary earmarked for residential development (NOR-S5.2.2 and NOR-S5.2.3) (refer Figure 2 and Figure 3 below). The number of lots planned for development within NOR-S5.2.2 (96 lots) and NOR-S5.2.3 (72 lots) could possibly satisfy demand for some years based upon the SGS calculation of 5.8 new dwellings per annum within the Evandale area (SGS Supply and Demand Analysis for Evandale, 05/05/2022). These areas total approximately 19 ha.

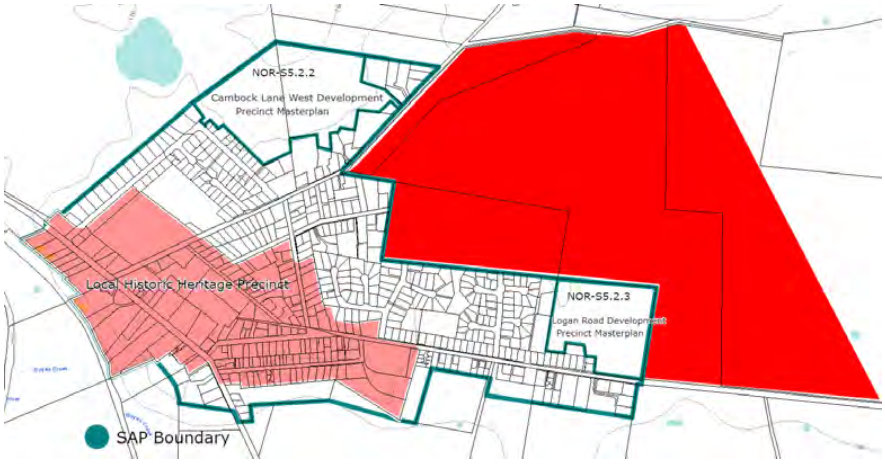


Figure 2 - Proposed Residential Zone extension

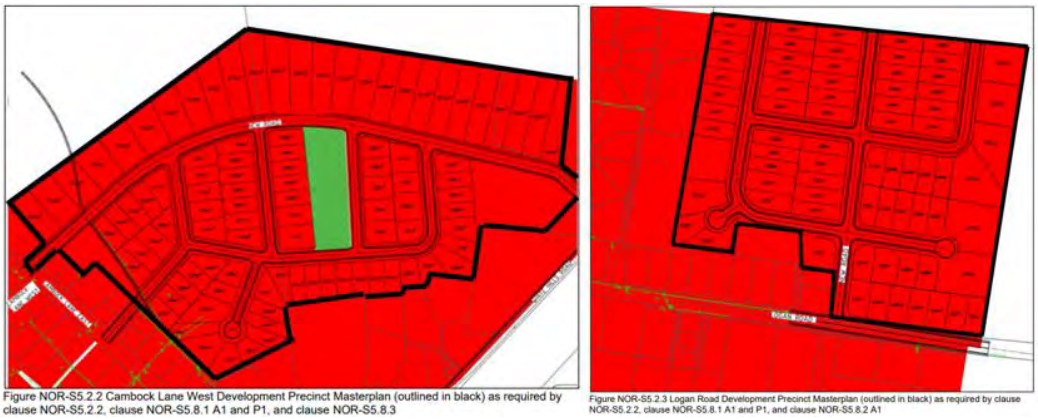


Figure 3 - Masterplan development plans – Evandale SAP

Additional Information Request
4.1 Please provide a revised Supply and Demand Analysis including analysis and discussion of the relationship of the areas within NOR-S5.2.2 and NOR-S5.2.3 to the proposed rezoning.

5. Status of the Evandale Expansion Plan – Subdivision Master Plan

The Expansion Plan performs the role of the structure plan for the future development of the greenfield area adjacent the existing Evandale SAP and town surrounds. The plan provides a level of certainty which should reflect a synthesis of the development vision and the community's expectation. Therefore, the inclusion of the Expansion Plan as a critical guide to implementation is considered to be essential. This aligns with the approach within the existing Evandale SAP which incorporates subdivision layouts for Cambock Lane and Logan Road masterplans.



Figure 4 - Expansion Plan

Additional Information Request
5.1 The existing Evandale SAP identifies two areas - NOR-S5.22 Cambock Lane West Development Precinct Masterplan and NOR-S5.2.3 Logan Road Development Precinct Masterplan, incorporating a masterplan layout for each. **Please provide** information as to why the proposal does not seek to include the layout demonstrated by the Expansion Plan (Subdivision Master Plan), and further discuss more generally the principle of this approach and process relative to the structure of the Evandale SAP.

6. Existing General Residential Zoned Land

The Evandale SAP identifies two development masterplans for land zoned for residential development. These areas are:

- Figure NOR-S5.2.2 Cambock Lane West Development Precinct Masterplan - 96 lots;
- Figure NOR-S5.2.3 Logan Road Development Precinct Masterplan - 72 lots (total of 168 lots).

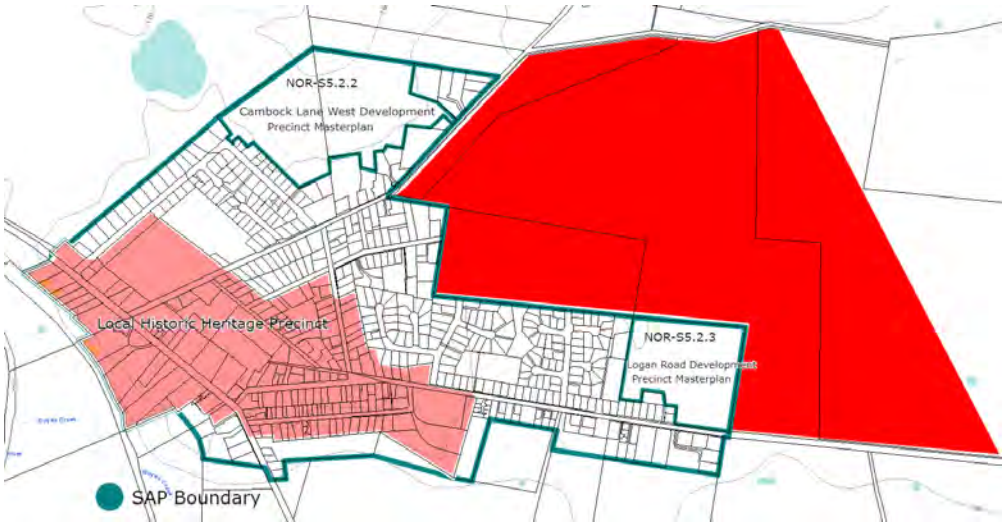


Figure 5 - Masterplan sites within the existing Evandale SAP and Proposed expansion area zoning

Additional Information Request
6.1 Please provide considered argument as to why those areas within the existing Evandale SAP boundary zoned for residential development should not take precedence in a timing development sense over the proposed rezonings being sought. In particular the argument should consider strategic, ordered and programmed land release meeting demand and overall sustainability.

7. Undeveloped land immediately proximate to the Evandale SAP residential boundary

The land at 38 Arthur Street shown on the Expansion Plan has the potential for the development of up to 122 residential lots based upon the indicative layout within the proposed master plan. Figures 6 and 7 locate 38 Arthur Street within the township. Figure 8 shows the indicative subdivision layout and yield of 122 lots.

The location of the site suggests that in terms of staging, Arthur Street might legitimately be developed as the next stage of residential development, outside the Evandale SAP boundary. However, the road linkages within the network are problematic and the addition of a further 122 allotments bring into focus the impact upon the existing settlement together with ultimate impact of development within zoned areas of the existing Evandale SAP.

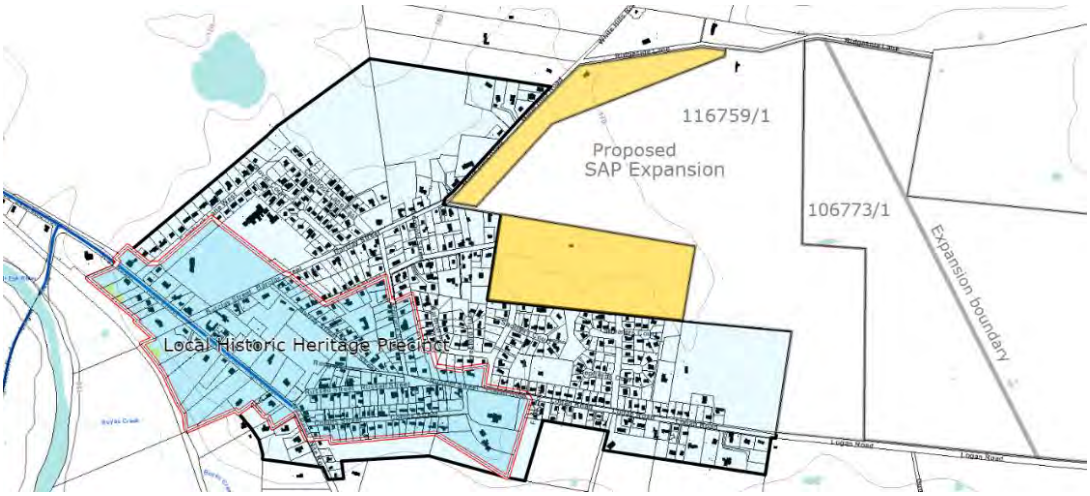


Figure 6 - Vacant land adjoining the Evandale SAP boundary



Figure 7 - 38 Arthur Street - Indicative Layout

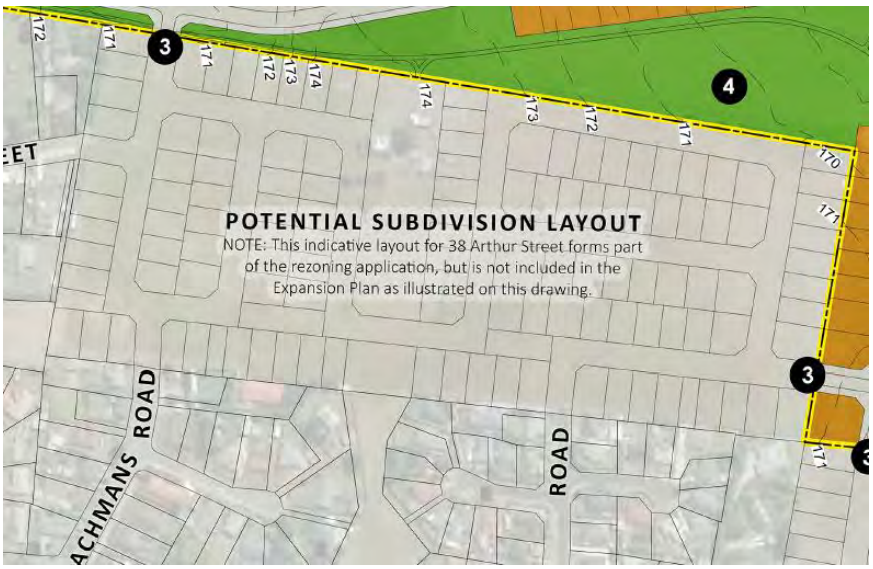


Figure 8 - Masterplan areas-suggested Lot yield at 38 Arthur Street

Additional Information Request
38 Arthur Street (122 lots) combined with the development areas NOR-S5.2.2 (96 lots) and NOR-S5.2.3 (72 lots) totals a potential 290 lots located within and adjacent the existing Evandale SAP boundary. In terms of development staging, it would be expected that the development of this land would necessarily precede the extension of residential zoned land at the periphery of the settlement.

The development of the lots within the areas shown would represent approximately 65% of the town's existing residential lot development of approximately 440 lots.

Even assuming the property at 38 Arthur Street was not rezoned, the existing vacant land set aside for development under the Evandale SAP represents 38% of the existing residential lots.

Assuming then the addition of the proposed 189 General Residential density lots in the master plan including 38 Arthur Street, the lots available for development will total 479 or 108% of the existing developed residential lots. Then adding the Rural Living lots (82) proposed by the master plan, the total potential lot yield (excluding 4 Ridgeside Lane) is 561 residential lots (+128% of the town's current developed allotments).

7.1 Please provide argument as to the merits of why such a strategy leading to orderly development of the settlement is not to be preferred.

8. Traffic Impact

The structure of the settlement pattern and road layout is typical of small towns and reflects the heritage nature of the Evandale township in particular. This includes the collector roads of Barclay Street and Logan Road. These collector roads do not allow traffic to avoid the main town centre, and all development is channeled through the town centre to the High Street/Nile Road and Evandale Road to the west. Whilst the application proposes a rezoning only and is not a combined application seeking approval for subdivision, the Evandale Expansion Subdivision Master Plan prepared for the subject area provides critical information as to the future development of the land, the likely lot yield and patterns for traffic movement. Therefore, the plan, although in preliminary form, allows an understanding of the pattern of development and on that basis provides adequate information to assess the impacts of increased traffic on the existing settlement.

To adequately assess the sustainability of the proposal to rezone the subject land (96.4 ha or 83% of the town's presently developed footprint), a detailed analysis of resulting traffic numbers and patterns needs to demonstrate the capacity of the existing network to deal with the ultimate traffic numbers. This analysis must include the development of the two areas identified by the Evandale SAP - NOR-S5.2.2 Cambock Lane West Development Precinct Masterplan and NOR-S5.2.3 Logan Road Development Precinct Masterplan, the development of which will yield up to 168 residential lots.

The area immediately adjacent the Evandale SAP boundary and included with the rezoning application is 38 Arthur Street. The Subdivision Master Plan provides a potential subdivision layout for this site yielding 122 lots.

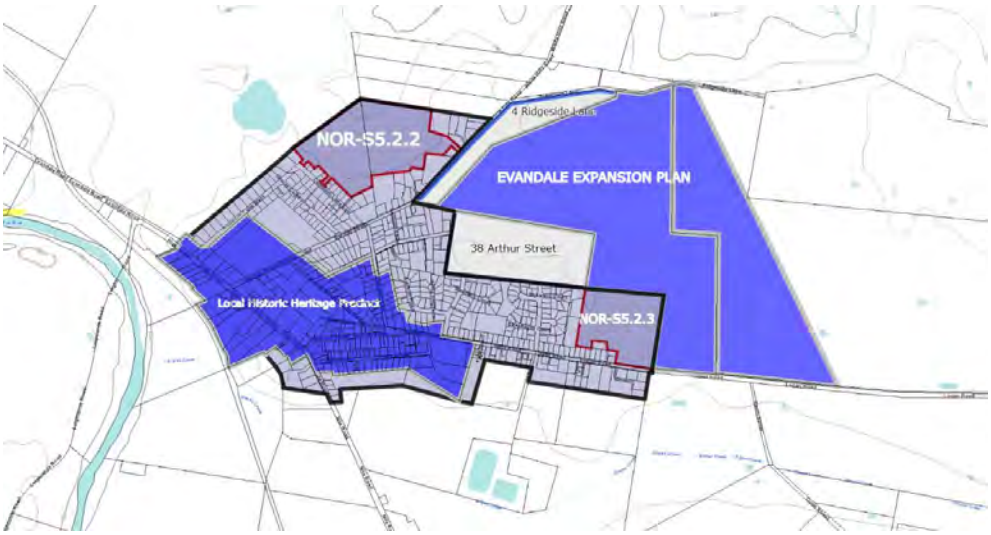


Figure 9 – Evandale SAP Precinct; Local Historic Heritage Precinct; Proposed Evandale SAP expansion; Titles outside Expansion area masterplan

Additional Information Request

8.1 Please provide a revised Traffic Impact Assessment addressing the traffic implication of the combined/ultimate development incorporating the likely/forecasts of development for the following areas:

i. The two areas identified for residential development by the current Evandale SAP - NOR-S5.2.2 Cambock Lane West Development Precinct Masterplan and NOR-S5.2.3 Logan Road Development Precinct Masterplan (168 Lot potential);
ii. 38 Arthur Street (122 Lot potential);
iii. Evandale Expansion Plan – Preliminary Subdivision Master Plan (271 lot potential); and
iv. 4 Ridgeside Lane.

Council engaged SALT3 Traffic Engineering Consultants to undertake a review of the applicant's Traffic Impact Assessment (pitt&sherry, 29 January 2024). The following additional information request is based on that review.

8.2 The Traffic Impact Assessment (pitt&sherry TIA) has presented the base/original results of only the April 2018 midblock tube traffic counts on White Hills Road and Logan Road and has not presented the base/original results of either the April 2019 intersection turning movement counts, or of the April 2022 midblock tube traffic counts that were undertaken at the same locations. The April 2018 and April 2022 traffic data was used to determine an overall traffic growth rate, which was used to estimate the 'existing' 2023 traffic volumes, as well as future traffic volumes. **Please provide** the base/original results of the April 2019 turning movement counts and April 2022 midblock counts, and the specific dates provided (given that Tasmanian school holidays typically start around the middle of April, which means that there is a risk that these surveys were undertaken during unrepresentative periods).

8.3 When comparing the April 2018 and 'existing' 2023 (i.e., adjusted) midblock volumes on White Hills Road and Logan Road, it is apparent that the presented volumes are the same. **Please provide** clarification and rectification of discrepancy.

8.4 If the previous traffic surveys were carried out during school holidays, **please provide** additional traffic surveys carried out at appropriate times to ensure that the traffic data is representative of normal conditions, or the available data suitably adjusted.

8.5 Please provide the June 2022 traffic surveys that were undertaken to determine the actual residential traffic generation (and possibly directional splits) in Evandale in the TIA and confirm whether the proposed daily rate is based on the surveyed traffic data (as the proposed daily traffic generation rate is very low).

8.6 Based on the details provided in the pitt&sherry TIA in terms of the expected traffic generation, SALT3 has calculated traffic generation volumes that differ from those provided in the pitt&sherry TIA. **Please provide** a revised TIA providing details regarding the methodology for calculating the expected traffic generation of the proposed development and including an estimation of the Sunday peak hour traffic generation.

8.7 The pitt&sherry TIA has only stated the factors that will influence the distribution of the proposed development's generated traffic and have not provided the metrics/directional percentages. **Please provide** these details in a revised TIA.

8.8 Please provide an analysis of the intersections based on the minor roads having only single-lane approaches, which is more conservative and accounts for vehicles occasionally being positioned such that adequate space for another vehicle next to it is does not exist.

8.9 Please revise the SIDRA analyses with appropriate gap acceptance parameters. The two-way sign control function should only be used with the default software settings and should be turned off if the gap acceptance parameters are to be adjusted to reflect the values outlined in the Austroads Guidelines.

8.10 Please provide an assessment of the operational performance of the proposed access intersections on White Hills Road and Logan Road.

8.11 Based on the provided 'existing' 2023 traffic volumes, it is evident that the Sunday peak period can reasonably be considered the critical road network period, regardless of the likely reduced traffic generation of the proposed development. **Please provide** an assessment of the relevant Sunday periods in terms of intersection performances and midblock capacities.

8.12 Please provide a revised TIA applying higher traffic growth rates (e.g., 2-3% per annum) to the 'existing' 2023 traffic volumes when assessing the 10-year post development scenario as a means of sensitivity testing.

8.13 The pitt&sherry TIA provides spot parking surveys on Tuesday 17th January 2023 to verify the findings of previous on-street parking occupancy surveys that were carried out on Wednesday 5th December 2018. The more recent spot parking surveys occurred during the school holidays. **Please provide** additional surveys should be undertaken during normal periods (outside school holidays).

8.14 Please provide a revised TIA calculating the parking availability using a length of 6.7m instead of 6.0m for a parallel on- street parking space.

8.15 Please provide a revised TIA rectifying discrepancies regarding the results of the post-development midblock capacity analyses.

8.16 Please provide a revised TIA requiring the proponent to widen the section of Logan Road along the southern boundary of the subject site to the ultimate requirement of 7.0m (and not only 6.0m) to avoid the implementation of upgrades in a piecemeal fashion.

8.17 Please provide a revised TIA assessing the relevant Performance Criteria of the Planning Scheme's Road and Railway Assets Code (C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction) following the completion of the preceding requirements.

8.18 Please provide a revised TIA determining the required layouts of the proposed access intersections based on the requirements of both operational performance and safety and identifying and reserving any associated land acquisitions.

8.19 Please provide a revised TIA investigating and recommending on measures to mitigate the prevailing sight distance concerns at the Barclay Street / Macquarie Street / Cambock Lane intersection.

8.20 Please provide a revised TIA determining the fundamental design parameters of the proposed by-pass road and incorporating the likely resulting alignment requirements into the proposed Evandale expansion master plan layout.

8.21 Please provide a revised TIA showing an improved alignment of the proposed by-pass road to ensure an appropriate configuration of the intersection between this proposed road and Logan Road.

8.22 Please provide a revised TIA reviewing the design of the internal road for appropriate sight distances.

9. Infrastructure servicing

The future residential development (at scale) of the Evandale township, requires investigation as to water and sewerage services, given the forecast that existing capacity of these systems will require augmentation. The Engineering Services Report does not demonstrate how the development of the expanded area will be serviced, given existing service capacities.

The development of NOR-S5.2.2 (96 lots) and 5.2.3 (72 lots) plus Arthur Street (122 lots) will yield an additional 290 Lots and this would be in addition to the lots proposed by the expansion plan.

Additional Information
9.1 Please provide a demonstration of the sustainable servicing of the proposed expansion area incorporating water, sewer, stormwater and electrical/energy capacity incorporating the future development potential of those areas zoned for residential development within the existing Evandale SAP boundary.

10. Stormwater

The site drains mainly to a point on Logan Road. A detention basin is proposed on site to temporarily store site stormwater prior to exiting the site. It has not been demonstrated how stormwater will be directed to the stormwater system from there, noting that Council will not allow site stormwater to discharge to the Logan Road open drain, and the nearest watercourse is approximately 300m away through private land.

There are current overland flows paths through the site towards Drovers Court and Stockmans Road. The Subdivision Master Plan needs to take these overland flow paths into consideration in its design.

Additional Information
10.1 To demonstrate that stormwater can be drained from the site, and noting that council will not permit site stormwater to discharge to the Logan Road open drain, please provide long sections, gradients and diameters of proposed trunk mains, main channels and overland flow paths, proposed easements and/or acquisition requirements, connection points, proposed/required

extensions and/or upgrades to Council infrastructure to provide connectivity, and proposed/required cut/fill areas throughout the development.

10.2 Please provide a revised Subdivision Master Plan considering the overland flow paths through the site towards Drovers Court and Stockmans Road.

11. Launceston Airport

The Launceston Airport has requested that the following be addressed as a part of the amendment.

Additional Information Request
Please provide a response to the following:
11.1 Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any plant or equipment that extends to a height greater than 211m AHD, including during construction (such as cranes), may infringe the OLS and must be referred to the Launceston Airport for written approval prior to use. Approval from CASA and Air Services Australia may be required, and the process may take 12 weeks or longer to obtain.
11.2 Lights within 6km radius of an airport may cause confusion, distraction or glare to pilots in the air. Should any external lighting compromise aviation safety, Under Regulation 94 of the Civil Aviation Regulations 1998 (CAR1988) CASA may seek that the lighting be modified, shielded or extinguished to ensure aviation safety.
11.3 Prospective purchasers of lots within the proposed development should be notified as follows: *The subject site is located outside the Australian Noise Exposure Forecast (ANEF) and N contours as mapped and laid out in the Launceston Airport Master Plan 2020. However, the site is located under or near the departure tracks runway 14R and the arrival tracks for runway 32L as shown in the Master Plan. Hence this development may be subject to low-level noise from aircraft using these flight paths in the future. As a result, Launceston Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the future dwellings relating to noise complaints due to the dwellings being located close to the airport and its flight paths.*

12. Mapping

Additional Information Request
12.1 Please provide GIS files in MapInfo of ArcInfo of the proposed mapping amendments.

This information is required under section 40 (1) of the *Land Use Planning and Approvals Act* 1993. In accordance with section 40 (2) of the Act, the statutory period for deciding on the application under section 38 of the Act will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-24-0030**. If you have any questions, please contact me on 6397 7303, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Paul Godier
Senior Planner

Our ref: PLN-24-0030

03 December 2024

George Geagea
TIP 119 Pty Ltd & TIP 120 Pty Ltd
Traders in Purple
Level 27, 1 Farrer Place
SYDNEY NSW 2000

Attention: Jennifer Cooper

By email only: jennifer.cooper@tradersinpurple.com

Dear Ms Cooper

Additional Information
Request to Northern Midlands Council Local Provisions Schedule
Draft Planning Scheme Amendment 14/2024 – Rezone 4 Ridgeside Lane, 38 Arthur Street, CT116759/1 Logan Road & Part 211: Logan Road, Evandale

I refer to our teleconference on 28 November 2024 and as agreed provide the following outline of the issues for which further information is sought. In doing so I thank you for the valuable discussion which assists in the understanding of the intent of the application and those matters which are directly relevant to the Council's process.

1. Preliminary report Water and Sewerage

The revised report from MRC assists in the understanding of future service loads, noting your advice that discussions are continuing with TasWater. Whilst Council will refer the application to TasWater as a part of the process, the need for future augmentation as a part of the development sequencing is a critical consideration as to the sustainability of the application, particularly given those areas of the SAP currently zoned for general residential development. Advice as to infrastructure capacity and upgrades to meet demand sequencing based upon TasWater projections is sought.

2. 4 Ridgeside Lane

The issue of the most appropriate zone for this area is impacted by considerations as to road access and therefore development density. The discussion noted the proximity of the existing Rural Living Zone C classification to the north which suggests that a Rural Living zone may be the most appropriate for the future development of this site. This is appropriate given the location of the General Residential Zoning to the west reference NOR-5.2.2 Cambock Lane West Development Precinct Masterplan. A discussion and position relevant to the issue is appropriate.

3. Community Purpose Zone

The application would benefit from a more expansive discussion of the function of this zone in the context of the development plan and the existing population profile. In our discussions you referred to child care, aged persons and affordable housing use categories.

4. Local Business Zone

The Local Historic Heritage Code overlay and the existing development within the precinct limits the introduction of larger format retail and commercial services more generally. The introduction of the zone in the context of the expansion is logical and necessary to ensure adequate servicing of the area, whilst avoiding potential compromise of the heritage precinct.

5. Agricultural Land Assessment

As advised the report prepared by Pinion Advisory was referred for peer review. The following summarises the conclusions of that analysis and your response is sought.

- The Report should clarify the assessment area, the proposed development, the author's definition of commercial scale in relation to the ATO's definition and how this affects the assessment conclusions.
- The Report should better identify unconstrained and constrained land and how this affects the assessment conclusions.
- It appears there is an additional 45ML of scheme water associated with the development area that is not included in the Report.
- The Report should be updated to include the Proposed Evandale Expansion Plan proposal and all the identified proposed new zones and how they will impact on adjacent agricultural land.
- Mitigation measures to reduce the impact on adjacent agricultural land should be consistent with measures identified in the Planning Report.
- The Report should better consider the potential agricultural use of this land particularly in relation to potential irrigated horticulture, and the location in proximity to transport routes and access to skilled labour and agronomy support.
- The report should better consider the connectivity of the majority of this land that is relatively unconstrained with other farming land with irrigated horticulture potential and how that affects the potential of this land.
- The report should better consider the local and regional impact of the loss of this land in light of the total highly reliable irrigation water resources, unconstrained land resources and potential for perennial horticulture.

6. Future By Pass Road

If the reference to the future by pass road is to be maintained then clarification as to its relationship to the SAP amendment should be addressed. It is appreciated that the issue was raised during the consultation sessions, however the application should either demonstrate how its inclusion will value add the proposal and is made possible and provide clarity as to its relationship to traffic movement and management impacting the town. It is noted that the future road impacts property to the west which is not the subject of this application, which may raise a level of concern unnecessarily.

If you have any questions, please contact me on 6397 7303, or e-mail planning@nmc.tas.gov.au

Yours sincerely

P Godier.

Paul Godier
Senior Planner



EVANDALE MASTERPLAN
PROPOSED RESIDENTIAL SUBDIVISION

TRAFFIC ENGINEERING PEER REVIEW

EVANDALE MASTERPLAN PROPOSED RESIDENTIAL SUBDIVISION
Client: Northern Midlands Council
Report Reference: 24200T
File Path: Y:\2024\24200 – Evandale Expansion Masterplan Peer Review\08 Reports\24200TREP01F01.docx

Wednesday, May 01, 2024

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:
F01	Bernhard Weyers	Project Traffic Engineer	01/05/2024	Jarrod Wicks	Director	01/05/2024

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1 INTRODUCTION

SALT has been engaged by Northern Midlands Council to undertake a peer review of the Traffic Impact Assessment (TIA) prepared by pitt&sherry in support of a proposed amendment to the Planning Scheme to facilitate the rezoning of land in Evandale and the implementation of an associated development masterplan.

During the preparation of the peer review report, the following tasks have been undertaken:

- Development plans have been reviewed;
- The TIA report prepared by pitt&sherry has been reviewed;
- The subject site and its environs were inspected during a site visit;
- SIDRA modelling carried out by pitt&sherry has been evaluated;
- Available traffic volume data was reviewed; and
- Matters relating to traffic safety, sight lines at proposed accesses, etc. were reviewed.

The following sets out SALT's findings with respect to the traffic assessment prepared by pitt&sherry in support of the proposed amendment to the Planning Scheme.

2 EXISTING CONDITIONS

2.1 LOCATION & SITE DESCRIPTION

The subject site includes four (4) properties/titles immediately west of Evandale township, namely:

- 4 Ridgeside Lane;
- Logan Road;
- Portion of 211 Logan Road; and
- 38 Arthur Street.

The area is generally bounded by White Hills Road in the northwest, Ridgeside Lane in the north, Logan Road in the south, other properties/titles in the east, and Evandale township in the west. The total area comprises a combined extent of about 100 ha.

The location of the site with respect to the surrounding road network is shown below in **Figure 1**, followed by an aerial view of the site in **Figure 2**.

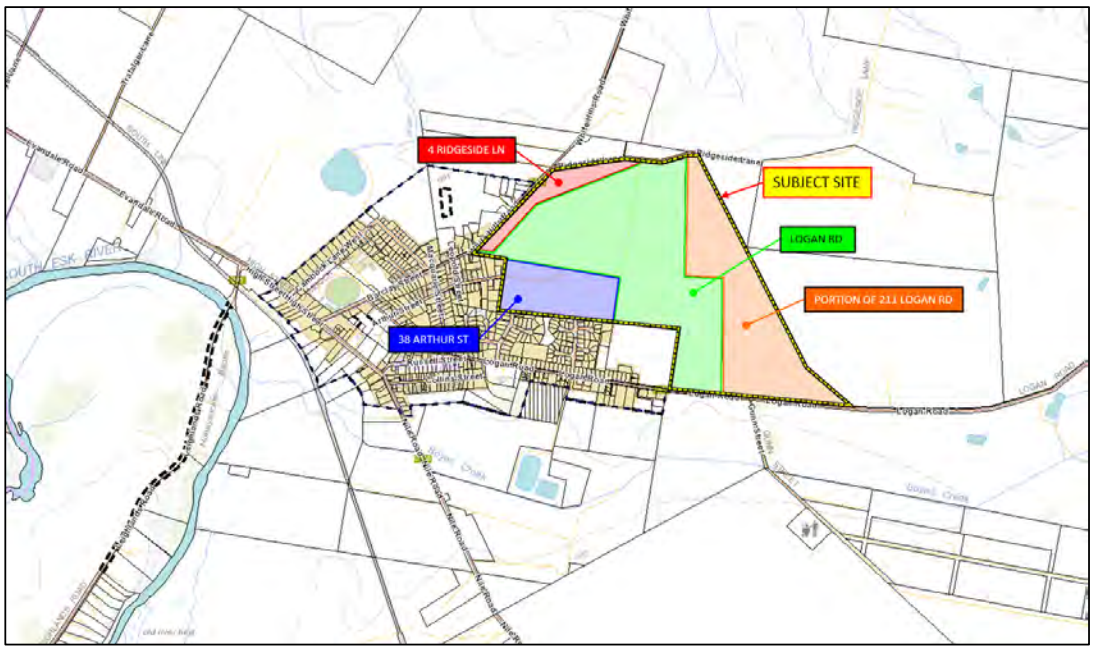


Figure 1 Subject Site location (Source: LISTmap)



Figure 2 Aerial view of subject site (Source: Google Earth Pro)

It is noted that the subject site does not fall within the boundaries of the Evandale Specific Area Plan.

2.2 SURROUNDING LAND USE

To the west of the subject site, the land use primarily comprises of residential uses, as well as associated land uses such as recreation, open space, local business, and community purpose land uses. To the north, south, and east of the subject site, the land use is primarily agricultural and rural living.

2.3 ZONING & OVERLAYS

Northern Midlands Council is the responsible authority, and the zoning of the subject site is 'Agricultural'. The site is subject to an 'Airport obstacle limitation area' overlay, an 'Attenuation area' overlay, and a 'Bushfire-prone areas' overlay.

2.4 ROAD NETWORK

White Hills Road is a sealed collector road that follows a northeast-southwest alignment and is under the care and management of Council; White Hills Road becomes Barclay Street within Evandale township. The carriageway is approximately 6.8m wide but reduces to about 6.0m northeast of Ridgeside Lane. White Hills Road accommodates a single two-way carriageway with unsealed shoulders, although kerb & channel has been provided on the north-western side for a short section. An unpaved footpath, approximately 1.9m wide, has been provided on the south-eastern side between Barclay Street and Ridgeside Lane. The posted speed limit is 50 km/h, which becomes 100 km/h about 225m northeast of the intersection with Ridgeside Lane.

Views of White Hills Road are provided in below in **Figure 3** and **Figure 4**.



Figure 3 White Hills Rd looking northeast



Figure 4 White Hills Rd looking southwest

Barclay Street is a sealed collector road that follows a northeast–southwest alignment and is under the care and management of Council. The carriageway is approximately 8.7m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. Towards the southwest, paved footpaths that are about 1.7–1.8m wide have been provided on both sides, whereas towards the northeast, a 1.5m wide paved footpath has been provided on the southern side only. The posted speed limit is 50 km/h.

Views of Barclay Street are provided in below in **Figure 5** and **Figure 6**.



Figure 5 Barclay St looking northeast



Figure 6 Barclay St looking southwest

Logan Road is a sealed collector road that follows an east–west alignment and is under the care and management of Council. The carriageway accommodates two-way vehicular movement and is approximately 5.0m wide along the southern boundary of the subject site but increases to about 8.8m towards Evandale township.

The wider eastern section of Logan Road has kerb & channel on both sides, a 1.8m wide paved footpath on the northern side, a paved footpath that is about 1.4m wide on the southern side, a posted speed limit of 50 km/h, and parking is permitted on both sides.

Along the narrower western section, the shoulders are unsealed, footpaths have not been provided, and the posted speed limit is 100 km/h.

Views of Logan Road are provided below in **Figure 7** – **Figure 10**.



Figure 7 Logan Rd (East) looking east



Figure 8 Logan Rd (East) looking west



Figure 9 Logan Rd (West) looking east



Figure 10 Logan Rd (West) looking west

Russell Street is a sealed collector road that forms the western extension of Logan Road. It follows an east-west alignment and is under the care and management of Council. The carriageway is approximately 9.7m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. A paved footpath that is 2.5m wide has been provided on the northern side, and a paved footpath that is about 1.8m wide has been provided on the southern side. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

Views of Russell Street are provided below in **Figure 11** and **Figure 12**.



Figure 11 Russell St looking east



Figure 12 Russell St looking west

Cambock Lane East is a sealed local road that follows a northwest–southeast alignment and is under the care and management of Council. The carriageway is 8.9m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. A 1.8m wide paved footpath has been provided on the south-western side. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

Views of Cambock Lane East are provided below in **Figure 13** and **Figure 14**.



Figure 13 Cambock Ln East looking northwest



Figure 14 Cambock Ln East looking southeast

Cambock Lane West is a sealed local road that follows a northeast–southwest alignment and is under the care and management of Council. The carriageway is 8.9m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. A paved footpath that is 1.5m wide has been provided on the north-western side, and an unpaved footpath that is about 1.0m wide has been provided on the south-eastern side. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

Views of Cambock Lane West are provided below in **Figure 15** and **Figure 16**.



Figure 15 Cambock Ln West looking northeast



Figure 16 Cambock Ln West looking southwest

Arthur Street is a sealed local road that follows an east-west alignment and is under the care and management of Council. The carriageway is 7.8m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. A 1.5m wide paved footpath has been provided on the northern side. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

Views of Arthur Street are provided below in **Figure 17** and **Figure 18**.



Figure 17 Arthur St looking east



Figure 18 Arthur St looking west

Coachmans Road is a sealed local road that follows a north-south alignment and is under the care and management of Council. The carriageway is 8.9m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. Paved footpaths, 1.5m wide, have been provided on both sides. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

The northern end of the Coachmans Road Reservation intersects the southern boundary of the subject land. The existing cross section terminates at the site boundary and no turn around treatment is currently provided.

Views of Coachmans Road are provided below in **Figure 19** and **Figure 20**.



Figure 19 Coachmans Rd looking north



Figure 20 Coachmans Rd looking south

Stockmans Road is a sealed local road that follows a north-south alignment and is under the care and management of Council. The carriageway is 8.9m wide and accommodates two-way vehicular movement, with parking permitted and kerb & channel provided on both sides. Paved footpaths, 1.2m wide, have been provided on both sides. There is no posted speed limit, therefore the default speed limit of 50 km/h in urban areas applies.

The northern end of the Stockmans Road Reservation intersects the southern boundary of the subject land. The existing cross section terminates at the site boundary and no turn around treatment is currently provided.

Views of Stockmans Road are provided below in **Figure 21** and **Figure 22**.



Figure 21 Stockmans Rd looking north



Figure 22 Stockmans Rd looking south

Ridgeside Lane is a local road that follows an east-west alignment and is under the care and management of Council. A section of Ridgeside Lane is sealed, and it becomes an unsealed road about 375m east of White Hills Road. Both the sealed and unsealed sections of carriageway are approximately 3.6m wide and the shoulders are unsealed. Footpaths have not been provided on either side. There is no posted speed limit, therefore the default speed limit of 80 km/h on gravel roads applies; however, during the site inspection it was found that operating speeds of about 40 – 50 km/h are more prevalent.

Views of Ridgeside Lane are provided below in **Figure 23** – **Figure 26**.



Figure 23 Ridgeside Ln (sealed) looking east



Figure 24 Ridgeside Ln (sealed) looking west



Figure 25 Ridgeside Ln (unsealed) looking east



Figure 26 Ridgeside Ln (unsealed) looking west

2.5 SUSTAINABLE TRANSPORT

Pedestrian and cycling facilities are limited along the sections of White Hills Road and Logan Road that abut the subject site, with the only available facility being an unpaved footpath on the south-eastern side of White Hills Road. Within central Evandale, however, paved footpaths have been provided on at least one side of most of the roads. Bicycle lanes and/or paths have however not been provided.

In terms of public transport, only one (1) bus route, namely route 792 (Evandale via Hobart Road, Kings Meadows, Six Ways, South Launceston & Hospital, operated by Tassielink) operates in Evandale.

Two services operate during the weekday AM period, while one service operates during each of the weekday PM, Saturday AM & PM, and Sunday AM & PM periods.

2.6 CRASH HISTORY

A review of the Tasmanian vehicle crash data for the most recent 5-year period available, ending 24 October 2021, has been undertaken and is summarized in **Table 1**. The crash history review included Barclay Street, High Street, Russell Street, and Logan Road.

Table 1 Most recent 5-year crash history

Road	DCA	Description	Quantity	Severity
Barclay Street	110	Cross traffic	1	Property damage only
	160	Parked	2	Property damage only; Minor
	162	Accident or broken down	1	Property damage only
High Street	110	Cross traffic	1	Minor
	149	Other manoeuvring	1	Property damage only
	160	Parked	1	Property damage only
Russell Street	142	Leaving parking	1	Property damage only
	144	Parking vehicles only	2	First aid; Property damage only
	154	Pulling out (rear end)	1	Property damage only
	191	Load or missile struck vehicle	1	Property damage only
Logan Road	139	Other same direction (including vehicle rolling backwards)	1	Property damage only
	149	Other manoeuvring	1	Property damage only
	160	Parked	1	Property damage only
	169	Other on path	1	Property damage only

Table 1 above shows that the crash trend during the most recent 5-year period is generally characterised by low levels of severity, with property damage only making up most of the recorded crashes.

It is also noted that crashes involving parked and parking vehicles are prevalent, especially on Russell Street. This may be influenced by the high on-street parking demand that was observed on Russell Street during the site inspection, as well as its function as a 'feeder' to the Evandale Sunday Markets.

2.7 TRAFFIC VOLUMES

2.7.1 MIDBLOCK VOLUMES

In terms of existing midblock volumes, pitt&sherry references data provided by TiP on White Hills Road and Logan Road, which was collected in April 2018.

It is noted that pitt&sherry states that Sundays are not 'busy' days in terms of traffic but are nevertheless significant for additional traffic and parking due to the Sunday Markets that take place in central Evandale between 8:00am – 1:00pm.

The midblock two-way traffic volumes are provided in **Table 2**.

Table 2 Midblock traffic count data (Source: pitt&sherry TIA, 29 January 2024, p. 9)

Road	Location	Weekday Traffic Volume (vehicles per day)	Sunday Traffic Volume (vehicles per day)
White Hills Road	West of Ridgeside Lane	517	438
	East of Ridgeside Lane	487	391
Logan Road	West of no. 58	176	271
	East of no. 58	133	173

2.7.2 KEY INTERSECTIONS

Regarding intersection volumes, pitt&sherry references 24-hour vehicle turning movement counts that were undertaken on Thursday, 4th April 2019 and Sunday, 7th April 2019 by Matrix Traffic and Transport Data at the following key intersections:

1. High Street / Cambock Lane;
2. High Street / Barclay Street;
3. High Street / Russell Street;
4. Barclay Street / Macquarie Street / Cambock Lane; and
5. Russell Street / Macquarie Street.

The locations of the intersections with respect to the surrounding road network are shown in **Figure 27**.

Based on the results of the traffic surveys, the network peak hours were determined as follows:

- Weekday AM: 8:30am – 9:30am;
- Weekday PM: 4:45pm – 5:45pm; and
- Sunday midday: 10:30am – 11:30am.

It is noted that pitt&sherry has stated that the camera at the High Street / Barclay Street intersection was tampered with and consequently no traffic data is available at this intersection for Sunday, 7th April 2019.



Figure 27 Locations of surveyed intersections (Source: LISTmap)

2.7.3 ADJUSTED TRAFFIC VOLUMES

pitt&sherry has acknowledged that the tube counts and intersection turning movement counts were carried out in 2018 and 2019 and noted that these volumes should be adjusted using a compounding growth rate to represent the expected 2023 volumes. It has also stated that a slowing in traffic growth has occurred on the Tasmanian road networks due to post COVID-19 travel characteristics, which necessitates the determination of the extent of this impact on traffic growth in Evandale.

Reference is subsequently made to tube count data that was collected during a one-week period in April 2022 on White Hills Road and Logan Road, at the same locations as the previous (April 2018) midblock tube counts, and by comparing the data, pitt&sherry has determined an overall traffic growth rate of 0.2% per annum, which has subsequently been applied to all the available traffic data to estimate the relevant 2023 traffic volumes.

The resulting 'existing' 2023 (i.e., adjusted) intersection volumes are shown in **Figure 28** – **Figure 30**.

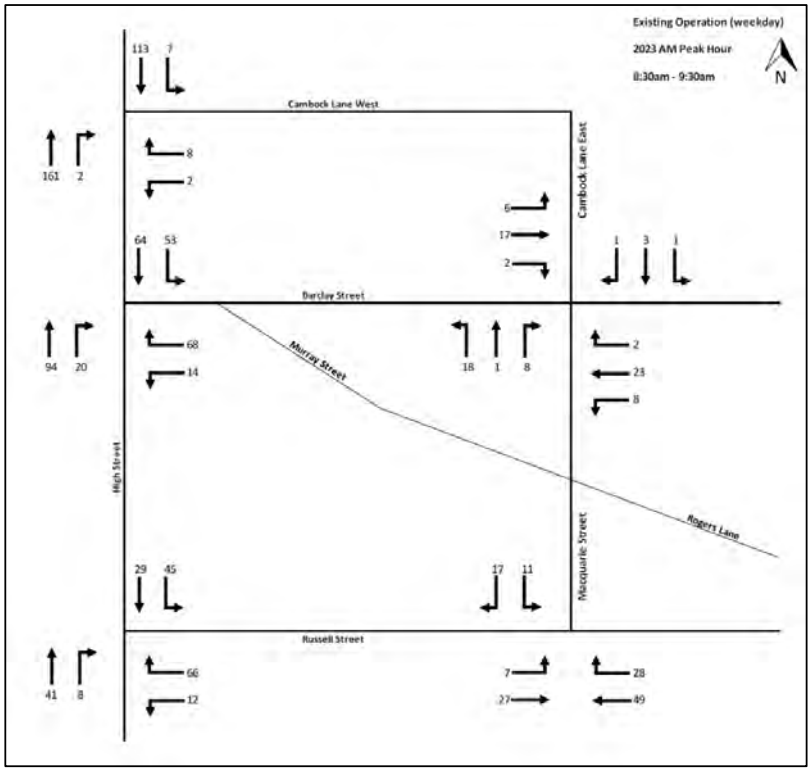


Figure 28 Weekday AM peak hour intersection volumes (Source: pitt&sherry TIA, 29 January 2024, p. 11)

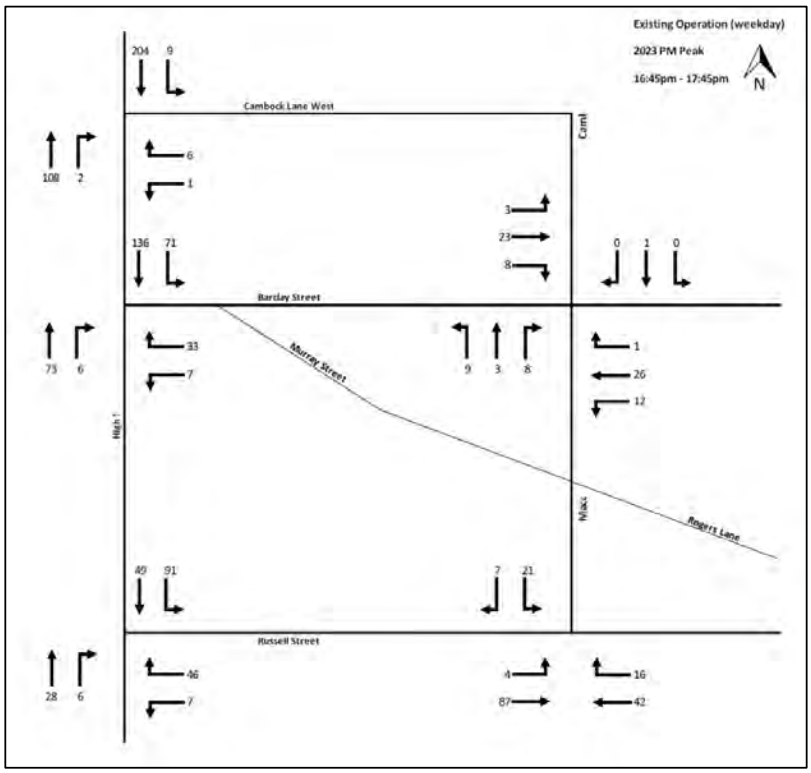


Figure 29 Weekday PM peak hour intersection volumes (Source: pitt&sherry TIA, 29 January 2024, p. 12)

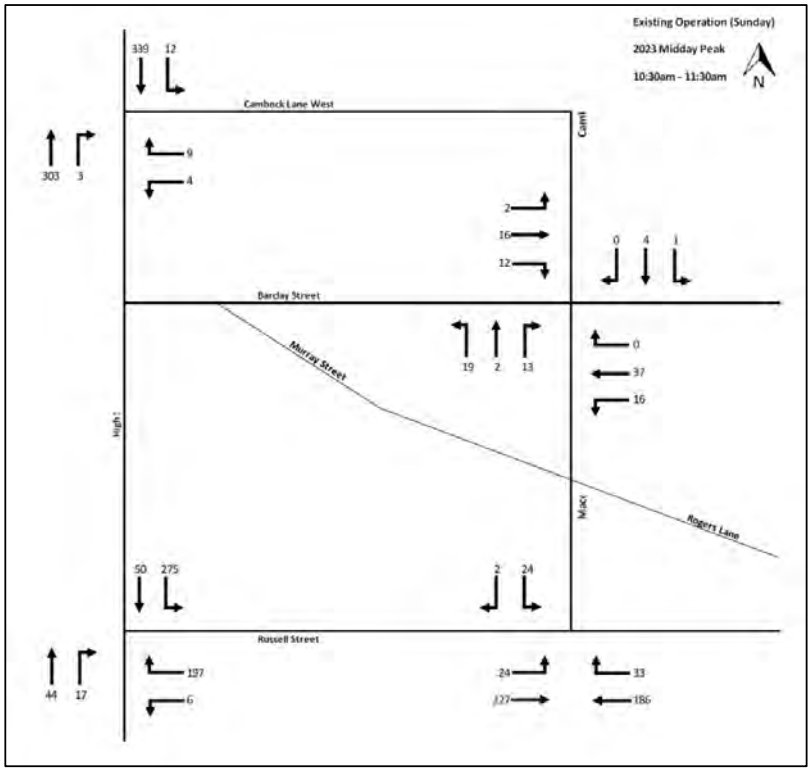


Figure 30 Sunday peak hour intersection volumes (Source: pitt&sherry TIA, 29 January 2024, p. 13)

Subsequent adjustments were also made to calculate the 'existing' 2023 daily midblock traffic volumes, which are shown in **Table 3**.

Table 3 Daily midblock traffic volumes (Source: pitt&sherry TIA, 29 January 2024, p. 14)

Road	Location	Source	Weekday Traffic Volume (vpd)	Sunday Traffic Volume (vpd)
White Hills Rd	West of Ridgeside Ln	Tube count	517	438
	East of Ridgeside Ln	Tube count	487	391
Barclay St	High St to Murray St	Turning movement count	1,472	1,500 (estimate)[7]
	Murray St to Macquarie St	Turning movement count	877	767
	Macquarie St to White Hills Rd	Turning movement count	741	677
Cambock Ln	East of High St	Turning movement count	258	251
	North of Barclay St	Turning movement count	132	124
Logan Rd	West of no. 58	Tube count	176	271
	East of no. 58	Tube count	133	173

Road	Location	Source	Weekday Traffic Volume (vpd)	Sunday Traffic Volume (vpd)
Russell St	High St to Scone St	Turning movement count	1,645	3,117
	Scone St to Macquarie St	Turning movement count	1,401	2,770
	Macquarie St to Logan Rd	Turning movement count	1,508	2,844

[1] Details pertaining to this estimated traffic volume have not been provided.

3 PROPOSAL

The proposal relates to the rezoning of approximately 100 ha of land from agricultural to general residential zone; however, pitt&sherry prepared a TIA specifically in support of a proposed Masterplan, which comprises about 78 ha of the total area. The total rezoning area encompasses all four (4) properties/titles, (refer to **Section 2.1**), while the proposed Masterplan relates to only two (2) of these properties/titles, namely Logan Road and Portion of 211 Logan Road (see **Figure 1**).

The proposed Masterplan is envisaged to include the following:

- 182 general residential lots;
- 82 rural residential lots;
- 1 super lot of 62,200 m^2;
- 1 super lot of 24,700 m^2; and
- 60,000 m^2 public open space.

The development options for the super lots are yet to be finalised, but could include any of the following land uses:

- Retirement living / Aged care;
- Childcare centre;
- Small local shops; and
- Affordable housing.

Development is proposed to commence from late 2024 over a 10-year period.

4 TRAFFIC CONSIDERATIONS

4.1 EXISTING TRAFFIC VOLUMES

pitt&sherry have included in their TIA the base/original results of the midblock tube counts that were carried out in April 2018 but have not included the base/original results of the turning movement counts from April 2019. Instead, only the 'existing' 2023 (i.e., adjusted) intersection volumes have been presented.

Additionally, prior to presenting the 'calculated' midblock traffic volumes, pitt&sherry have stated *"Daily mid-block traffic volume data is available based on the intersection turning movement counts and tube count data from April 2018 which was provided by TiP. To calculate the 2023 daily mid-block traffic volumes, the calculated 0.2% growth rate has been applied."* This statement is then followed by a table that provides the apparent 2023 midblock traffic volumes, which we have reproduced in **Table 3**.

Comparing **Table 2** (which is also a reproduction from pitt&sherry's TIA) with **Table 3** shows that the midblock volumes on White Hills Road and Logan Road have not changed. It therefore appears that no growth has been added to the original April 2018 traffic volumes. The reason for this is not apparent and should be clarified by pitt&sherry.

pitt&sherry have subsequently used additional tube count data that was collected at the same locations on White Hills Road and Logan Road during April 2022 to determine the impact of the COVID-19 pandemic on traffic growth in Evandale. This more recent tube count data has also not been presented.

It should furthermore be noted that the exact dates of the midblock tube counts are not specified and are only identified as "April 2018" and "April 2022". Term 1 for Tasmanian schools typically end around the middle of April, which means there is a possibility that the tube counts were carried out during the school holidays, which is not representative of usual traffic demand periods.

Our recommendation is thus that pitt&sherry should present the base/original results of all the referenced traffic surveys, as well as confirm whether the tube counts were carried out during or outside of the school holidays. If these surveys were indeed carried out during the school holidays, either additional traffic surveys should be carried out at appropriate times to ensure that representative data is collected, or the available data should be suitably adjusted to ensure that it is more representative of usual/typical traffic demands outside of the school holiday periods.

4.2 TRAFFIC GENERATION

4.2.1 GENERAL RESIDENTIAL & RURAL RESIDENTIAL

pitt&sherry have stated that the traffic generation rate for residential and townhouse developments specified in the *Roads and Maritime Services (RMS) Guide to Traffic generating developments Technical Direction TDT2013/04a* would likely overestimate the traffic generation of the proposal, given the specific demographic characteristics and location of Evandale. Instead, the methodology as per the *Austroads Guide to Traffic Management Part 12: Traffic Impacts of Developments* was adopted, in addition to traffic data that was collected over a one-week period in June 2022 on the following streets in Evandale:

- Honeysuckle Grove;
- Coachmans Road; and
- Stockmans Road.

Analysis of the collected traffic data resulted in the following traffic generation rates:

- Weekday AM peak hour: 0.5 trips per dwelling;
- Weekday PM peak hour: 0.5 trips per dwelling; and
- Daily: 3.5 trips per dwelling.

Generally, we agree with the approach adopted by pitt&sherry to estimate the actual, location-specific traffic generation rates of general and rural residential lots, although we note that the proposed daily traffic generation rate is very low. For example, the NSW RMS (now TfNSW) Technical Direction TDT2013/04a specifies the following rates for low density residential developments in regional areas:

- Weekday AM peak hour: 0.78 trips per dwelling;
- Weekday PM peak hour: 0.71 trips per dwelling; and
- Daily: 7.4 trips per dwellings

We will also note that pitt&sherry did not include the referenced June 2022 survey traffic data in their TIA.

Our recommendation is thus that pitt&sherry should present the June 2022 surveyed traffic data to demonstrate the determination of the actual traffic generation rates and indicate whether the proposed daily generation rate is based on the surveyed traffic data.

4.2.2 REMAINING LAND USES

pitt&sherry have made the following assumptions regarding the anticipated traffic generation of the remaining land uses:

- Childcare centres and small local shops will likely generate traffic from the local area (i.e., internal, from within the subject site) and as such exhibit low external traffic generation (from outside the development);
- Traffic generation related to retirement living / aged care would likely be to/from outside the local area, i.e., external; and
- Affordable housing typically generates less traffic than general residential.

Based on these assumptions, pitt&sherry have concluded that retirement living would have the greatest traffic generation potential and is therefore the critical land use (for the proposed super lots). The following traffic generation rates provided by the RMS Technical Direction have been adopted:

- Weekday AM peak hour: NIL – the weekday AM peak hour does not coincide with the network peak hour;

- Weekday PM peak hour: 0.4 trips per dwelling; and
- Daily: 2.1 trips per dwelling.

These rates appear to have been incorrectly applied. The rate of '0.4 trips per dwelling' is the 'site peak hour' summary rate for metropolitan and regional sites. Appendix C2 of the Technical Direction indicates non-metropolitan sites generate PM peak hour traffic at around 0.28 trips per dwelling (if the outlier is excluded).

Moreover, Appendix C2 indicates the traffic survey periods did not capture the network AM peak, so whilst the Technical Direction notes the site AM peak hour and network AM peak hours do not typically overlap, retirement living / aged care sites will still generate some traffic during the network AM peak period that needs to be considered in any assessment.

pitt&sherry have stated that about 100 retirement living units would likely be developed, though it is not clear if this applies to one or both super lots.

Notwithstanding, pitt&sherry have provided the following in terms of the expected traffic generation of the overall development:

- Weekday AM peak hour: 325 vehicle movements;
- Weekday PM peak hour: 365 vehicle movements; and
- Daily: 1,615 vehicle movements.

SALT has applied all the aforementioned traffic generation rates to the proposed development parameters (182 general residential lots plus 82 rural residential lots, and 100 retirement living units), and have calculated different numbers of peak hour vehicle movements, as follows:

- Weekday AM peak hour: 132 vehicle movements;
- Weekday PM peak hour: 172 vehicle movements; and
- Daily: 1,134 vehicle movements.

The reason for these discrepancies is not clear, and pitt&sherry have not detailed their methodology for determining the expected traffic generation of the proposed development.

It is furthermore noted that pitt&sherry's TIA does not include the expected Sunday peak traffic generation of the proposed development; it has been stated that only the weekday AM, PM, and daily scenarios were considered since the development is expected to cause the biggest traffic impact on the road network on weekdays.

We do not agree with this approach for the following reasons:

- It is inconsistent considering pitt&sherry's inclusion of the Sunday peak hour in their assessment of the 'existing' traffic volumes on the road network; and
- Although the traffic generation of the development itself is likely to be reduced on Sundays, the Evandale Sunday Markets likely result in increased overall/background traffic demand on the road network, which could potentially be sensitive to any increase in traffic demand due to the proposed development. As detailed in the sections that follow, Sundays can reasonably be considered as the critical periods in terms of 'existing' traffic on the road network.

Our recommendations are thus that pitt&sherry should provide further detail regarding their methodology for determining the expected traffic generation of the proposed development, as well as include Sunday peak hour and daily traffic generation.

4.3 TRAFFIC DISTRIBUTION

pitt&sherry have presented the following directional splits of traffic (i.e., inbound vs. outbound traffic movements):

- Weekday AM peak hour: 30% in / 70% out;
- Weekday PM peak hour: 60% in / 40% out; and
- Daily: 50% in / 50% out

Generally, we agree that the adopted directional splits fall within the ranges that are typical for residential developments. It is however not clear whether pitt&sherry have based these directional splits on the results of the traffic surveys that were undertaken during June 2022 on the streets in Evandale.

In terms of the traffic distribution and assignment, pitt&sherry has stated that the traffic generated by the proposed development will be based on the following factors:

- The locality of the site in terms of the surrounding major road network;
- The location of traffic generating developments; and
- The current/existing traffic patterns on the road network.

Whilst we agree that the proposed development's traffic distribution will be influenced by the abovementioned matters, we note that no details have been provided, meaning it is not possible to assess the actual distribution parameters adopted by pitt&sherry.

Our recommendations are thus that pitt&sherry should confirm the basis of their adopted directional splits of traffic, as well as provide their adopted traffic distribution parameters (i.e., directional percentages). SALT notes that the existing turning movement volumes and peak hour tube count data could have been used as the basis for pitt&sherry's adopted traffic distribution; however, it is not clear whether this is indeed the case and should thus be clarified.

4.4 INTERSECTIONS

4.4.1 EXISTING OPERATIONAL PERFORMANCE OF INTERSECTIONS

pitt&sherry have carried out operational analyses of the key intersections in the area using SIDRA. The Sunday midday peak hour for the High Street / Barclay Street intersection was not included due to traffic data not being available – refer to **Section 2.7.2**.

The geometries of the intersections were based on aerial photography obtained from LISTmap. pitt&sherry have stated that *"for a number of intersections, the model has been developed with two lanes on the minor approach to the intersection."* What this means is that a second, short lane has been added to the minor road approach, which provides sufficient width for two vehicles to queue side-by-side at the give-way line. This is done given the actual additional width of the approach lane at the give-way line, which informally allows two vehicles to simultaneously wait for a gap in the major road traffic stream, in the case of one vehicle turning left and the other turning right. Although not explicitly stated by pitt&sherry, this method was applied to Cambock Lane, Barclay Street, and Russell Street, at the intersections of these streets with High Street.

Generally, pitt&sherry's analyses showed that all the intersections currently operate with minimal queues and delays, and all intersections furthermore operate at LOS A during all the relevant peak hours.

4.4.2 POST-DEVELOPMENT OPERATIONAL PERFORMANCE OF INTERSECTIONS

pitt&sherry have assessed two (2) post-development scenarios:

- 2024 post-development, which includes the 'existing' traffic on the road network plus traffic generated by the proposed development; and
- 2034 post-development, which includes the 'existing' traffic on the road network plus future traffic growth (compounding growth at 0.2% per annum over 10 years) plus traffic generated by the proposed development.

The analyses were carried out for the weekday AM and PM peak hours only. Based on their analyses, pitt&sherry found that – for both post-development scenarios – all the intersections will continue to operate with minimal queues and delays, and that all the intersections will also continue to operate at LOS A during both the weekday AM and PM peak hours.

4.4.3 SALT PEER REVIEW OF INTERSECTION OPERATIONAL ASSESSMENTS

We identify several matters of concern with pitt&sherry's operational analyses of intersections. Firstly, whilst we agree that the minor road approaches at the intersections on High Street are wide enough to accommodate two vehicles side-by-side at the yield line, it would nevertheless be prudent to analyse these intersections as providing only a single approach lane, since this is a more conservative approach and can also serve as a sensitivity check for the two-lane approach method. Furthermore:

- Vehicles on the minor road approach occasionally position themselves in such a way that the 'second' lane is effectively blocked to other vehicles, and the adopted two-lane method does not account for such an occurrence; and
- AustRoads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings specifically discourages two stand up lanes for sight lane safety reasons – refer Figure 31. Council should therefore be aiming to line mark the intersection in such a way to avoid this scenario.

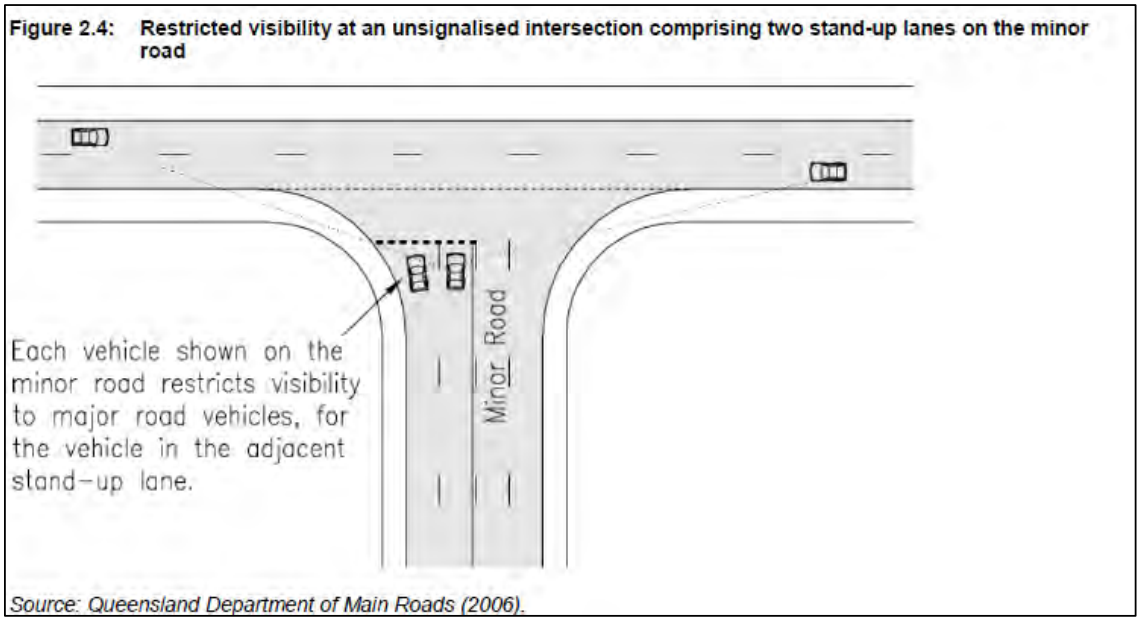


Figure 31 Restricted visibility with two stand up lanes (Source: AustRoads GtTM Part 6)

We also do not agree with the exclusion of the Sunday peak hour with respect to the post-development intersection analyses, as the Sunday peak hour can reasonably be considered as the critical road network period, regardless of the likely reduced traffic generation of the proposed development on Sundays. With reference to **Figure 28**, **Figure 29**, and **Figure 30**, the total traffic movement volumes (i.e., intersection throughput) are summarised in **Table 4** below.

Table 4 Total traffic volumes at intersections

Intersection	Intersection Total Volumes (vehicles per hour)		
	Weekday AM Peak	Weekday PM Peak	Sunday Peak
High St / Cambock Ln	293	330	670
High St / Barclay St	313	326	No data
High St / Russell St	201	227	589
Barclay St / Macquarie St / Cambock Ln	90	94	122
Russell St / Macquarie St	139	177	496

As shown in **Table 4**, the Sunday peak hour is clearly the critical road network period in terms of 'existing' traffic volumes, with higher traffic volumes at all the intersections compared to the weekday AM and PM peak hours. It is particularly noted that the traffic throughput at most of the intersections is more than double during the Sunday peak hour compared to the weekday AM and PM peak hours. Post-development analysis of the Sunday peak hour is thus clearly warranted.

Lastly, pitt&sherry have undertaken an additional assessment comprising application of a compounding 0.2% per annum growth rate over 10 years to determine the 10-year post-development performance of the intersections – the adopted growth rate is based on the overall growth rate obtained from comparing historical and more recent traffic volumes on White Hills Road and Logan Road – refer to **Section 2.7.3**. We would recommend that additional analyses be undertaken that include higher rates of traffic growth. Whilst we agree that the COVID-19 pandemic has had a significant effect on traffic growth, it is reasonable to expect the extent of these effects to reduce as

time progresses, and that growth rates will eventually return to 2–3% per annum, which is generally considered normal. Furthermore, utilising higher growth rates can serve as an additional means of sensitivity testing.

In summary, our recommendations are that pitt&sherry update their intersection analyses as follows:

- The Sunday peak hour should also be assessed for both post-development scenarios;
- Intersection geometries should be limited to single-lane approaches on the minor roads to ensure a conservative approach; and
- Higher traffic growth rates (e.g., 2–3%) should be applied to the 'existing' traffic volumes.

As an additional matter, pitt&sherry have not assessed the proposed intersections on White Hills Road and Logan Road that will provide access to the development – these intersections are indicated as Number 1 and Number 8 on the proposed Evandale expansion master plan layout (attached as **APPENDIX 1**). These intersections must also be assessed in terms of operational performance since they will accommodate all the traffic generated by the development. Our recommendation is that pitt&sherry's TIA should be updated to include analyses of these access intersections.

4.4.4 SALT PEER REVIEW OF SIDRA ANALYSES

Council has requested pitt&sherry's SIDRA models and have provided these to SALT for the purposes of this traffic engineering assessment peer review.

SALT has assessed the provided SIDRA models and have determined that adjusted gap acceptance values have been adopted by pitt&sherry, as detailed in **Table 5** below.

Table 5 SIDRA intersection gap acceptance values

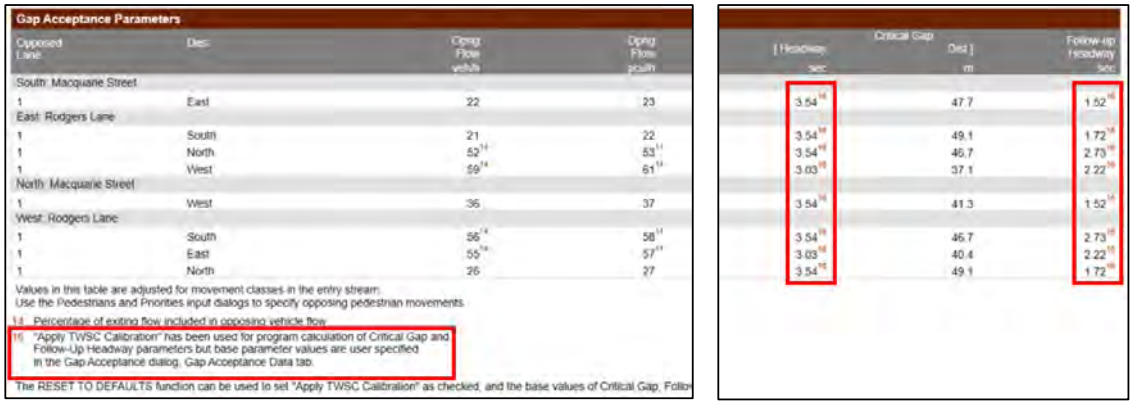
Number of Approaches	Road	Traffic Movement	Critical Gap (seconds)		Follow-up Headway (seconds)	
			SIDRA Default	Adjusted	SIDRA Default	Adjusted
Three (3)	Major	Right Turn	4.50	4.00	2.50	2.00
	Minor	Left turn	5.00	4.50	3.00	2.50
		Right Turn	7.00	5.50	4.00	3.50
Four (4)	Major	Right Turn	4.50	4.00	2.50	2.00
	Minor	Left turn	5.00	4.50	3.00	2.50
		Straight	6.50	5.00	3.50	3.00
		Right Turn	7.00	5.50	4.00	3.50

Based on the adjusted gap acceptance values shown in **Table 5**, it seems that pitt&sherry have adopted the critical gap and follow-up headway values specified in Table 3.5 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Whilst the AustRoads values provide a more 'generalised' assessment than the default SIDRA values and methodology their use is not disputed if applied correctly. However, the reason SIDRA adopts these higher values is because it uses them as base values only. They are then adjusted using a method unique to SIDRA known as 'Two-Way Sign Control (TWSC)', which calibrates these base values based on various factors including intersection geometry and control, etc. This is a default setting.

When overriding the default SIDRA values with user-given values, the TWSC Calibration method should be unchecked to avoid further reductions to these values.

Regarding pitt&sherry's SIDRA model, it has been determined that this adjustment has not been made. This means that the intersection analyses utilised gap acceptance values that are lower than the Austroads values and a warning has been provided in the Sign Control Analysis outputs indicating that TWSC Calibration has been applied to user specified values.



Gap Acceptance Parameters

Opposed Lane	Dec.	Opng Flow veh/h	Opng Flow pcu/h
South: Macquarie Street			
1	East	22	23
East: Rodgers Lane			
1	South	21	22
1	North	52[14]	53[11]
1	West	59[14]	61[14]
North: Macquarie Street			
1	West	36	37
West: Rodgers Lane			
1	South	56[14]	58[11]
1	East	55[14]	57[11]
1	North	26	27

Values in this table are adjusted for movement classes in the entry stream.
Use the Pedestrians and Priorities input dialogs to specify opposing pedestrian movements.
[1] Percentage of exiting flow included in opposing vehicle flow.
[4] "Apply TWSC Calibration" has been used for program calculation of Critical Gap and Follow-Up Headway parameters but base parameter values are user specified in the Gap Acceptance dialog, Gap Acceptance Data tab.
The RESET TO DEFAULTS function can be used to set "Apply TWSC Calibration" as checked, and the base values of Critical Gap, Follo

Critical Gap [Headway sec	Dist] m	Follow-up Headway sec
3.54[14]	47.7	1.52[14]
3.54[14]	49.1	1.72[14]
3.54[14]	46.7	2.73[14]
3.03[14]	37.1	2.22[14]
3.54[14]	41.3	1.52[14]
3.54[14]	46.7	2.73[14]
3.03[14]	40.4	2.22[14]
3.54[14]	49.1	1.72[14]

pitt&sherry did not include details regarding gap acceptance parameters in their TIA, nor were any reasons provided for using adjusted values, and clarification should therefore be provided.

Accordingly, our recommendation is that pit&sherry should either use the SIDRA default gap acceptance parameters or disable the two-way sign control calibration to ensure conformity with the Austroads gap acceptance recommendations.

4.5 ROAD SECTIONS

4.5.1 ON-STREET PARKING DEMAND

pitt&sherry have referenced on-street parking occupancy surveys that were carried out on Barclay Street and Russell Street on Wednesday 5th December 2018, recorded every hour between 8:00am – 6:00pm, as well as additional surveys on a Sunday (date not specified) on these streets and Cambock Lane, recorded every hour between 8:00am – 2:00pm. Parking availability was determined by measuring the road section lengths, excluding driveways and no parking and/or no stopping zones, and dividing the lengths by 6.0m.

Subsequent general observations and spot on-street parking occupancy surveys were undertaken on Tuesday 17th January 2023, and pitt&sherry have stated that the more recently observed parking occupancies were consistent with the recorded observations of 2018.

Barclay Street

Barclay Street was divided into three (3) sections and parking occurs on both the northern and southern sides, with a total parking supply of 115 spaces:

- Section 1: High Street – Murray Street
  - Parking supply: 30 (N) & 20 (S)
- Section 2: Murray Street – Macquarie Street
  - Parking supply: 19 (N) & 12 (S)
- Section 3: Macquarie Street – White Hills Road
  - Parking supply: 21 (N) & 13 (S)

From the parking occupancy surveys the maximum parking demand along Barclay Street was found to be 3 parked cars (9% occupancy) on Section 3 during the weekday period and 2 parked cars (6% occupancy) on Section 3 during the Sunday period.

Russell Street

Russell Street was divided into three (3) sections and parking occurs on both the northern and southern sides, with a total parking supply of 101 spaces:

- Section 1: High Street – Scone Street
  - Parking supply: 12 (N) & 14 (S)
- Section 2: Scone Street – Macquarie Street
  - Parking supply: 21 (N) & 19 (S)
- Section 3: Macquarie Street – Coachmans Road

- Parking supply: 13 (N) & 22 (S)

From the parking occupancy surveys the maximum parking demand along Russell Street was found to be 18 parked cars (45% occupancy) on Section 2 during the weekday period and 35 parked cars (88% occupancy) on Section 2 during the Sunday period.

pitt&sherry have stated that between 7:00am – 3:00pm during the Sunday period, a bus zone operated on a part of the northern side of Section 3 and a parking restriction has been implemented on the southern side of Section 3. In addition, several parking spaces in Section 1 were occupied by roadworks signage.

Cambock Lane

Cambock Lane includes two sections, namely Cambock Lane east, which follows a northwest–southeast alignment and intersects with Barclay Street, and Cambock Lane west, which follows a northeast–southwest alignment and intersects with High Street. Parking occurs on both sides of each section and the total parking supply is 176 spaces:

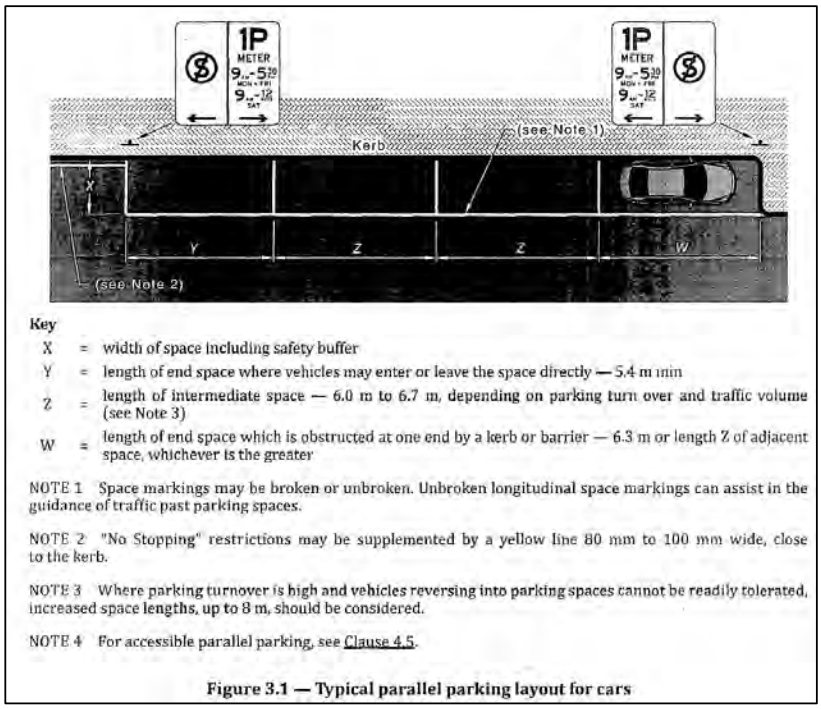
- Cambock Lane East
  - Parking supply: 24 (E) & 32 (W)
- Cambock Lane West
  - Parking supply: 57 (N) & 63 (S)

From the parking occupancy surveys the maximum parking demand along Cambock Lane was found to be 11 parked cars (9% occupancy) on Cambock Lane West during the Sunday period.

4.5.2 SALT PEER REVIEW OF ON-STREET PARKING DEMAND ASSESSMENT

As is the case with the traffic volumes in the area (refer to **Section 2.7**), we note that the presented data was obtained some time ago (about 5–6 years ago) and is thus considered dated. pitt&sherry have nevertheless carried out spot parking surveys more recently to determine the feasibility of using the dated data, although these more recent observations were undertaken during the school holidays. As such, the 2023 observed parking occupancies potentially do not represent typical peak parking demands.

Furthermore, the use of 6.0m to determine the availability of parking on-street is not considered appropriate. Table C2.3 of the Tasmanian Planning Scheme – State Planning Provisions specifies dimensions of car parking spaces, and the required length for parallel parking spaces is 6.7m. Conversely, Australian Standard AS2890.5 specifies various requirements for on-street parking, and the relevant dimensions are shown below in **Figure 32**.



Key

X = width of space including safety buffer

Y = length of end space where vehicles may enter or leave the space directly — 5.4 m min

Z = length of intermediate space — 6.0 m to 6.7 m, depending on parking turn over and traffic volume (see Note 3)

W = length of end space which is obstructed at one end by a kerb or barrier — 6.3 m or length Z of adjacent space, whichever is the greater

NOTE 1 Space markings may be broken or unbroken. Unbroken longitudinal space markings can assist in the guidance of traffic past parking spaces.

NOTE 2 "No Stopping" restrictions may be supplemented by a yellow line 80 mm to 100 mm wide, close to the kerb.

NOTE 3 Where parking turnover is high and vehicles reversing into parking spaces cannot be readily tolerated, increased space lengths, up to 8 m, should be considered.

NOTE 4 For accessible parallel parking, see Clause 4.5.

Figure 3.1 — Typical parallel parking layout for cars

Figure 32 On-street parallel parking requirements (Source: AS2890.5:2020 Part 5: On-street parking, p. 11)

As seen in **Figure 32**, the required lengths for intermediate parking spaces (which constitute most parallel on-street parking spaces) are between 6.0 – 6.7m and can even be as high as 8.0m in cases of significant parking turnover. For larger vehicles (such as SUV's and 4WD's) a 6.7m average is more appropriate.

Our recommendation is thus that additional spot parking occupancy surveys should be undertaken during normal periods (outside school holidays) to confirm the appropriateness of using the recorded parking demands of 2018. Additionally, the on-street parking availability should be determined using a typical length of 6.7m for one (1) parallel on-street parking space.

We note that the observed parking demands on Barclay Street and Cambock Lane are very low and will not be significantly sensitive to the above recommendations; however, Russell Street experiences substantial parking demands and should be assessed in accordance with the relevant requirements of the Planning Scheme and Australian Standards.

4.5.3 EXISTING MIDBLOCK TRAFFIC CAPACITY

pitt&sherry have assessed the midblock capacities of the relevant roads in the area according to specific provisions of the Local Government Association of Tasmania (LGAT) Standard Drawings, the Tasmanian Local Government Road Hierarchy (TLGRH), and the RMS Guide to Traffic Generating Developments.

The LGAT Standard Drawings detail typical carriageway forms for different urban road widths, and the TLGRH provides guidance on the amount of traffic that should typically be travelling on a road of a certain classification, although higher traffic volumes could be present on such roads. According to the TLGRH, White Hills Road, Barclay Street, Cambock Lane, Logan Road, and Russell Street are all classified as link roads. Table 4.6 of the RMS Guide details the environmental capacity performance standards of residential streets. Included in Table 4.6 are local and collector roads, with maximum peak hour volumes ranging from 100 – 500 vehicles per hour, depending on certain desired outcomes.

On-street parking affects the traffic capacity of urban road sections by effectively reducing the widths of carriageways. pitt&sherry have accordingly determined the capacities of the relevant roads based on the observed parking demands and traffic volumes in conjunction with the road hierarchies and associated characteristics. pitt&sherry have also stated that *"Car parking is generally not expected to impact the width of rural roads as vehicles are permitted to park informally on the road verge."*

The LGAT Standard Drawings also specify the allowable daily traffic on rural roads for different sealed road widths. According to pitt&sherry, TiP are committed to widening the section of Logan Road along the southern boundary of the subject site to an overall width of 6.0m as part of the proposed development. Accordingly, pitt&sherry has assessed this section of Logan Road as a rural S5 category road, which should accommodate AADT volumes greater than 2,000 vehicles and have a sealed width of 7.0m.

pitt&sherry's assessment of the road network's midblock traffic capacity included the weekday AM and PM peak hour traffic, weekday daily traffic, Sunday peak hour traffic, and Sunday daily traffic. Based on pitt&sherry's assessment, the road network generally experiences low traffic demands and the roads therefore have significant spare capacity. The exception is Russell Street, which approaches and exceeds capacity on Sundays. Notably, the spare traffic capacity is defined by pitt&sherry as *"the number of vehicles that can be added to the road without unreasonably compromising the amenity, safety and efficiency of the road."*

pitt&sherry subsequently details that Russell Street exceeding capacity during Sundays is due to it functioning as the principal connection to the Evandale Sunday Markets and is subject to most of the associated parking demands. It is also stated that if a road exceeds its capacity, it will in turn operate at a higher classification, which usually affects the amenity, safety and/or efficiency of the road. It is then argued that the safety and amenity of Russell Street is not unreasonably compromised based on the nature of traffic generated on Sundays, i.e., primarily persons visiting the markets, but that vehicle speeds are however reduced, which affects the efficiency of the road. pitt&sherry concludes that although Russell Street's efficiency is reduced on Sundays, the upstream and downstream intersections nevertheless operate well, and that the overall impact of exceeding capacity along Russell Street on Sundays is minimal.

4.5.4 POST-DEVELOPMENT MIDBLOCK TRAFFIC CAPACITY

pitt&sherry have analysed the midblock traffic capacities based on the same two (2) post-development scenarios described previously. Similarly, the analyses were carried out for the weekday AM and PM peak hours only, and pitt&sherry has stated *"It is noted that the mid-block capacity on Sundays has not been assessed due to the expected low level of traffic generated by the proposed development on Sundays, leading to limited impact on the road network."* pitt&sherry also note that Russell Street currently exceeds capacity on Sundays but that it

nevertheless maintains its safety, amenity, and efficiency, and that the proposed development will not have any adverse effects on Russell Street's current conditions.

pitt&sherry's post-development analyses of the road sections have yielded results similar to their post-development analyses of the intersections; in this instance, all road sections are expected to have adequate spare capacity during the weekday AM and PM peak hours, and the weekday daily scenarios.

The following observations are noted with respect to the results presented in pitt&sherry's TIA, excerpts of which are summarised in **Table 6** below.

Table 6 Excerpt of P-D midblock capacities (Source: pitt&sherry TIA, 29 January 2024, p. 46, 55)

Road	Section	Traffic Capacity (vpd)	Traffic Volume (vpd)	Spare Capacity (vpd)
Barclay St *(excl. traffic growth)*	High St to Murray St	3,000	2,757	243
	Murray St to Cambock Ln	3,000	2,943	56
	Cambock Ln to White Hills Rd	3,000	1,371	1,628
Barclay St *(incl. traffic growth)*	High St to Murray St	3,000	2,782	218
	Murray St to Cambock Ln	3,000	2,957	42
	Cambock Ln to White Hills Rd	3,000	2,968	32

Inspection of **Table 6** shows a significant difference in traffic volumes (or spare capacities) on Barclay Street between Cambock Lane and White Hills Road when comparing the post-development scenarios. The reason for this is not known and should be clarified by pitt&sherry.

It is also noted that for the post-development scenario that includes traffic growth, the daily traffic volume on Russell Street between Macquarie Street and Logan Road is 2,907 vpd (capacity of 3,000 vpd), which means that the spare capacity is relatively low at only 93 vpd. Given the adopted traffic generation figures are significantly lower than usual, it is possible that the 3,000 vpd target will be exceeded.

4.5.5 SALT PEER REVIEW OF MIDBLOCK TRAFFIC CAPACITY ASSESSMENT

Our peer review of pitt&sherry's post-development midblock traffic capacity assessment is generally similar to our preceding peer review of the intersection analyses. The principal concern is the exclusion of the Sunday peak hour, based on the reasons specified in **Section 4.4.3**. Furthermore, as highlighted in **Section 4.5.3**, pitt&sherry have stated that during the Sunday peak periods, the relevant intersections on Russell Street will continue to operate well, regardless of the reduced efficiencies along the road. Based on our preceding assessments and reviews, we do not agree with this statement, and as such recommend that it should be verified through suitable analyses of the Sunday peak period. This includes utilisation of higher traffic growth rates, as detailed previously.

With respect to the proposed widening of the section of Logan Road along the southern boundary of the subject site, the required sealed width is 7.0m, and the proponent is committed to widening the current sealed width to 6.0m. As such, it is reasonable to assume that the carriageway will ultimately be widened to 7.0m (either by Council or another future developer). Such a piecemeal approach to road widening should be avoided, and our recommendation is that the proponent undertake the full works, i.e., widening to 7.0m.

In summary, our recommendations are that pitt&sherry should analyse the midblock traffic capacities for the Sunday midday peak hour and daily scenarios, including both post-development cases, and that the proponent should widen the section of Logan Road along the subject site's southern boundary to the required 7.0m width.

5 PLANNING SCHEME CONSIDERATIONS

5.1 C2.0 PARKING AND SUSTAINABLE TRANSPORT CODE

pitt&sherry have stated that the proposal relates to a rezoning and that detailed plans for each lot have not been prepared, and accordingly the C2.0 Parking and sustainable transport code as per the Planning Scheme has not been assessed. It is furthermore stated that this code will have to be assessed when detailed plans are available.

We agree with pitt&sherry's recommendation.

5.2 C3.0 ROAD AND RAILWAY ASSETS CODE

pitt&sherry have assessed the proposal against the Use Standards of the Planning Scheme's Road and Railway Assets Code (C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction).

The following is noted according to pitt&sherry's assessment:

- Acceptable Solution A1.1 and A1.3 are not applicable;
- The proposed development complies with Acceptable Solution A1.5; and
- The proposed development satisfies Performance Criteria P1 instead of Acceptable Solution A1.2 and A1.4.

We have reviewed pitt&sherry's assessment against the Road and Railway Assets Code, as provided in **Table 7**.

Table 7 Road and railway assets code assessment (Source: pitt&sherry TIA, 29 January 2024, pp. 56–57)

Performance Criteria	pitt&sherry Response	SALT Response
P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.	(a) Based on the SIDRA modelling results and mid-block assessment presented in this report, the traffic generated by the proposed development is not expected to unreasonably compromise the amenity, safety and efficiency of the road network surrounding the site (b) The proposed development is expected to generate predominantly light vehicle traffic which is already catered for on the surrounding road network (c) Based on the mid-block assessment presented in this report, there is spare capacity in the road network surrounding the site to accommodate the traffic generated by the proposed development (d) The roads surrounding the proposed development are generally subject to 50km/h speed limit. This speed limit is consistent with the safe and efficient access to the proposed development (e) There are no alternative accesses to the proposed development (f) The proposed development will provide additional residential properties in Evandale (g) This TIA has been prepared for the proposed development and identifies that the development is not expected to have any major impacts on the safety	(a) pitt&sherry should update their traffic modelling to include Sundays, higher traffic growth rates, and actual intersection geometries, and reassess the likely resulting traffic impacts on the amenity, safety, and efficiency of the surrounding road network. In addition, appropriate gap acceptance parameters should be used. Confirmation is also required of how the adopted traffic generation rate was determined. (b) No additional comments. (c) Refer to (a) above. (d) This is generally true, however the proposed access on Logan Road is at a point where the posted speed limit has increased to 100 km/h. This access is indicated as number 8 on the proposed Evandale expansion master plan layout, attached as **APPENDIX 1**.

	and operation of the surrounding road network; and (h) The Northern Midlands Council own and maintain the local road network in the vicinity of the site. No written advice has been received from the rail or road authority.	(e) Ridgeside Lane can potentially provide alternative access to the site. (f) No additional comments. (g) Refer to (a) above. (h) No additional comments.

Based on our review as summarised in **Table 7** above, our recommendation is that pitt&sherry should update their traffic analyses (as detailed previously in this report) and accordingly reassess the proposal against the Use Standards of the Planning Scheme's Road and Railway Assets Code.

5.3 OTHER APPLICABLE CODES

As specified in **Section 2.3**, the land is subject to an 'Airport obstacle limitation area' overlay, an 'Attenuation area' overlay, and a 'Bushfire-prone areas' overlay. The associated Planning Scheme codes are as follows:

- C16.0 Safeguarding of Airports Code;
- C9.0 Attenuation Code; and
- C13.0 Bushfire-Prone Areas Code.

In terms of traffic engineering, the Bushfire-Prone Areas Code is relevant as it specifies certain requirements/standards for, among other things roads and property access. pitt&sherry have not included an assessment of the proposed masterplan layout against the Bushfire-Prone Areas Code. Whilst we acknowledge that the layout is only preliminary at this stage, our recommendation is nevertheless that a high-level assessment against the Bushfire-Prone Areas Code should be undertaken, as the provisions and requirements thereof will apply regardless of the layout.

6 DESIGN CONSIDERATIONS

As stated in **Section 4.4.3**, pitt&sherry have not assessed the proposed access intersections in terms of either operational performance or design/layout requirements. Therefore, in addition to the preceding sections that deal with the contents of pitt&sherry's TIA, we have also carried out certain design-related assessments pertaining to the proposed development.

6.1 PROPOSED DEVELOPMENT ACCESSES

6.1.1 WHITE HILLS ROAD ACCESS

The White Hills Road access is identified by the number 1 (see **APPENDIX 1**) and is situated on the outside of a horizontal curve, opposite a decommissioned brick reservoir. The position of the proposed access is shown in **Figure 33**.

According to the proposed Evandale expansion master plan layout, number 1 is described as *"Potential for additional land acquisition to provide a safer intersection such as a roundabout."* This statement should be clarified, and the required intersection layout should be confirmed, based on both the operational analysis and safety requirements. Generally, we agree that a roundabout will likely be necessary to ensure a safe intersection layout; however, this may require a slight realignment of White Hills Road, which can only be accommodated on the south-eastern side given the existing dwellings on the north-western side.

Any possible land acquisition requirements should be determined and reserved as soon as possible, and our recommendation is that pitt&sherry should carry out a detailed investigation of the relevant requirements for this proposed intersection.

Additionally, SALT has undertaken a sight distance assessment at the approximate location of this proposed intersection. The sight distance assessment was undertaken according to the provisions of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

For a frontage road with a design speed of 50 km/h, the minimum safe intersection sight distance (SISD) requirement is 97m. The available sight distance was determined to be greater than 200m towards both the northeast and southwest, thus complying with the minimum requirement.

The available sight distances are shown below in **Figure 34** and **Figure 35**.



Figure 33 White Hills Road proposed access



Figure 34 Sight distance looking northeast



Figure 35 Sight distance looking southwest

6.1.2 LOGAN ROAD ACCESS

The Logan Road access is identified by the number 8 and is situated on a straight section of the road. The position of the proposed access is shown in **Figure 36**.

The proposed access is located near changes in the posted speed limit; the speed limit signs are situated approximately 170m east and approximately 160m west of the proposed access. This means that vehicles to the east of the access (travelling westbound) will be decelerating from 100 km/h to 80 km/h, whereas vehicles to the west of the access (travelling eastbound) will be accelerating from 50 km/h to 100 km/h. Accordingly, an operating speed of 80 km/h has been adopted.

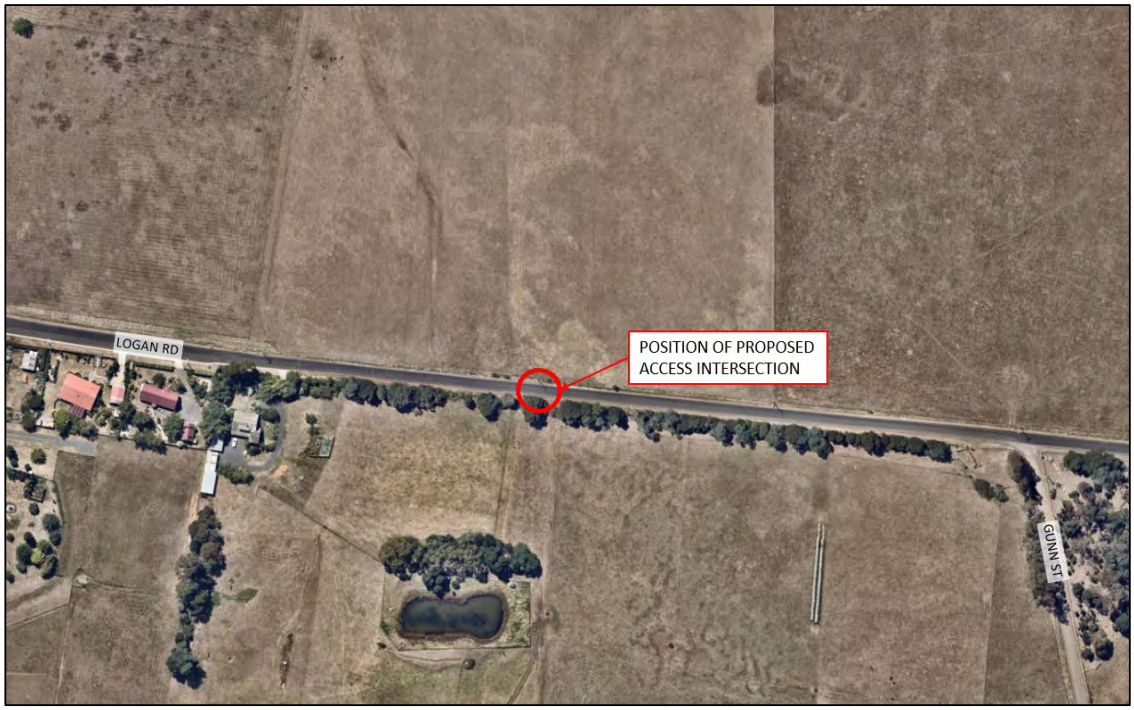


Figure 36 Logan Road proposed access

SALT has undertaken a high-level assessment of the likely required layout of the Logan Road access intersection, based on the following:

- Utilisation of the expected weekday AM and PM peak hour traffic generation and directional splits as presented by pitt&sherry;
  - Weekday AM peak hour: 325 vehicle movements (30% in / 70% out);
  - Weekday PM peak hour: 365 vehicle movements (60% in / 40% out)
- Assume that 50% of the development traffic will utilise the Logan Road access;
  - Weekday AM peak hour: 163 vehicle movements (49 in / 114 out);
  - Weekday PM peak hour: 183 vehicle movements (110 in / 73 out);
- All development traffic will be to/from the west (i.e., Evandale township);
- Traffic volumes on Logan Road are taken as the 10-year post development volumes east of No. 58, as provided in Table 38 on page 55 of pitt&sherry's TIA (two-directional total);
  - AM Peak hour: 131 vehicles per hour;
  - PM Peak hour: 82 vehicles per hour.

The warrants for turning lane treatments are specified in Section 2.3.6 of Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings. To determine the required turning lane treatments, the above traffic volumes have been applied to Figure 2.26 (b), which applies to design speeds between 70 – 100 km/h on the major road.

Application of the turning lane warrants are presented in **Figure 37** and **Figure 38**.

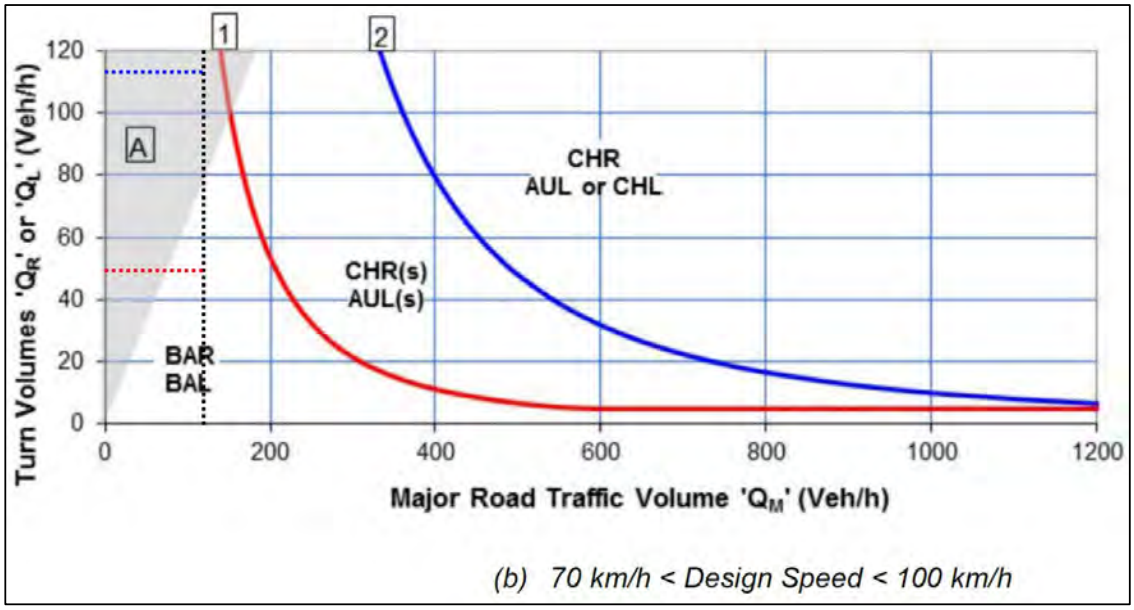


Figure 37 Access intersection turning lane warrants – weekday AM peak hour

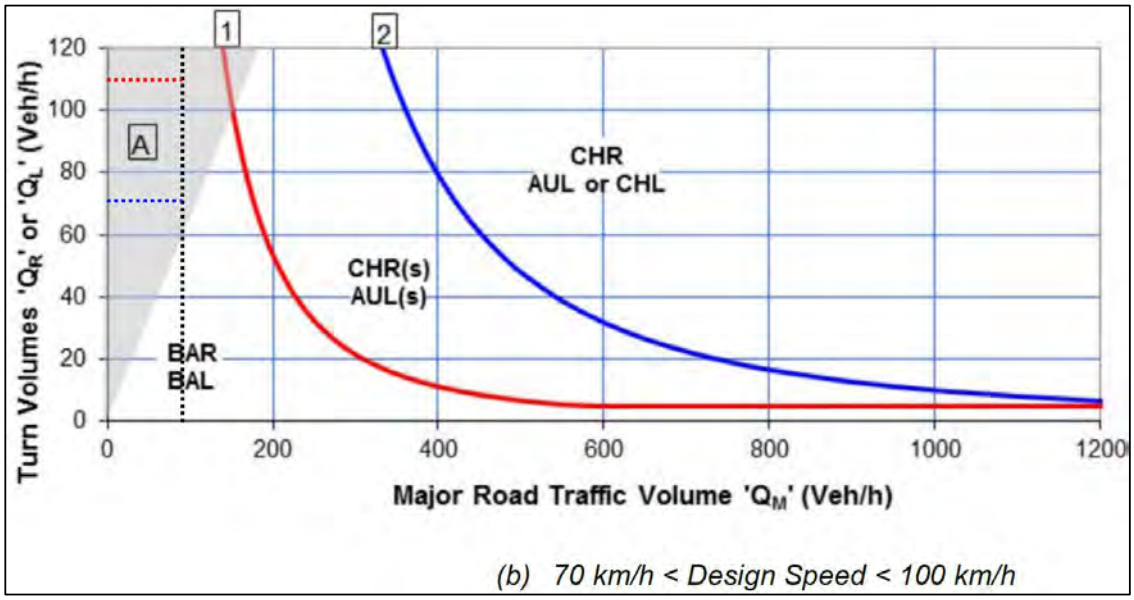


Figure 38 Access intersection turning lane warrants – weekday PM peak hour

Based on Figure 37 and Figure 38, Basic left turn (BAL) and Basic right turn (BAR) treatments are warranted for the proposed intersection. It should be noted, however, that this assessment is only indicative and based on quite broad assumptions overall.

Our recommendation is that pitt&sherry should undertake an assessment in terms of turning lane warrants based on the actual anticipated design volumes at this intersection. Any possible future widening should be considered, as this will likely involve land acquisition that should be determined and reserved as soon as possible, similar to the requirements for the proposed White Hills Road access intersection.

As with the proposed White Hills Road access, SALT has undertaken a sight distance assessment at the approximate location of the proposed Logan Road access. For a frontage road with a design speed of 80 km/h, the minimum SISD requirement in 181m. The available sight distance was determined to be about 172m towards the east and greater than 200m towards west. It is noted that during the site inspection, the sight distance

towards the west was somewhat affected by tall grass, which is considered a maintenance matter and can readily be resolved.

The sight distance assessment thus indicates that the proposed access will comply with the minimum SISD requirement towards the west, however, will not comply towards the east. The following observations should however be noted:

- The limiting factor relating to available sight distance is the rolling topography of the area, and the available sight distance was taken as the crest of a vertical curve on Logan Road. A vehicle travelling westbound on Logan Road will however be visible before it reaches the top of the crest, which effectively increases the available sight distance.
- Logan Road has been constructed in a slight fill and carrying out the sight distance assessment required standing in a 'ditch' next to the road, which exacerbated the effect of the crest on Logan Road. The access will be constructed at the same level as the carriageway of Logan Road, which will be beneficial for available sight distance.

The available sight distances are shown below in **Figure 39** and **Figure 40**.



Figure 39 Sight distance looking east



Figure 40 Sight distance looking west

Notwithstanding the above, it is recognised that the subdivision of the site and urbanisation of the area is likely to support the relocation of the existing 50km/h speed limit sign eastward, such that it applies to the length of Logan Road along the site frontage.

If this were to occur, an SISD requirement of 97 metres would apply which would be easily achievable.

6.2 BARCLAY ST / MACQUARIE ST / CAMBOCK LN INTERSECTION

SALT has also reviewed the other relevant intersections in Evandale during the site inspection and have determined that sight distance issues are prevalent at the Barclay Street / Macquarie Street / Cambock Lane intersection.

The primary issue is shown below in **Figure 41**. As can be seen, the adjacent property wall is directly in the line of sight, which limits the available sight distance to only about 77m, which is less than the required SISD of 97m. This assessment was carried out from inside a vehicle on the Cambock Lane approach, which was positioned immediately behind the give-way line.

The vehicle was subsequently moved forward until appropriate sight distance was achieved. This is shown in **Figure 42**. In this instance, it was required to move the vehicle forward until the front wheels were in-line/on top of the give-way line.

It is noted that this sight distance concern is existing and is not a result of the proposal. Nevertheless, the anticipated increase in traffic on Barclay Street resulting from the proposed development is likely to have an adverse impact on the amenity of this intersection, and measures to mitigate the sight distance concerns should be investigated, noting that any physical intersection upgrades would likely be impractical given the geometric constraints.



Figure 41 Substandard sight distance on Cambock Lane approach



Figure 42 Adequate sight distance on Cambock Lane approach

6.3 OTHER PROPOSED ACCESSES

As shown in **Figure 1**, the subject site includes the title 38 Arthur Street, which does not form part of the proposed masterplan. A separate title, 67 Logan Road, borders the subject site in the south. These sites will obtain access to/from the proposed development, while 38 Arthur Street will also be accessed via Arthur Street, Coachmans Road, and Stockmans Road The proposed layouts of these sites are shown in the attached **APPENDIX 2**.

During the site inspection, these roads were assessed at the proposed future access points, and no major concerns that would preclude future connections to these roads have been identified.

Views of these proposed access points are shown below in **Figure 43** – **Figure 45**.



Figure 43 Proposed Arthur Street access



Figure 44 Proposed Coachmans Road access



Figure 45 Proposed Stockmans Road access

6.4 POSSIBLE FUTURE BY-PASS ROAD

The proposed Evandale master plan layout, attached as **APPENDIX 1**, shows a possible future by-pass road along to the north and east of the subject site that provides a direct link between White Hills Road and Logan Road. The objective of this proposed by-pass road is to divert heavy vehicles from Russell Street, particularly during the Evandale Sunday Markets activities. Construction of this by-pass road is also expected to necessitate adjustments to the alignments of White Hills Road and Ridgeside Lane where these roads are shown to intersect with the by-pass road.

pitt&sherry have not addressed the proposed by-pass road in their TIA, and further details should be provided. It is necessary to specify the anticipated classification of this road (e.g., arterial, sub arterial, etc.), the responsible authority (Council or DSG), design speed, etc. SALT has undertaken a high-level review of the alignment of this proposed road and indicatively, it appears that the radius of the northern horizontal curve (at number 12) is about 235-240m, whereas the radius of the southern horizontal curve (between numbers 9 and 10) appears to be about 335-340m. These radii correspond with operating speeds of 80 – 90 km/h, based on Table 7.6 of Austroads Guide to Road Design Part 3: Geometric Design. The fundamental design parameters of this proposed road should be determined, and the associated minimum design requirements should be incorporated into the proposed Evandale expansion master plan layout.

The intersection between the proposed by-pass road and Logan Road (number 9) also raises concerns. The intersection is indicatively shown to feature a Y-shaped layout due to the alignment of the proposed by-pass road, as well as the intersection being situated at/on the tangent point of a horizontal curve. Y-shaped intersection layouts are not considered safe due to visibility issues associated with drivers having to look over their shoulders. Our recommendation is that the layout of this intersection should be improved by 'squaring' the by-pass road approach with respect to Logan Road. As with the proposed access intersections (see **Sections 6.1.1** and **6.1.2**), improving the alignment of this intersection will likely necessitate land acquisition, and this should be addressed as part of the application.

6.5 PROPOSED DEVELOPMENT INTERNAL ROADS

SALT has also undertaken high-level sight distance assessments at several key internal intersections within the proposed development area. A design speed of 50 km/h along all the internal roads has been assumed, which means that the minimum SISD requirement at intersections is 97m.

The sight distance requirements are shown graphically in **Figure 46** and **Figure 47**.

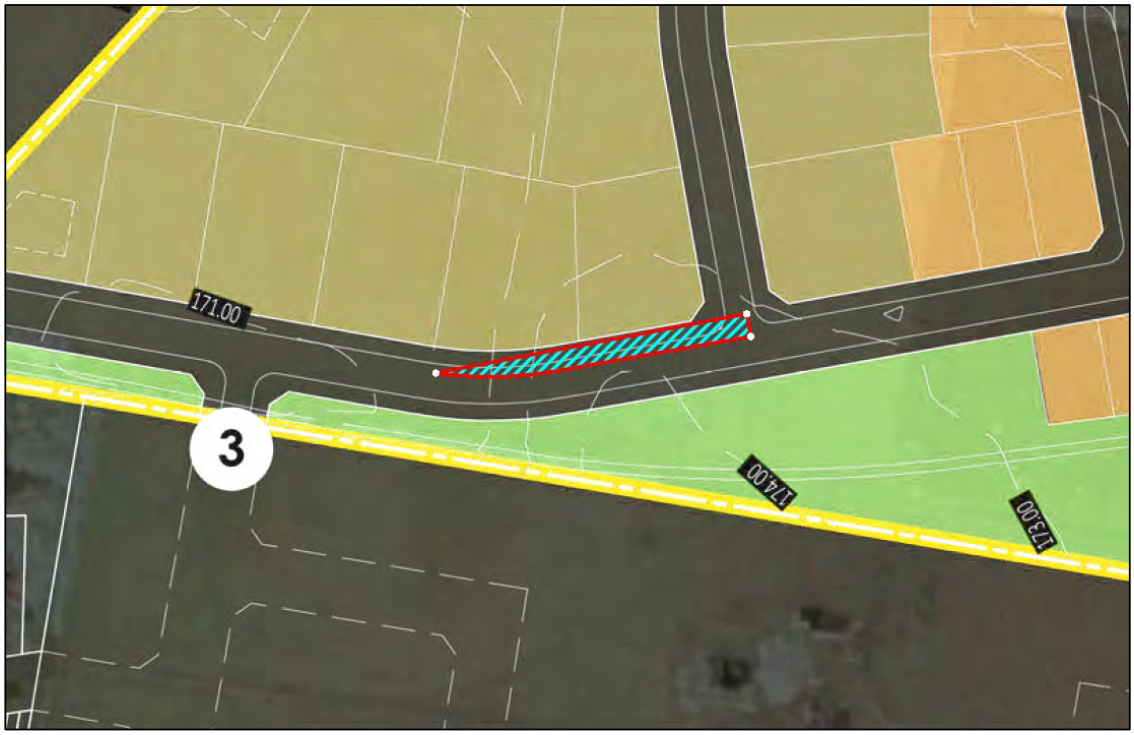


Figure 46 Internal intersections sight distance requirements – 1



Figure 47 Internal intersections sight distance requirements – 2

The design of internal roads and intersections should ensure that adequate sight distances are maintained, especially with respect to intersections located at/near curves. Sight distance assessments should hence be carried out by the applicants traffic engineers.

The proposed Evandale expansion master plan layout also shows pedestrian paths within the public open spaces. Pram ramps should be provided at crossing points and zebra or wombat crossings provided if warranted.. The use of other Local Area Traffic Management (LATM) devices should also be investigated, e.g., implementation of speed humps on lengthy straight road sections to prevent speeding.

These recommendations can be specified as requirements during the Development Application stage and are not necessary/appropriate during the current rezoning/subdivision stage.

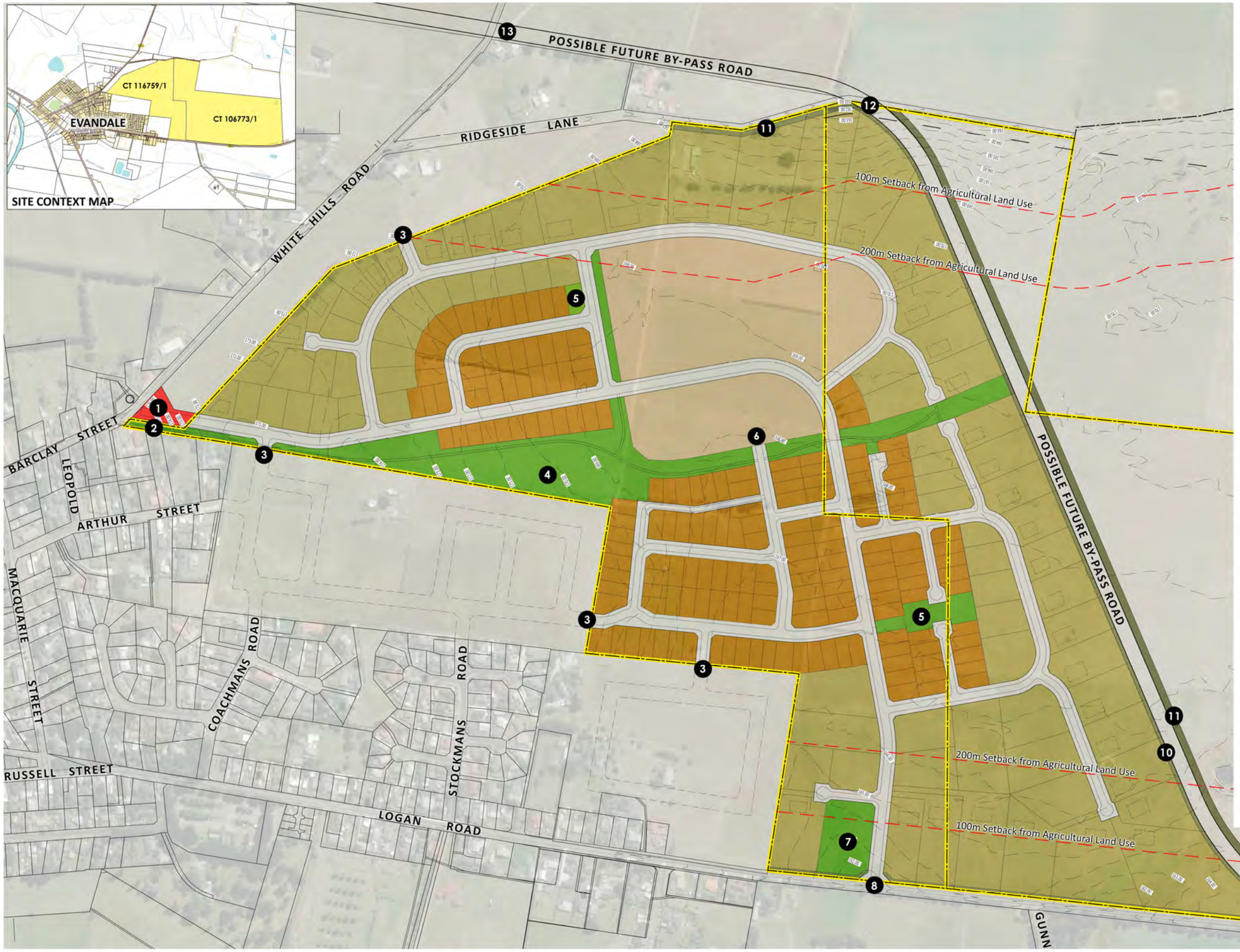
7 CONCLUSION

Having undertaken a peer review of the TIA prepared by pitt&sherry in support of a proposed amendment to the Planning Scheme to facilitate the rezoning of land in Evandale and the implementation of an associated development masterplan, we identify several concerns that require further investigation by the proponent. Our recommendations are as follows:

- pitt&sherry have presented the base/original results of only the April 2018 midblock tube traffic counts on White Hills Road and Logan Road and have not presented the base/original results of either the April 2019 intersection turning movement counts, or of the April 2022 midblock tube traffic counts that were undertaken at the same locations. The April 2018 and April 2022 traffic data was used to determine an overall traffic growth rate, which was used to estimate the 'existing' 2023 traffic volumes, as well as future traffic volumes. The base/original results of the April 2019 turning movement counts and April 2022 midblock counts should also be presented. Additionally, specific dates should be provided, given that Tasmanian school holidays typically start around the middle of April, which means that there is a risk that these surveys were undertaken during unrepresentative periods.
- When comparing the April 2018 and 'existing' 2023 (i.e., adjusted) midblock volumes on White Hills Road and Logan Road, it is apparent that the presented volumes are the same. This discrepancy should be clarified and rectified.
- If it is the case that the previous traffic surveys were carried out during school holidays, additional traffic surveys should be carried out at appropriate times to ensure that the traffic data is representative of normal conditions, or the available data should be suitably adjusted.
- The June 2022 traffic surveys that were undertaken to determine the actual residential traffic generation (and possibly directional splits) in Evandale should be presented in pitt&sherry's TIA. It is also noted that the proposed daily traffic generation rate is very low, and pitt&sherry should confirm whether the proposed daily rate is based on the surveyed traffic data.
- Based on the details provided by pitt&sherry in terms of the expected traffic generation, we have calculated traffic generation volumes that differ from those provided by pitt&sherry, and our recommendation is that pitt&sherry provide details regarding their methodology for calculating the expected traffic generation of the proposed development. pitt&sherry should also include an estimation of the Sunday peak hour traffic generation.
- pitt&sherry have only stated the factors that will influence the distribution of the proposed development's generated traffic and have not provided the metrics/directional percentages. These details should be included in their TIA.
- We recommend that the intersections be analysed based on the minor roads having only single-lane approaches, which is more conservative and accounts for vehicles occasionally being positioned such that adequate space for another vehicle next to it is does not exist.
- The SIDRA analyses should be revised with appropriate gap acceptance parameters. The two-way sign control function should only be used with the default software settings and should be turned off if the gap acceptance parameters are to be adjusted to reflect the values outlined in the Austroads Guidelines.
- The operational performance of the proposed access intersections on White Hills Road and Logan Road should be assessed.
- Based on the provided 'existing' 2023 traffic volumes, it is evident that the Sunday peak period can reasonably be considered the critical road network period, regardless of the likely reduced traffic generation of the proposed development. Assessing the relevant Sunday periods – in terms of intersection performances and midblock capacities – is thus clearly warranted.
- Higher traffic growth rates (e.g., 2-3% per annum) should be applied to the 'existing' 2023 traffic volumes when assessing the 10-year post development scenario as a means of sensitivity testing.

- pitt&sherry have undertaken spot parking surveys on Tuesday 17th January 2023 to verify the findings of previous on-street parking occupancy surveys that were carried out on Wednesday 5th December 2018. The more recent spot parking surveys occurred during the school holidays, and additional surveys should be undertaken during normal periods (outside school holidays).
- The parking availability should be calculated using a length of 6.7m instead of 6.0m for a parallel on-street parking space.
- Certain discrepancies have been identified regarding the results of the post-development midblock capacity analyses, which should be rectified.
- The proponent should widen the section of Logan Road along the southern boundary of the subject site to the ultimate requirement of 7.0m (and not only 6.0m) to avoid the implementation of upgrades in a piecemeal fashion.
- The relevant Performance Criteria of the Planning Scheme's Road and Railway Assets Code (C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction) should be reassessed following the completion of the preceding recommendations.
- A high-level assessment against the C13.0 Bushfire-Prone Areas Code should be undertaken.
- The required layouts of the proposed access intersections should be determined based on the requirements of both operational performance and safety. Furthermore, any associated land acquisitions should be determined and reserved.
- Measures to mitigate the prevailing sight distance concerns at the Barclay Street / Macquarie Street / Cambock Lane intersection should be investigated.
- The fundamental design parameters of the proposed by-pass road should be determined, and the likely resulting alignment requirements should be incorporated into the proposed Evandale expansion master plan layout.
- The alignment of the proposed by-pass road should be improved to ensure an appropriate configuration of the intersection between this proposed road and Logan Road.
- The design of the internal road network should be reviewed for appropriate sight distances.

APPENDIX 1 PROPOSED EVANDALE MASTER PLAN LAYOUT



LEGEND

- Existing general residential lots within Evandale.
- Example of potential future road reserve layout in the adjoining property.
- 100m and 200m Set backs from adjoining agricultural land use.
- Existing 1m contours.
- Property boundaries of CT 116759/1 and CT106773/1.
- Proposed public open space (60,000m2).
- Proposed road network.
- 182 x Proposed general residential lots varying in size from 450m2 to 850m2.
- 82 x Proposed rural lots greater than 1500m2, with proposed building envelopes shown for perimeter lots.
- 2 x Proposed super lots, 62,200m2 and 24,700m2.
- Proposed vegetation buffer (26,300m2) to offset adjoining agricultural land use set backs.

NUMBER LEGEND

1 Potential for additional land acquisition to provide a safer intersection such as a roundabout.

2 Public open space corridor for pedestrian and cyclist connections to Barclay Street.

3 Road connections to adjoining properties.

4 Large public open space area to cover the highest land form to ensure 360 degree views to the surrounding rural landscape and distant mountain ranges.

5 Local pocket parks to accommodate surrounding residents.

6 Road connection into future land use.

7 Public open space for passive recreation and for Water Sensitive Urban Design (WSUD) requirements to treat and/or temporarily store site stormwater prior to exiting the site.

8 Intersection to Logan Road.

9 Possible future by-pass road allowing heavily trucks to by-pass Russell Street and to relieve Sunday Market traffic congestion.

10 5m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.

11 10m (w) Vegetation buffer along the length of the property boundary to assist in the adjoining agricultural land use practices off-set requirements.

12 Future Ridgeside Lane driveway adjustment required due to possible future by-pass road.

13 Future White Hills Road intersection adjustment required due to possible future by-pass road.

PROPOSED EVANDALE EXPANSION PLAN

CT 116759/1 and CT106773/1 Logan Road Evandale Tasmania

PRELIMINARY
Master Plan

0 25 50m
Sheet 1 of 1
25 July 2022
Issue F

N

Traders In Purple

LANGE design landscape architecture

APPENDIX 2 PROPOSED ADDITIONAL LOTS


ARTHUR STREET
COACHMANS ROAD
STOCKMANS ROAD
LOGAN ROAD
0
100m
EVANDALE - Proposed Additional Lots
LANGE Design 15 February 2022

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CANBERRA
Level 2, 28 Ainslie Pl Canberra ACT 2601
T: +61 2 9068 7995
ADELAIDE
Level 21, 25 Grenfell St Adelaide SA 5000
T: +61 8 8484 2331
DARWIN
Building 2, 631 Stuart Highway Berrimah NT 0828
T: +61 8 8484 2331

www.salt3.com.au

LAUNCESTON
AIRPORT

30 April 2024

Development Services Department
Northern Midlands Council
13 Smith Street
LONGFORD TAS 7301

Dear Sir / Madam

RE: Planning Application PLN24-0030 - Draft Planning Scheme Amendment 14/2024 to rezone folio of the Register 81897/1; 106773/1; 116759/1 and 227117/1 - 4 Ridgeside Lane, 38Arthur St, 95 Logan Rd & 211 Logan Rd, Evandale TAS 7212

I refer to the above Draft Planning Scheme Amendment and after review of the proposal, having regard to the National Airports Safeguarding Framework (NASF) guidelines, provide the following comments relating to the proposal:

- Part of the land falls under the airport's Obstacle Limitation Surfaces (OLS) with a lowest surface of 211m AHD. The proposed development does not infringe the Launceston Airport Prescribed Airspace surfaces if the buildings to be constructed are less than 20m above ground level. Anything above 211m AHD will intrude into the prescribed airspace (OLS) and will require approval under the Airports Act.

- The subject site is located outside the ANEF and N contours as mapped and laid out in the Launceston Airport Master Plan 2020. However, it is noted that the site is located under or near the departure tracks for runway 14R and the arrival tracks for runway 32L. Hence this development may be subject to noise from the aircraft using these flight paths in the future.

- The site is located outside the Maximum Lighting Intensity Zones, as mapped and laid out in the Master Plan, but is located with a 6km radius of the airport.

Therefore, Launceston Airport does not object to the **Draft Planning Scheme Amendment 14/2024 to rezone folio of the Register 81897/1; 106773/1; 116759/1 and 227117/1 - 4 Ridgeside Lane, 38Arthur St, 95 Logan Rd & 211 Logan Rd, Evandale TAS 7212**, however requests the following be addressed as part of the amendment:

1. Due to the proximity to the prescribed airspace surfaces (OLS) for Launceston Airport, any plant or equipment that extends to a height greater than 211m AHD, including during construction (such as cranes), may infringe the OLS and must be referred to Launceston Airport for written approval prior to use. Approval from

PO Box 1220 Launceston TAS 7250 Australia **Phone** +61 3 6391 6222 **Email** information@lst.com.au
launcestonairport.com.au ABN 79 081 578 903

CASA and Airservices Australia may be required, and this process may take 12 weeks or longer to obtain.

2. Lights within a 6km radius of an airport may cause confusion, distraction or glare to pilots in the air. Should any external lighting compromise aviation safety, under Regulation 94 of the Civil Aviation Regulations 1988 (CAR1988), CASA may seek that the lighting be modified, shielded or extinguished to ensure aviation safety.

3. Prospective purchasers of lots within the proposed development should be notified as follows:

   The subject site is located outside the Australian Noise Exposure Forecast (ANEF) and N contours as mapped and laid out in the Launceston Airport Master Plan 2020. However, the site is located under or near the departure tracks for runway 14R and the arrival tracks for runway 32L as shown in the Master Plan. Hence this development may be subject to low-level noise from the aircraft using these flight paths in the future. As a result, Launceston Airport does not accept any responsibility or liability in respect of any matter arising from aircraft noise and will not enter into any correspondence with the owner/occupier of the future dwellings relating to noise complaints due to the dwellings being located close to the airport and it's flight paths.

If you or the applicant has any questions relating to the above comments, please don't hesitate in contacting me.

Yours sincerely



Ilya Bruckscn
Head of Planning, Development and Customer
Australia Pacific Airports (Launceston) Pty. Ltd.

LAUNCESTON
AIRPORT

Department of State Growth
INFRASTRUCTURE TASMANIA

2 Salamanca Square, Battery Point
GPO Box 536, Hobart TAS 7001 Australia
Ph 1800 030 688
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au

Tasmanian Government

NMC Planning
Northern Midlands Council

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

Planning Application PLN-24-0030 - 4 Ridgeside Lane, 38 Arthur St, 95 Logan Rd & 211 Logan Rd and Draft Planning Scheme Amendment 14/2024 to rezone folio of the Register 81897/1; 106773/1; 116759/1 and 227117/1, Evandale TAS 7212

Thank you for the opportunity to comment on the planning scheme amendment for a proposed rezoning at Evandale. The Department of State Growth (State Growth) has reviewed the proposal, noting it will facilitate a substantial expansion of Evandale, and makes the following comments.

The proposed amendment seeks to rezone approximately 100 hectares of land from the Agriculture Zone to a combination of the General Residential Zone, Community Purpose Zone, Local Business Zone, and Open Space Zone. Approximately 85 hectares is proposed to be within the General Residential Zone. The rezoning will facilitate a proposed masterplan which includes the development of 264 residential lots, land for a retirement/aged care facility and other community services, commercial uses, and areas for public open space. Land not included within the masterplan but included in the rezoning (about 18 hectares) could provide for at least an additional 200 hundred lots.

I note that the SGS Economics Residential Supply and Demand Analysis states that land for approximately 200 additional dwellings will be required across the entire Northern Midlands LGA over the next 15 years, beyond the current supply, assuming a realisation rate of 50 percent. The proposed rezoning will provide capacity for at least an additional 460 dwelling lots solely in Evandale. This would nearly double the existing size of the township.

Under the Northern Tasmania Regional Land Use Strategy (NTRLUS), Evandale is a Supporting Consolidation Area. These Areas must support reliable and effective transportation and reduce vehicle dependency, and support access to existing activity centres. Evandale is serviced by low frequency bus services (currently three bus services a day during weekdays), and there are no plans to increase the frequency or review current bus routes. Access to the nearest district service centre at Longford would also be car-based.

State Growth has concerns about the potential demand for upgraded transport infrastructure in the vicinity of Evandale, should this development proceed. More specifically, such potential upgrades have not been scheduled or funded in the department's forward work program. It is noted that since the Evandale expansion was first proposed in 2018, significant areas of Perth have been zoned and developed for residential use. Large areas of Perth are also assigned to the Future Urban Zone. The expansion of Perth is well supported by State Government investment in new transport infrastructure and public transport services, which support improved accessibility to and from the Perth township.

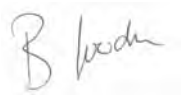
The Tasmanian Government and the eight northern councils are currently undertaking a comprehensive review of the NTRLUS. It is appropriate that proposals of this type, scale and location are considered as part of this review, and any rezoning would ideally be undertaken in context of the

outcomes of the review. It is noted that a study into the supply and demand of residential land across the region has been recently completed to inform the review of the NTRLUS.

Detailed comments on the proposal are provided in Attachment 1.

Please contact Christine Corbett, Development Assessment Planner on (03) 6166 3475 who can coordinate engagement with relevant State Growth officers, or email planningpolicy@stategrowth.tas.gov.au.

Yours sincerely,



BEN GOODSIR
CEO, INFRASTRUCTURE TASMANIA

28 May 2024

Attachment 1 – Detailed comments on proposed rezoning

Passenger transport

Evandale is currently serviced by one Tassielink Transit bus route out of Launceston. It is a 40-minute ride from Evandale via Perth in to Launceston, with three services running a day during the week and two per day on weekends. This frequency of public transport to Evandale is considered appropriate for the current population and demand.

It is unlikely that public transport services would penetrate into the proposed Evandale expansion area. However, the layout of the road network should be designed with a future public transport network in mind. Any future road layout should be well connected and capable of supporting larger vehicles. Residential density should be a minimum of 15 dwellings per hectare (gross density) for greenfield sites in order to potentially support a viable public transport network. However, even if this density target were achieved, this would not commit the Tasmanian Government to servicing the area in the future.

Landslide (Preliminary Site Investigation Evandale Expansion Masterplan, Pitt & Sherry 11 April 2023)

Mineral Resources Tasmania (MRT) is in the process of publishing a landslide map for Evandale. There are no landslides or landslide-susceptible areas identified within the mapping for the area of the proposed development.

Observations made during the site walkover (page 12) identify ‘gentle’ slopes between ‘10 and 40’ but no units are given. Slopes on the northern edge of the property are mentioned as up to ‘90’. Based on the form of the landscape, the units must be percent grade, not degrees.

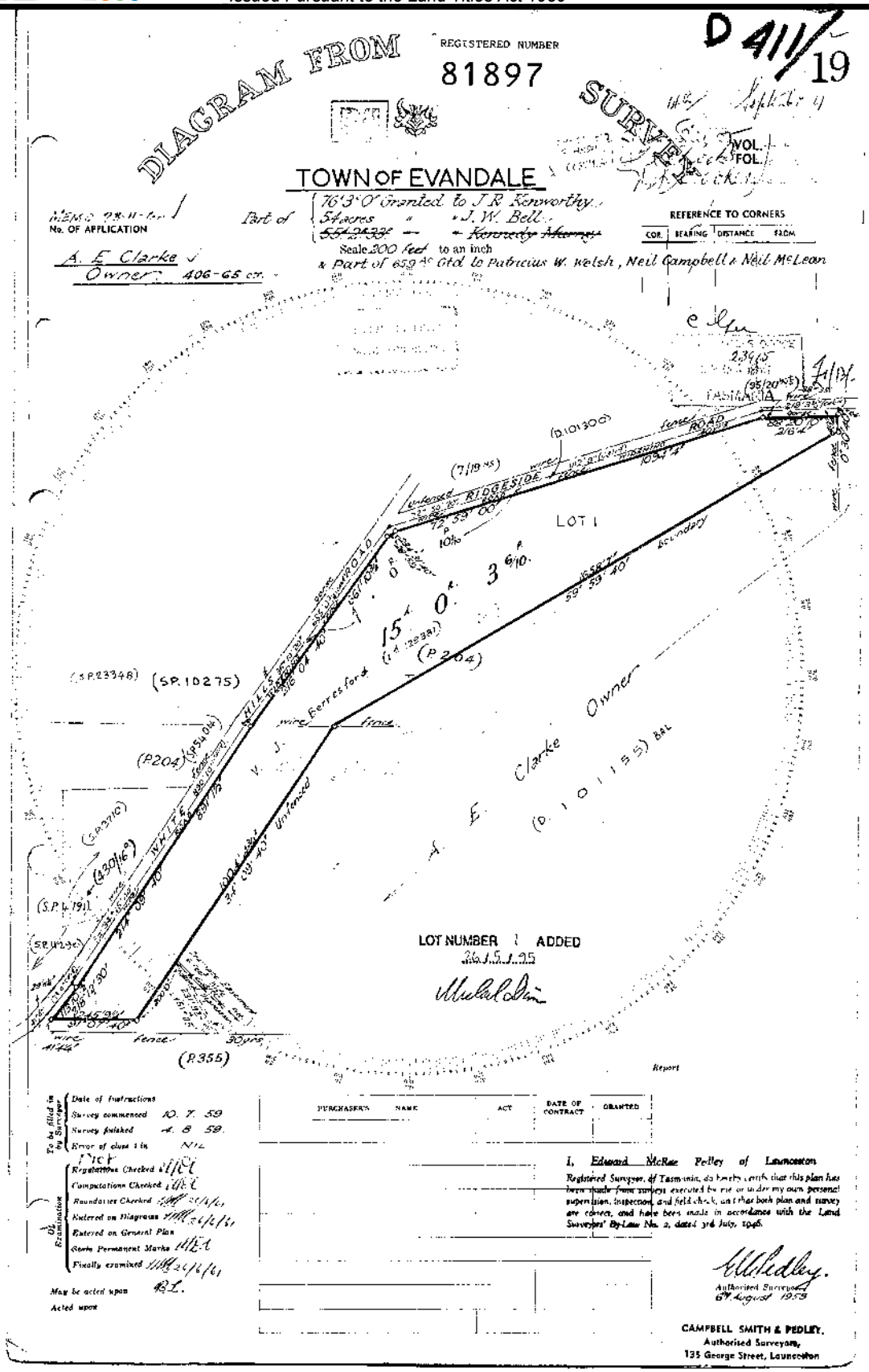
The landslide scenario considered is a small (100 -1000 m^3) failure of unspecified location. The authors estimated its annual probably as 10^{-5} (corresponding to a return interval of 1 in 100,000 years). This seems reasonable for such a generally flat site, although estimating landslide likelihood (nominal frequency) is very difficult. A value of 10^{-4} (1 in 10,000 years) could be adopted as a more conservative estimate, particularly along the steeper slope at the northeast margin of the site. That area is the most susceptible to failure given its slope angle and the preferential groundwater flow (farm dams in adjacent gullies suggest springs in this approximate landscape position). In this scenario, the landslide would be just beyond the development area. However, a risk assessment should consider not only landslides on the site but also landslides that the site could influence outside its boundaries.

If an ‘unlikely’ (i.e. 10^{-4} annual probably) is adopted and the gully beyond the current development remains as agricultural land (consequence of ‘insignificant’ to possibly ‘minor’), the quantitative risk analysis from AGS’s Landslide Risk Management Guidelines still yields an estimated risk of low to very low. Notably, if development were to be allowed immediately north of this block, the risk would increase.

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

OWNER Lots 1,2,4 & 5 R.A.W. Enterprises Pty Ltd. Lot 3 Alfred Ernest Wilkes & Betty Blanche Wilkes.
FOLIO REFERENCE
Lots 1,2,4 & 5 CT Vol 101155 Fol 1
Lot 3 CT Vol 4102 Fol 99
GRANTEE Part of 659 acres granted to Patricius. W. Welsh, Neil Campbell & Neil McLeon. Part of 500 acres granted to James Aitkin, Thomas Williams & John Sinclair.

PLAN OF SURVEY

BY SURVEYOR R.V.Tait of Cohen & Associates Pty Ltd.

LOCATION

LAND DISTRICT OF CORNWALL
PARISH OF EVANDALE

SCALE 1: ~~7000~~ 7000 LENGTHS IN METRES

REGISTERED NUMBER

SP106773

APPROVED 27 OCT 1993

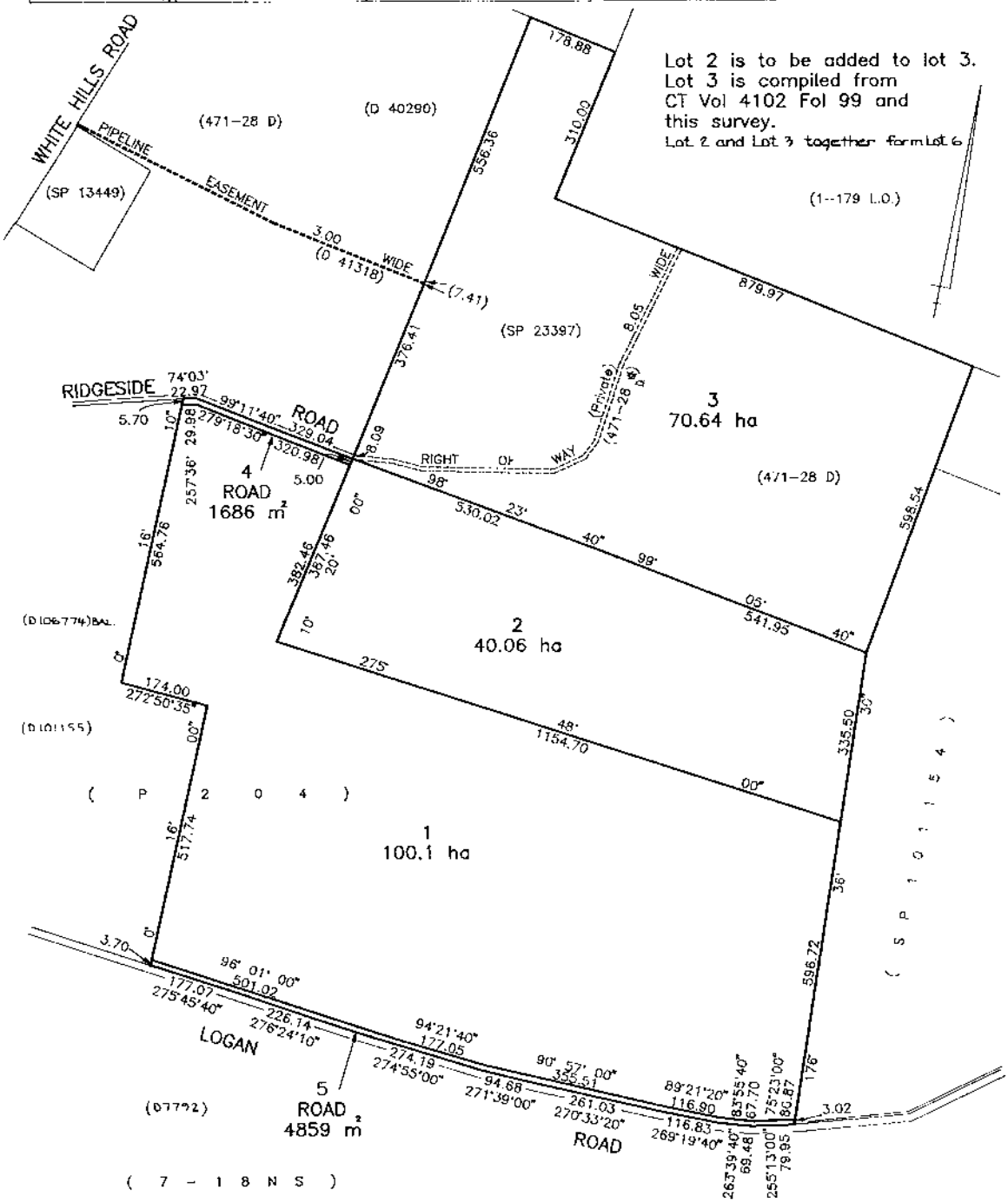
Recorder of Titles

TASMAP MUNK CODE SHEET No. 5239 No 47

LAST UPI No. ~~0162 & 0165~~ 0560405e1

LAST SURVEY PLAN (D 101155) No. (471 -28 D) & (P 204)

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN



Search Date: 17 Jan 2024 Search Time: 12:32 PM Volume Number: 106773 Revision Number: 01 Page 1 of 1

Department of Natural Resources and Environment Tasmania

www.thelist.tas.gov.au

FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

OWNER
R.A.W ENTERPRISES PTY LTD

FOLIO REFERENCE
C.T.VOL 106774 FOL 1

GRANTEE PART OF 55a 2r 33p & 334acres GRANTED TO KENNEDY MURRAY PART OF 54acres GRANTED TO J.W. BELL PART OF 659acres GRANTED TO PATRICIUS W. WELSH, NEIL CAMPBELL & NEIL McLEAN & PART OF 76a 3r 0p GRANTED TO J. R. KENWORTHY

PLAN OF TITLE

LOCATION TOWN OF EVANDALE
LAND DISTRICT OF CORNWALL
PARISH OF EVANDALE

FIRST SURVEY PLAN No. P 204

COMPILED BY COHEN & ASSOCIATES PTY LTD

SCALE 1: 2000 LENGTHS IN METRES

REGISTERED NUMBER
P116759

APPROVED 30 MAY 1995
Recorder of Titles

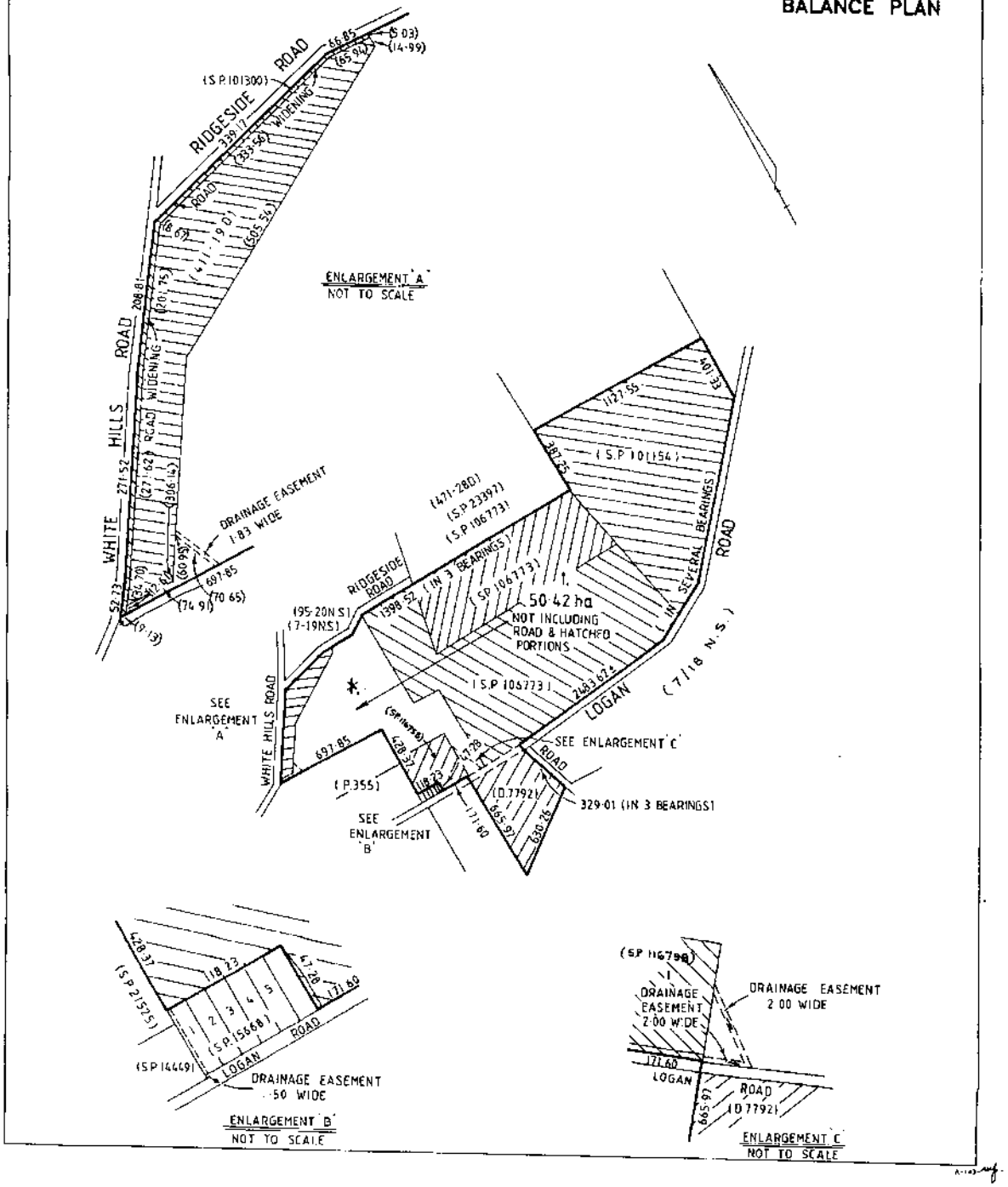
MAPSHEET MUNICIPAL CODE No. 56 47

LAST UPI No 0165

LAST PLAN No. D 106774

ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

BALANCE PLAN



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

ORIGINAL – NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469

TASMANIA

REAL PROPERTY ACT, 1862, as amended

NOTE– REGISTERED FOR OFFICE CONVENIENCE TO REPLACE

CERTIFICATE OF TITLE

Register Book Vol. 2938 Fol. 51

Cert. of Title Vol. 327 Fol. 41.

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

Recorder of Titles.

DESCRIPTION OF LAND

PARISH OF EVANDALE LAND DISTRICT OF CORNWALL
TWENTY NINE ACRES ONE ROOD TWENTY PERCHES on the Plan hereon

FIRST SCHEDULE (continued overleaf)

DONALD MARK REDBURN of Evandale, Shepherd

SECOND SCHEDULE (continued overleaf)

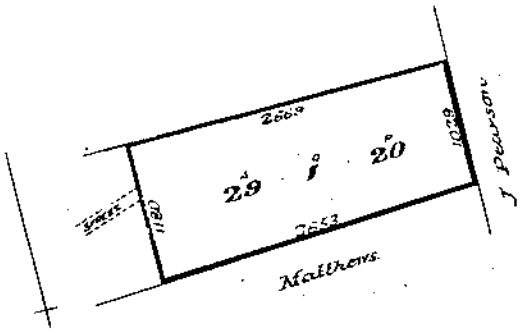
NIL.

CANCELLED
15 FEB 1995
RECORDER OF TITLES
NEW TITLE ISSUED

NOTE.—ENTRIES CANCELLED UNDER SIGNATURE OF THE RECORDER OF TITLES ARE NO LONGER SUBSISTING.

REGISTERED NUMBER 227117

Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register



Part of 55A-2R-33Ps. - Gtd. to K. Murray - Meas. in Links. 1/28A Cor.

FIRST Edition. Registered - 2 FEB 1971

Derived from C.T. Vol.327.Fol.41. Transfer A14781 E.M.A. Thompson.

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
81897	1
EDITION	DATE OF ISSUE
2	19-May-2005

SEARCH DATE : 17-Jan-2024
SEARCH TIME : 12.23 PM

DESCRIPTION OF LAND

Town of EVANDALE
Lot 1 on Diagram 81897 (formerly being 411-19D)
Derivation : Part of 76A-3R-0Ps. Gtd. to J.R. Kenworthy, Part of 54 Acres Gtd. to J.W. Bell and Part of 659 Acres Gtd. to P. W. Welsh & Ors.
Prior CT 3086/94

SCHEDULE 1

C626120 ASSENT to JANET MARIE BERRESFORD Registered 19-May-2005 at 12.02 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BENEFITING EASEMENT: a right of carriage way over the Road Widening on Diagram No. 81897
BENEFITING EASEMENT: Right of Drainage over the drainage easement shown on Diagram No. 81897
A129381 FENCING CONDITION in Transfer

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
106773	1
EDITION	DATE OF ISSUE
11	04-Jul-2018

SEARCH DATE : 17-Jan-2024
SEARCH TIME : 12.31 PM

DESCRIPTION OF LAND

Parish of EVANDALE, Land District of CORNWALL
Lot 1 on Sealed Plan 106773
Derivation : Part of 659 Acres Gtd to P W Welsh & others, part of 55a 2r 33ps & 534 Acres Gtd to K Murray, part of54 Acres Gtd to J W Bell, and part of 76a 3r 0ps Gtd to J R Kenworthy
Prior CT 101155/1

SCHEDULE 1

M698024 TRANSFER to TIP 119 PTY LTD and TIP 120 PTY LTD
Registered 04-Jul-2018 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP 106773 FENCING COVENANT in Schedule of Easements
E127975 MORTGAGE to National Australia Bank Limited
Registered 04-Jul-2018 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
116759	1
EDITION	DATE OF ISSUE
2	26-Sep-1995

SEARCH DATE : 17-Jan-2024
SEARCH TIME : 12.31 PM

DESCRIPTION OF LAND

Town of EVANDALE
Lot 1 on Plan 116759
Derivation : Part of 659 Acres Gtd to P W Welsh & others, part of 55a 2r 33ps & 534 Acres Gtd to K Murray, part of 54 Acres Gtd to J W Bell, and part of 76a 3r 0ps Gtd to J R Kenworthy
Prior CT 106774/1

SCHEDULE 1

B825558 TRANSFER to CRAIG JOHN MITCHELL and PATRICIA JEAN MITCHELL Registered 26-Sep-1995 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
BURDENING EASEMENT: Right of Drainage [appurtenant to the land comprised in Certificate of Title Volume 1023 Folio 55) over the drainage easement 1.83 wide on Diagram No.116759.
BENEFITING EASEMENT: Right of Drainage over the drainage easement 1.50 wide on Diagram No.116759.
SP116758 BURDENING EASEMENT: Right of Drainage [appurtenant to Lots 1 and 2 on Sealed Plan No.116758] over the Drainage Easements 2.00 wide shown on Plan No.116759.
M913110 CAVEAT by TIP 119 PTY LTD and TIP 120 PTY LTD Registered 05-Aug-2021 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Tasmanian Government

SEARCH OF TORRENS TITLE

VOLUME	FOLIO
227117	1
EDITION	DATE OF ISSUE
2	23-Sep-1997

SEARCH DATE : 17-Jan-2024
SEARCH TIME : 12.30 PM

DESCRIPTION OF LAND

Parish of EVANDALE, Land District of CORNWALL
Lot 1 on Plan 227117
Derivation : Part of 55A-2R-33Ps Gtd to K Murray
Prior CT 2938/51

SCHEDULE 1

B866505 TRANSFER to ZURCHER PTY. LTD. Registered 23-Sep-1997 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations


4 Ridgeside Lane
81897/1
211 Logan Road
106773/1
Logan Road
116759/1
38 Arthur Street
227117/1
Ridgeside Lane
White Hills Road
Cambock Lane West
Cambock Lane East
Stover Court
Barclay Street
Arthur Street
Murrox Street
Leopold Street
Mcmurtrie Street
Tarcutt Place
Bracklord Place
Sadlers Court
Shearers Court
Shepherds Court
Rodeo Lane
Russell Street
Collins Street
High Street
Nile Road
Logan Road
Gunn Street

Submission to Planning Authority Notice

Council Planning Permit No.	PLN 24-0030	**Council notice date**	17/04/2024
TasWater details			
TasWater Reference No.	TWDA 2024/00452-NMC	**Date of response**	9/05/2024
TasWater Contact	David Boyle	**Phone No.**	
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	LOGAN RD, EVANDALE	**Property ID (PID)**	1662145
Description of development	Draft Planning Scheme Amendment - rezoning (CT 227117/1, CT 106773/1 and CT 81897/1)		

Conditions

Pursuant to the *Water and Sewerage Industry Act* 2008 (TAS) Section 56P(1) TasWater makes the following submission(s):

1. TasWater does not object to the draft amendment to planning scheme and has no formal comments for the Tasmanian Planning Commission in relation to this matter and will require to be notified of attending any subsequent hearings.

   Advice:

   As most of this rezoning fall outside TasWater's service land layer for sewage and water supply, TasWater has no plans to expand our network, in newly rezoned land or currently zoned vacant general residential land.

   If rezoning is successful, developer will be required to prepare and submit to TasWater for approval a Servicing Strategy for any proposed development of the land that would expand the Evandale water and/or sewerage systems. The Servicing Strategy shall address the construction of internal works for reticulation, any requirement for capacity upgrades of existing TasWater assets external to the development, and transfer infrastructure to the sewage treatment plant. Additionally, the land proposed for rezoning will represent a very significant increase in the demand placed on the sewage treatment plant (STP), vastly exceeding the licence limit for the STP and the capacity to treat and dispose of effluent. When capacity is reached at the STP, the Servicing Strategy may propose increases in treatment capacity and recycled water use for some early stages of development, and long-term transferring flows to Longford STP. These works are not within our current capital works program and funding by the developer may be required. The Servicing Strategy shall be developed in close consultation with TasWater throughout its preparation.

Advice

General

For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards

For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning

Authority Notice.			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

From: Phil Gartrell
Sent: Friday, 9 May 2025 4:42 PM
To: Paul Godier
Subject: RE: Draft Scheme Amendment 14/2024

Hi Paul,

Trader's in Purple received the attached letter from Evandale Primary School, in support of the amendment. It is referenced in the application documents, but may have been omitted from our RFI response.

Whilst not a crucial document, we're hoping it can be included with the agenda documents (if it's not too late)?

Kind regards,

Phil Gartrell
Senior Planner
ireneinc PLANNING & URBAN DESIGN
49 Tasma Street
North Hobart TAS 7001
Tel 044-888-5997
Office 6234-9281
Email
Web www.ireneinc.com.au

Tasmanian Government

Department *for* Education, Children and Young People

EVANDALE PRIMARY SCHOOL

5-11 Barclay Street, Evandale, TAS 7212
PO Box 104, Evandale, TAS 7212
Telephone: (03) 6391 8261
Email: evandale.primary@decyp.tas.gov.au

9/08/2024

Mr Charlie Daoud
Director
Traders in Purple

Ms Jennifer Cooper
Development Director
Traders in Purple

Subject : **School & Community Development Project**

Dear Charlie & Jennifer,

We hope this finds you and your team well at Traders in Purple.

We understand that you are getting closer to your development in Evandale (and hopefully expanding the population of our school for the long term). Exciting times for the school and the broader Evandale community ahead...

On our side we wanted to reach out and let you know that we have recently won the local ChilliFM Schol of the Year with the prize money being ten thousand dollars. This has gone straight into our savings budget for a new early childhood playground that will be able to be used for young children in our community for many years to come. The approximate minimum cost of a playground including wood chip Softfall (cheapest option by far) is $60,000. We are nearing close to $45,000 and we are seeking third party support of $10,000 to complete our playground project.

We would like to engage with you directly and specifically on securing funding support for completing this project. We believe with co-ordinated and reciprocal involvement in our school community we can support the progress and onboarding of your project into the Evandale eco-system. Please feel free to contact us on 9691 8261 or evandale.primary@decyp.tas.gov.au .

In partnership,

Maree Duggan	Bella Mitchell	Brooke Sims
Acting Principal	Advanced Skills Teacher	School Business Manager

Paul Godier

From: Irvine, Chris
Sent: Monday, 28 April 2025 11:43 AM
To: Paul Godier
Cc: Stewart, Ann
Subject: FW: Tasmanian Strategic Flood Mapping Public Release
Attachments: Letter to SES - 20 February 2025.pdf

Hi Paul

My apologies for the late reply to this email.

As discussed on the phone this morning we are planning to publicly release the Tasmanian Strategic Flood Map this week.

The primary purpose of the Tasmanian Strategic Flood Map is to help people and organisations make informed decisions around flood risk mitigation and preparedness with the aim of keeping people safe during floods.

The following key messages will be promoted as part of the release and contained on the SES website:

> **What if a local council has better flood mapping than the Tasmanian Strategic flood maps?**
> Where available, people should use maps from local council flood studies. They typically have more local detail.
> The Tasmanian Strategic Flood Maps provide a broad, regional scale understanding of flood risk across the state. Local council flood studies focus on specific areas. They often
> - use more locally specific data
> - provide a higher level of detail.
>
> However, not all areas are covered by local flood studies. Some local flood studies may
> - be outdated
> - not include the area of interest, or
> - use a different methodology than the SES modelling.
>
> To understand the relevance and status of local flood studies for your area, contact your local council. Where no local studies are available, use the Tasmanian Strategic Flood Maps.

This key message is in recognition that in some areas, such as Longford, Councils to provide more detailed and accurate flood mapping.

Additional key messages on the SES website and associated communications will also relate to flood mapping and insurance.

In relation to Ross as per previous discussions with you, we are happy to work in collaboration with the Council to undertake a technical review of the relevant flood studies for the Ross area to assist with the provision to the Tasmanian Planning Commission on the proposed amendment to the Flood Prone Hazard Areas Overlay.

In relation to Longford as per previous discussions with you and other Council staff we are initiating the Detailed Flood Studies Funding Program that will provide an opportunity for Councils to co-fund studies on a 1/3:1/3:1/3 basis for priority locations that would benefit from the provision of more detailed studies. As discussed, Longford has been identified as a candidate location for this work. We are currently awaiting the Office of the Crown Solicitor to draft up the Funding Agreement documentation. We can commence preliminary discussions with Council to initiate project planning for the detailed work in Longford noting that commitment and commencement would be contingent upon approval of associated funding agreement by both parties.

Regards

Chris Irvine
Manager, Flood Policy Unit

State Emergency Service, Department of Police, Fire and Emergency Management
Cnr Argyle and Melville Streets Hobart
GPO Box 1290, Hobart TAS 7001

SES
Professionalism. Respect. Commitment. Integrity.

From: SES General Mailbox <ses@ses.tas.gov.au>
Sent: Thursday, 20 February 2025 1:43 PM
To: Irvine, Chris Stewart, Ann
Subject: FW: Tasmanian Strategic Flood Mapping Public Release

FYI
Thanks
Karen

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 20 February 2025 1:09 PM
To: SES General Mailbox <ses@ses.tas.gov.au>; Irvine, Chris
Subject: Tasmanian Strategic Flood Mapping Public Release

You don't often get email from planning@nmc.tas.gov.au. Learn why this is important

Please see the attached letter from Council's Acting General Manager.

Regards,

Paul Godier

Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
www.northernmidlands.tas.gov.au

NORTHERN MIDLANDS COUNCIL

Tasmania's Historic Heart

employer of choice

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NORTHERN MIDLANDS COUNCIL

Our Ref: 35/001

20 February 2025

Mr Chris Irvine
Manager – Flood Policy Unit
State Emergency Service

By email: ses@ses.tas.gov.au

Dear Mr Irvine

Tasmanian Strategic Flood Mapping Public Release

The "Tasmanian Strategic Flood Map Tamar-Esk Study Area Design Flood Modelling, Addendum to Calibration Report, December 2023" states (page 22, emphasis added):

... the levee data supplied for the current study was not complete. Additionally, the present study does not have information regarding the operation of flood gates that are on Back Creek whereas the JMG study takes into account flood gate operation. This highlights that the detailed flood modelling undertaken in previous studies should be used in the urban area of Longford, rather than the results of the present regional modelling study.

Your letter to the Tasmanian Planning Commission dated 14 February 2025 states:

SES note that there is a divergence of flood extent in the draft amendment proposed for the Ross locality compared to the TSFM [Tasmanian Strategic Flood Mapping].

SES suggest alternative options for an Overlay update in the Ross area include:

- *Adopt the TSFM flood extents, given their more conservative approach; or*
- *Conduct further hydrologic review to resolve discrepancies between models, particularly regarding flow estimates at key gauges.*

SES is aiming to publicly release the TSFM on TheLIST and RiskReady in March 2025.

I am writing to urge you to not publicly release the mapping for Longford and Ross until further modelling has been undertaken for Longford, and a further hydrologic review to resolve discrepancies between models has been undertaken for Ross, due to the insurance implications the current mapping will have for affected property owners who may, on the reviewed mapping, not be subject to flooding.

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331

www.northernmidlands.tas.gov.au

Yours sincerely,



Maree Bricknell
ACTING GENERAL MANAGER

EXEMPT TEMPORARY BUILDINGS OR WORKS (INCLUDING SHIPPING CONTAINERS)

Originated Date:	Adopted 16 April 2018, Min. ref. 92/18
Amended Date/s:	Amended 24 October 2022 – Min. ref. 22/347 Amended 21 August 2023 – Min. ref. 23/0285 Amended 23 June 2025 – Min ref
Applicable Legislation:	*Tasmanian Planning Scheme – Northern Midlands* *Land Use Planning & Approvals Act 1993*
Objective	To regulate a time period for developers to place a temporary building on premises under the exemption in the *Tasmanian Planning Scheme – Northern Midlands*
Administration:	Community and Development
Review Cycle/Date:	~~Every 2 years. Next review 2025.~~ Every 4 years. Next review 2029.

1. BACKGROUND

The following is exempt from requiring a permit under the *Tasmanian Planning Scheme – Northern Midlands* - clause 4.3.5:

	Use or Development	*Requirements*
4.3.5	*temporary buildings or works*	*If:* *(a) to facilitate development for which a permit has been granted or for which no permit is required or for an occasional use that is exempt under this clause;* *(b) not occupied for Residential use; and* *(c) removed within 14 days of completion of development or occasional use.*

A temporary building to be used by a developer may therefore be placed on a site that is to be developed in accordance with a planning permit, or in accordance with the no permit required/exemption criteria of the planning scheme.

Occasional Use is defined under Table 4.1 of the Tasmanian Planning Scheme -Northern Midlands as: *If for infrequent or irregular sporting, social or cultural events.*

Table 4.1 Exempt uses

	Use	**Requirements**
4.1.2	occasional use	If for infrequent or irregular sporting, social or cultural events.

2. PURPOSE AND APPLICATION

The purpose of this policy is to stipulate a timeframe for a temporary building to be placed on land prior to a development commencing - to ensure temporary buildings are not left on land for prolonged periods, as well as regulating the location of the temporary building.

A person must make a written application to the General Manager to place a temporary building on a premises before development commences. The application must include a site plan to scale showing the intended location of the temporary building and the date that the development is to commence. The temporary building must not be placed on site without written approval from the General Manager regarding the location of the temporary building.

3. ~~REASONABLE TIME~~ TIMEFRAMES

~~A temporary building can be placed on premises no more than 3 months prior to the work commencing in accordance with clause 4.3.5 of the *Tasmanian Planning Scheme – Northern Midlands.*~~

A temporary building must not be placed on a premises prior to the issue of a building permit for the associated development, unless:

1. A building permit is not required, in which case, not prior to the issue of a planning permit.

2. The use/development is *no permit required* or *exempt*, in which case, not more than 2 weeks prior to the works commencing, or as otherwise approved with the express permission of the General Manager.

4. LOCATION AND USE

Unless otherwise approved by the General Manager, a temporary building must be located within the title boundaries of the property to which the permit/exemption relates in an unobtrusive location, and must not be used for any other purpose, such as advertising**.** In determining whether a location is 'obtrusive', consideration must be given to the proximity of the temporary building to the street and public viewpoints, site constraints, the location of future buildings and structures and whether the site is within an area of any heritage significance.

5. REMOVAL

~~If a temporary building has been on a premises more than 3 months prior to work commencing, Council will commence enforcement action under the *Land Use Planning & Approvals Act 1993* for its removal.~~

Council will commence enforcement action for removal of a temporary building under the *Land Use Planning & Approvals Act 1993,* where the placement exceeds the timeframes stipulated in part 3 of this policy, clause 4.3.5 of the *Tasmanian Planning Scheme – Northern Midlands,* or as approved by the General Manager.

~~The temporary building must be removed within 14 days of the certificate of completion for the development, being issued.~~

6. REVIEW

This policy is due for review every ~~two~~ four years.

5.3.3 Notice Of Motion: Update Council's Webpage For Community Organisations

Responsible Officer: *Des Jennings, General Manager*

At approximately 5.58pm following the conclusion of Item 12.1 Council Acting as a Planning Authority: Cessation, Council commenced with Item 5.3.3 and the remaining items listed for consideration in the Council Meeting Agenda.

MINUTE NO. 24/0406

DECISION
Cr Adams/Deputy Mayor Lambert
That Council Officers prepare a report on the following notice of motion to be presented to a future Council Meeting:
That the Council update its webpage to have an interactive page to list all the community organisations in the Northern Midlands. And that, if needed, a budget item be listed so funds can be allocated to achieve this outcome.

Carried Unanimously

Voting for the Motion:
Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Andrews, Cr Archer, Cr Brooks and Cr Terrett

Voting Against the Motion:
Nil

OFFICER'S RECOMMENDATION

That Council Officers prepare a report on the following notice of motion to be presented to a future Council Meeting:
That the Council update its webpage to have an interactive page to list all the community organisations in the Northern Midlands. And that, if needed, a budget item be listed so funds can be allocated to achieve this outcome.

Councillor Adams has requested the below Notice of Motion be included in the Agenda for the Council Meeting to be held on 9 December 2024.

NOTICE OF MOTION

That the Council update its webpage to have an interactive page to list all the community organisations in the Northern Midlands. And that, if needed, a budget item be listed so funds can be allocated to achieve this outcome.

BACKGROUND

I note that the list of organisations used for the last Longford Expo is not available at the moment for the use of the ratepayers and new residents. There are also other groups that weren't represented there that formed since then.

The modern way to keep the electronic information updated is to have an interactive website so that each year as changes are made to committees' makeups, they can appear in their listing automatically.

ATTACHMENTS

Nil

Northern Midlands Council
Communications and Engagement Strategy 2024



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.

Strategic plan

The Strategic Plan 2021-2027 updates the *Northern Midlands Strategic Plan 2017-2027*.

The plan focusses on the unique elements of the Northern Midlands, an enviable place to live, work and play.

The Plan is based upon 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 that describe what Council aims to achieve, and that are consistent with its vision.

Actions and projects to achieve these outcomes will be included in Council's Annual Plan. Performance measures will be included in the Annual Plan to enable Council to track its progress against each of the strategic outcomes.

The Annual Report, which is presented at the Council's Annual General Meeting, will provide the update as to how the strategic outcomes have been achieved throughout the year.

Values

HONESTY
Treat all with honesty, respect and trust.

INTEGRITY
Listen, learn and proactively deliver Council's vision.

INNOVATION
Explore, expand and adapt to achieve a shared vision.

PRIDE
Serve community with pride and energy.



Strategic outcomes

As a Provider, Council . . .

1.1 Commits to providing the latest information on projects, services, activities and decision making processes in a manner that is clear, easy to understand and accessible to all people through a range of channels including print media, radio, direct mail, social media and Council's website

1.2 Aims to provide the public with balanced and objective information to assist them in understanding issues, alternatives, opportunities and/or solutions

1.3 Recognises that no one communication approach will work for everyone in all situations; Council commits to finding ways to connect with, inform and engage our diverse communities through a range of approaches and communication channels

1.4 Monitors and evaluates Council's community engagement processes to continuously improve community engagement practice

1.5 Undertakes community engagement at an appropriate time in the decision making or project planning process, so that project or decision outcomes can be influenced by the engagement

1.6 Regularly reviews Council's website for content currency and to ensure the website can be navigated easily and meets accessibility requirements

1.7 Maintains a 'Get the Facts' page on Council's website for corrections and media statements to appear when media articles do not represent Council fairly or accurately, and ensures these are also posted on Council's facebook page

1.8 Works with media to ensure accurate representation of Council …

1.9 Regularly reviews communication methods to ensure they meet community needs and are cost effective

As a Facilitator, Council . . .

2.1 Delivers an ongoing communication program regarding Council's services, programs, initiatives and decisions that is customer focussed

2.2 Builds a positive image of Council through consistent messaging and brand

2.3 Communicates in an open and transparent manner that is timely and responsive, simple and accessible, effective and responsible

2.4 Recognises that two-way communication is essential to strengthen the relationship between Council and the community, and to ensure that the delivery of Council's services is based on our community's needs

2.5 Facilitates improvement of internal communication throughout the organisation; building the capacity of councillors and staff to communicate, engage and champion Council strategic directions, services, programs and projects

2.6 Continues to strengthen relationships with the community so that engagement activities are ongoing conversations rather than isolated events

As an Advocate, Council . . .

3.1 Uses information provided by community engagement to advocate on behalf of our community to relevant parties

3.2 Promotes the interests of the community to other decision makers and influencers

3.3 Advocates to form partnerships and strategic alliances with other parties in the interests of the Northern Midlands community

3.4 Recognises that keeping our community informed and engaging them in decision making significantly contributes to making the Northern Midlands an enviable place to live, work and play

Schedule of strategic projects

Strategic projects	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26
Communicate the latest information on projects, services, activities and issues to the community through a diverse range of channels including Council's website and facebook page, Council's page in the fortnightly Northern Midlands Courier and other media outlets – online and hard copy – as required	Ongoing →	→	→
Continually review Council's communication methods to ensure they are cost effective and meet community needs	Ongoing →	→	→
As required, prepare press releases to ensure accurate representation of Council to the media and public, utilising public relation consultants as required	Ongoing →	→	→
Continue to develop Council's website and social media platforms, and consider allocating funds in the 2024-2025 budget for a significant upgrade/ replacement of Council's website	Ongoing →	→	→
Produce an Annual Report that informs the community of the achievements of Council over the past year, and how the monies raised via rates, charges, fees and from grants received have been expended.	Ongoing →	→	→
Progress the Northern Midlands Liveability campaign by production and widespread distribution of promotional videos	Ongoing →	→	→
Enable community participation in celebrating Northern Midlands' achievements through project launches, and events eg. Australia Day	Ongoing →	→	→
Resource and support the Councils' District Forums/Local Committees	Ongoing →	→	→
Resource and support the Heritage Highway Tourism Region Association to promote the region as a 'must see' destination	Ongoing →	→	→
With regard to specific Council projects, undertake community engagement at an appropriate time in the decision making or project planning process, that ensures Council's decisions can be influenced by the outcome of the engagement	Ongoing →	→	→
Resource and support Council's facilities and services local management committees	Ongoing →	→	→
Work with other government and non-government organisations to distribute positive information about the Northern Midlands	Ongoing →	→	→

Note 1: The Northern Midlands Council is actioning the identified strategic projects outlined in this strategy. Many of these strategic actions may be found in the identified State Government strategic documents below:

- Community Policy and Engagement – Tasmanian Government, Department of Premier and Cabinet (DPAC)

Note 2: Endorsed by Council 22 April 2024, minute reference 24/0138.

NTARC 2025 - 2028
NMC

Northern Midlands Council & Climate Resilience

June 2025

NOTES:

This report, on Northern Midlands Council & Climate Resilience, has been prepared for consideration of the Northern Midlands Council at its meeting on Monday 23 June.

The report is comprised of the following three parts:

- PART 1 – Northern Midlands Council Climate Resilience Strategy (the Strategy) 2025 – 2028:

  The Strategy furthers and is in the same format as the NMC Strategic Plan. It includes updates to the Schedule Strategic Projects following Council Workshop comments on 07 April.

- PART 2 – NMC Climate Change Webpage

  The Webpage provides additional supporting 'climate' information to the Strategy. The website format is intended to increase transparency and provide information for the community on the council's climate initiatives and clarity around its role. It also fulfills the role of local government role to provide information about relevant climate risks[1].

- PART 3 – Media Release / News Article

  The Media Release is provided to support communications around the Strategy. Newsletter articles can be prepared as required to support the strategy and ongoing council climate actions.

The draft Strategy, and its strategic projects (p. 7) are informed by two key pieces of work undertaken by the organisation and the Northern Tasmanian Alliance for Resilient Councils to establish an evidence base:

- Carbon and Energy Footprint 2019 – 2023
- Council Climate Adaptation Plan 2024

The CCEF and CCAP, provided for information, are operational reports and provide the evidence base, and foundation to support and identify Strategic Projects.

The report has been prepared in consultation with the Northern Midlands Council, through the Individual Support component of the Northern Alliance for Resilient Councils.

Katrina Graham

Program Manager, NTARC

[1] https://www.dcceew.gov.au/sites/default/files/documents/coag-roles-respsonsibilities-climate-change-adaptation.pdf

NTARC 2025 - 2028
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MEDIA RELEASE 20

DRAFT

PART 1 – NORTHERN MIDLANDS COUNCIL CLIMATE RESILIENCE STRATEGY 2025 – 2028

Northern Midlands Council

Climate Resilience Strategy 2025 - 2028

Strategic Context

The Climate Resilience Strategy furthers the Northern Midlands Strategic Plan 2025 - 2028.

Across our municipality we are experiencing the changing climate through increasing intensity of floods, droughts, heatwaves and bushfires. We are also seeing secondary or indirect climate impacts as insurance premiums rise and the regulatory environment that we operate in requires the council to demonstrate how we are responding and to update our procedures and systems to reduce the impacts across our operations, assets and services.

As our climate changes, we are responding. We are taking action to improve the energy efficiency of our assets and services. Our streetlighting has reduced its emissions by more than 12% following upgrades. And whilst there were increases following Covid as our council works program returned, we are starting to see reductions across our fleet. We are already working to increase the resilience of our communities our programs that helps to build social networks and improved responses to emergencies. We are delivering on grants to strengthen our flood defences, and we have joined the northeast councils in a partnership to coordinate and strengthen climate action.

This strategy formalises our response to these challenges and helps us to navigate across the council and our community the local and regional responses. It provides the commitment to participate locally and regionally to finding solutions and responses that will benefit our current and future generations.

Leadership

Northern Midlands Council will

- Share the information we need to make good climate decisions
- Share what we know with our community about climate risks and hazards, and action we can take
- Work to ensure that as an organisation we are climate ready and can demonstrate the actions and behaviours needed

Progress

Northern Midlands Council will

- Keep you informed about what we are doing to address climate change
- Measure our climate action to reduce our greenhouse gas emissions and energy use, and increased climate governance and preparedness and report annually

People

Northern Midlands Council will

- work with our community to find local solutions to increase resilience and to reduce greenhouse gas emissions
- get our council climate ready – ensuring the organisation has a good understanding of climate change and what they can, do and is supported in responding

Place

Northern Midlands Council will

- Get climate ready – work to make sure our assets that we are responsible for – our roads, bridges, buildings are climate ready
- Work to green our settlements to reduce heat island effects and increase local amenity

Climate change and our values

Honest

Share good information

Transparent decision making

Share what we know and what we don't and what we need to find out

Integrity

Use evidence base and best scientific information

Employ evidence-based information and systems for our decision making

Innovation

Look for creative way to address climate impacts across our council, municipal area and communities

Pride

Provide service and maintain our assets in a changing climate

Be confident and clear in working with our communities to build climate resilience

The NMC climate principles:

Governance: Ensure jurisdictional policies and regulations incorporate climate change considerations and are consistent with the Tasmanian and Australian government approaches to adaptation and mitigation,

Advocacy: develop policy and advocate to State and Federal Government, the research sector and peak organisations,

Information: Facilitate resilience building and adaptive capacity in the local community by providing information on local climate change risks and mitigation,

Resources: Contribute appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts and to reduce greenhouse gas emissions.

Organisational: Manage risks and impacts, and consider opportunities for assets and provided services,

Regional: Work with other local governments in educating communities at the municipal and regional level on climate change as a risk, and options for adaptation and mitigation,

Community: Work in partnership with the community, local non-government organisations, businesses and other key stakeholders to implement adaptation and mitigation initiatives,

Leadership: Provide leadership and collaborate across all governments to act on climate change

Strategic Outcomes

As a provider, Council

- Ensures consideration and inclusion of climate consideration, adapting to a changing climate, reducing emissions and energy use and providing climate leadership in planning strategies
- Ensures that the impact of climate change on the council's assets including roads, stormwater, levees, buildings, reserves and recreation areas, is understood and planned for
- Collaborates and works closely with the northeast councils to deliver coordinated climate program and activities, avoid duplication and resource efficiency
- Ensure good climate governance by keeping up to date with most recent climate information and emerging policy arrangements
- Ensure budget allocation consider climate change requirements
- Commits to reducing emissions and disclosing annual footprints across the organisation
- Ensuring our towns and villages are climate friendly through green space and infrastructure

As a Facilitator

- Collaborate with councils regionally to increase climate resilience and reduced emission from the local government sector
- Provide good information to the community to support their decision making around responding to climate risks and hazards
- Ensure the organisation is climate literate and climate change activities are embedded across the organisation
- Communicates in an open and transparent manner that is timely and responsive, simple and accessible, effective and responsible enhancing climate resilience
- Support and delivers program that support social cohesion and increase climate resilience

As an Advocate, Council

- Promotes the interests of the community to other decision makers and influencers
- Advocates the community's identified climate action and activities that further climate resilience to the key stakeholders were they are responsible
- Recognises that keeping our community informed and engaging them in decision making significantly contributes to making the Northern Midlands is climate resilient and healthy

DRAFT

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Schedule of Strategic Projects

Strategic Project	Year 1 2025-26	Year 2 2026-27	Year 3 2027-28
NMC			
Energy Use: Audit, carbon and energy, of council facilities to prioritise upgrades to: lighting, heating and hot water systems	→		
Fleet: Review the delivery of Council services and projects and whether there are ways to reduce the kilometres travelled through increased coordination and planning, or the hours plant is being operated	→		
Street Lighting: Audit streetlights and advocate to TasNetworks via NTARC to accelerate the replacement of remaining non-LED streetlights.	→		
Renewable Energy: Investigate the installation of solar panels at the Campbell Town Recreation Ground Complex.	→		
Annual Carbon and Energy Reporting: Undertake annual carbon and energy reporting to monitor progress to reduce corporate emissions and energy use	ongoing		
Advocacy: Support regional work by NTARC to advocate for the Council's electricity retailer to provide consolidated data on an ongoing basis.	ongoing		
Council Climate Governance			
Leadership Establish internal Climate Change Working Group.	→		
Employee Awareness Include climate awareness/information in Employee Inductions as they as onboarded, and in position descriptions as appropriate	→		
Strategic risk Integrate climate change risk management into existing Council wide risk assessment framework	ongoing		
Strategies and Plans Consideration of climate change risks and impacts during the development of other Council strategies, policies and plans	ongoing		
Transparency & Reporting: Work with NTARC to develop climate maturity measures as part of regional reporting framework and report annually	→		
Emergency Management Ensure that the projected climate impacts are properly considered in the Council's emergency management planning	→		

DRAFT

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Strategic Project	Year 1 2025-26	Year 2 2026-27	Year 3 2027-28
Regional Collaboration: Support the implementation of Northern Tasmanian Alliance for Resilient Councils and its delivery of programs across the region	Ongoing →		
Climate Change Adaptation			
Flooding: Use an array of data and flood studies to inform the decision making with regards to planning and development and municipal risks. [2]	Ongoing →		
Flooding: Continue to engage with SES to ensure for the levee protected area of Longford is remodelled in the Detailed Flood Studies Funding Program.	Ongoing →		
Flooding: Complete the significant climate change adaptation project for Sheepwash Creek at west Perth.	Ongoing →		

DRAFT

[2] List of current flood studies used:

- ListMap 1% AEP Riverine Flooding (Climate Change) - especially critical for land near rivers, to be used in all areas except for Longford urban area and Sheepwash Creek (west Perth).
- South Esk Longford-Hadspen Flood Study – 1% AEP Climate Change Flood Gate Normal Operations – to be used instead of the above in Longford urban area.
- Listmap 1% AEP Overland Flooding (Climate Change) – all locations, though it is less important in urban areas than Intramaps Urban Modelling 2021 flood layer.
- Sheepwash Creek 100 Year Climate Change – for urban land adjacent to Sheepwash Creek, plus the area adjacent to the Midlands Highway interface with the Creak (Lot 1 Drummond St Sheepwash Creek and 1a Cemetery Road)
- Urban 2021 flood layer – all urban locations.

PART 2 – NMC CLIMATE CHANGE WEBPAGE

The NMC climate program covers:

Theme	Corporate/Community	Description
Leadership	Community (municipal / regional)	As the tier of government closest to, and most trusted by, communities lead and share knowledge/expertise across communities to: • Lead and share knowledge and expertise across communities to build capacity; • Coordinate local actions and avoid duplication of effort in mitigation and adaptation responses; • Develop responsive, community-informed policy; and • Advocate effectively to state and federal governments, the research sector, and peak organisations.
	Organisational Leadership	Provide authorizing environment within council that enables and supports the integration of climate action across the organisation's governance, strategic and operational functions, through top-down and bottom-up engagement and reporting.
Adaptation	Corporate (council) adaptation	Increase the capacity of councils to: • Protect and future proof their assets/services; • Respond to increased and intensified natural hazards: flooding, bushfire, sea level rise, heat and storms; • Reduce exposure to potential liability in decisions making; and • Minimise financial risks which arise from the transition to a low carbon economy and increased natural disasters
	Community (municipal / regional)	Assist and facilitate community resilience building and adaptive capacity by providing information on local climate change risks to enable informed decision making and risk assessment
Emissions and energy reduction (Mitigation)	Corporate (council)	Emissions and energy reduction reducing energy and emissions across council owned assets, buildings, fleet and services; to realise cost savings
	Community (municipal / regional)	Provide and support programs to influence and assist households, business, commercial and community groups to reduce emissions and energy use and realise cost savings

NTARC 2025 - 2028
NMC

The NMC climate principles:

Governance: Ensure jurisdictional policies and regulations incorporate climate change considerations and are consistent with the Tasmanian and Australian government approaches to adaptation and mitigation,

Advocacy: develop policy and advocate to State and Federal Government, the research sector and peak organisations,

Information: Facilitate resilience building and adaptive capacity in the local community by providing information on local climate change risks and mitigation,

Resources: Contribute appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts and to reduce greenhouse gas emissions.

Organisational: Manage risks and impacts, and consider opportunities for assets and provided services,

Regional: Work with other local governments in educating communities at the municipal and regional level on climate change as a risk, and options for adaptation and mitigation,

Community: Work in partnership with the community, local non-government organisations, businesses and other key stakeholders to implement adaptation and mitigation initiatives,

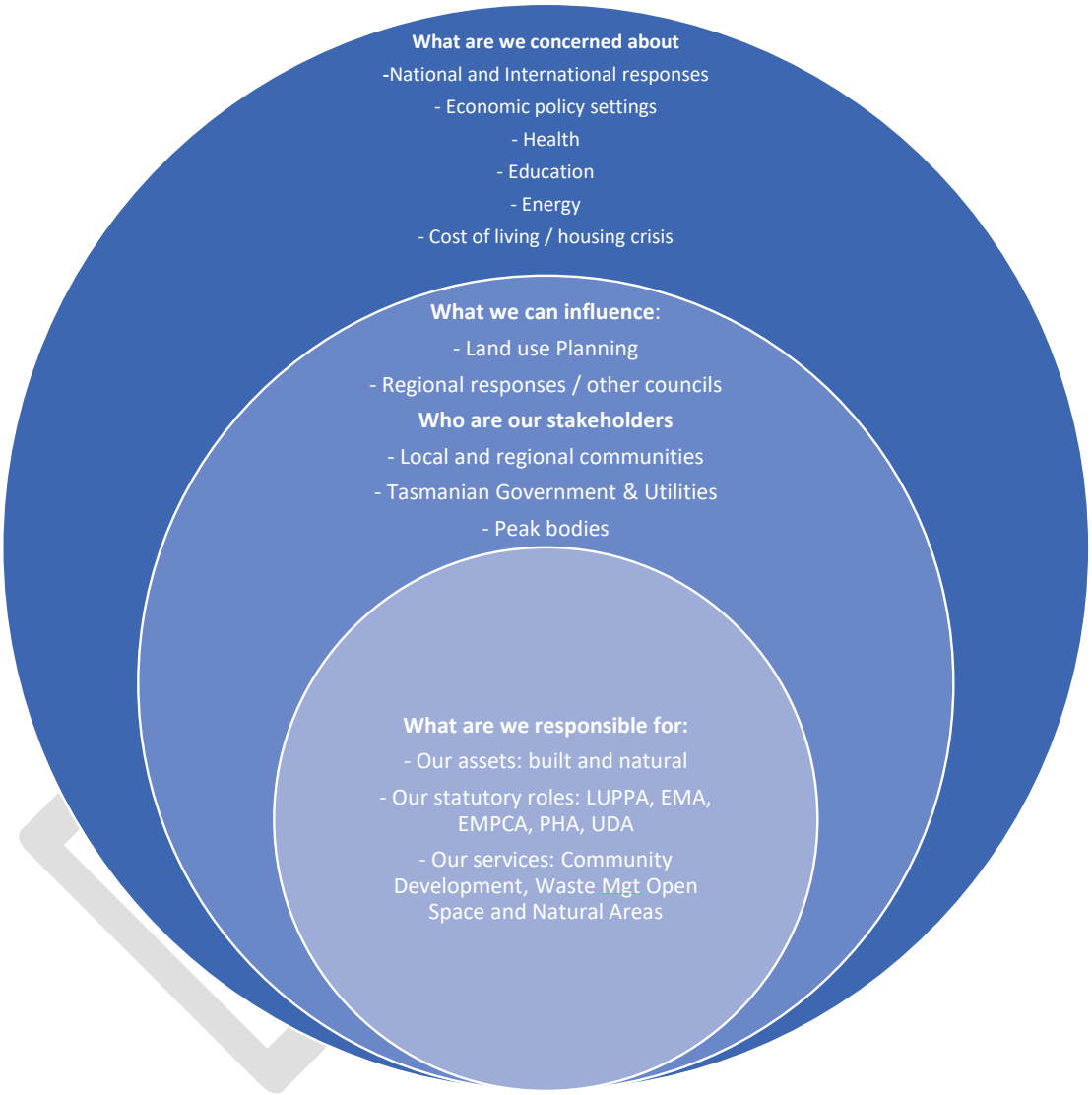
Leadership: Provide leadership and collaborate across all governments to act on climate change

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What is our obligation to act?

We need to act, but it is critical that we know when, how and who can act

Below shows councils role of what we ae responsible for, what we can influence through our role and what we are concerned about



These roles and responsibilities are summarised here.

Australian Government

- Provide leadership on national adaptation reform.
- Manage Australian Government assets and programs, including embedding climate change impacts into existing risk management frameworks and working with all governments to manage climate risks to nationally significant public assets.
- Provide and manage national science and information that is high quality and includes national and regional climate projections to allow Australia to effectively adapt.
- Maintain a strong, flexible economy and a well-targeted social safety net to ensure resources are available to respond to climate change and climate change does not disproportionately affect vulnerable groups.

State and territory governments

- Deliver adaptation responses in their areas of policy and regulation. This includes service delivery and infrastructure. For example, emergency services, health system, the natural environment, planning and transport.
- Provide local and regional science and information through collaboration with all governments to develop and implement a consistent approach.
- Working with the Australian Government to implement national adaptation priorities and monitoring and evaluation arrangements.
- Encouraging climate resilience and adaptive capacity.

Local governments

- Deliver adaptation responses that align to state and Australian Government legislation to promote adaptation as required including the application of relevant codes, such as the Building Code of Australia.
- Provide information about relevant climate change risks and contribute appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts.
- Inform other levels of government about the on-the-ground needs of local and regional communities.
- Manage risks and impacts to public assets owned and managed by local governments and to local government service delivery.

All governments

- Help build the adaptive capacity of individuals, groups and businesses, in particular vulnerable communities.
- Provide accurate climate information for private parties to adapt.
- Ensure that regulatory arrangements and policy settings do not distort private incentives and market signals and facilitate climate change adaptation.
- Provide public goods and services and manage public assets.

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Who does what

Bushfires

Due to changing temperature and rainfall patterns, climate change will result in a longer fire season with an earlier start. Places with high fire danger ratings are projected to get worse more rapidly. Bushfires damage buildings, roads and other public infrastructure, adversely affect human health through poor air quality caused by smoke, and leave topsoil's exposed and vulnerable to erosion from loss of groundcover vegetation.

Who does what?

Responsibility for preparing for, responding to and recovering from bushfires is shared. For example:

- The Tasmanian Government operates the Tasmanian Fire Service, the peak organisation for fire-fighting that prepares for, combats and coordinates responses to bushfire.
- Local governments assist in the preparation for and recovery from bushfires, manages assets and open space areas to reduce bushfire hazard, and through planning and development ensures compliance with bushfire standards and development of bushfire management plans.
- Individuals are responsible for the preparation of bushfire action plans and ensuring that fire hazards, such as dry fuel or long grass on their properties, are minimised

RAINFALL AND FLOODING

There has been a reduction in total annual rainfall in Tasmania and a change in year-to year rainfall variability since 1974. Across the Northern Midlands, climate change will result in an increase in summer and autumn rainfall and a decline in winter and spring rainfall, which should be apparent from around 2025 onward.

Who does what?

Responsibility for preparing for, responding to and recovering from rainfall-induced flooding is shared. For example:

- the Tasmanian Government, through the State Emergency Service, provides essential support to communities during flooding and storm events.
- Local governments manage assets and open space areas to best reduce flooding hazard, maintains and manage stormwater assets and catchments, and through planning and development manages local flood risks and hazards.
- Individuals can assess whether their private property is vulnerable to flooding hazard and implement actions to reduce the impacts, such as ensuring vegetated buffers are maintained to minimise the potential for erosion and scouring, and stormwater drainage is not impeded.

Temperature

The Northern is becoming warmer as the climate changes over the coming century. The average temperature will increase by 1.5 °C by mid-century, and by 3.3 °C towards the end of the century.

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NTARC	2025 - 2028 NMC	

Who does what?

Responsibility for preparing for, responding to and recovering from extreme heat is shared. For example:

- The Tasmanian Government provides public health alerts for extreme heat and information on how to avoid and manage heat stress.
- Local governments provide information on suitable actions and behaviours for heatwaves and provides a safe work environment for its workforce, in particular those who work outdoors.
- Individuals can inform themselves about recognising heatwaves and appropriate actions, such as drinking extra water and seeking out shaded areas to avoid heat stress

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What we know so far: our changing climate

How our climate is changing

Modelling, by the UTAS Climate Futures Tasmania shows how Northern Midlands climate is changing. This can be used to support good decision making, by the council and community on how to respond, and realise opportunities to manage increasing risks and hazards, and thrive and create resilience.

Temperature	Baseline 1961-1990	Current 2020-2040	Mid-century 2040-2060	End of century 2080-2100
Average daily maximum temperature (℃)	15.6	16.7	17.4	19
Average annual hot days (above 30℃)	3	5	7	12
Average annual cumulative Forest Fire Danger Index	1406	1531	1657	2059
Asphalt - critical viscosity	59200	87900	112600	190800

Rainfall	Baseline 1961-1990	Current	Mid-century 2040-2060	End of century 2080-2100
Average annual rainfall (mm)	654	616	605	596
Average annual evaporation (mm)	968	1012	1062	1201
Extreme rainfall - 24hr AEP 1%	186 mm	196 mm	202 mm	216 mm

Current climate and recent trends

The Northern Midlands experiences a relatively temperate, maritime climate. Inland areas experience wider temperature variations, including cold overnight temperatures and frosts. Long-term average temperatures have risen in the decades since the 1950s, at a rate of up to 0.15 °C per decade

The Northern Midlands receives some of the **lowest average annual rainfalls** of any area in Tasmania (generally <600 mm), with **no significant seasonal cycle**. There is **slightly higher average annual rainfall** in the **west** where the midlands borders the Great Western Tier and also in the **east** around Lake Leake. There has been a **decline** in **average annual rainfall** since the mid 1970s, with the decl**ine strongest in autumn.**

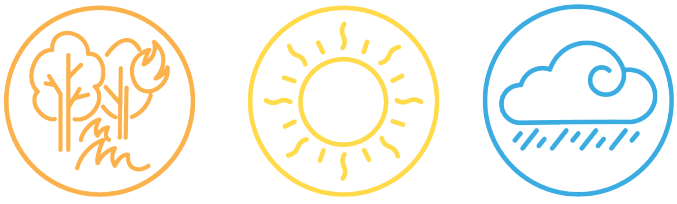
Projected change in conditions by 2100 (A2 emissions scenario)

Projected changes For Northern Midlands by 2090 - 2099 relative to the baseline period (1980-1999)

Climate Change Variable	Change
Temperature (annual average)	+2.6 to 3.3°C
Summer days (>25°C)	+25 days (+100%)
Warm spells (days)	up to 3 days longer (+50%)
Hottest day of the year	+3-4°C
Frost risk days/year	90 down to 40
Rainfall (annual average)	Annual rainfall is projected to increase slightly across all seasons. Rainfall is expected to trend towards heaver events interspersed by longer dry periods.
Rainfall (wettest day of the year)	+25%
Rainfall extreme (ARI-200)	>30 mm +50%
Evaporation	+19%
Runoff	Increase in all seasons, by up to 30%
River flows	

Extreme events

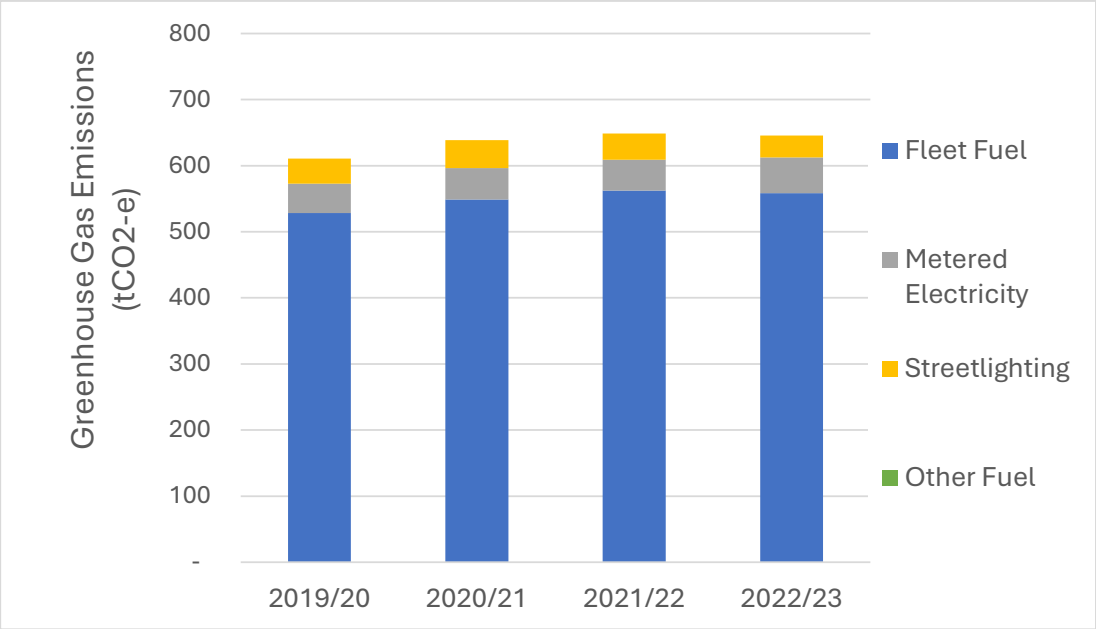
The temperature of **very hot days** to **increase by up to 4°C. Warm spells** (days in a row where temperatures are in their top 5%) currently last around 6 days and will **increase by up to 3 days**
Extended **heat waves** and more **extreme temperatures** are likely to enhance the **occurrence and intensity of bushfires**
Rainfall will trend towards **heavier events** interspersed by **longer dry periods**. **High daily runoff** events are likely to **increase**, including those that may lead to **erosion or flooding**. Rainfall **volume** in a **200-year average recurrence interval** (ARI) event will **increase by up to 50%.**



Our carbon footprint

The greenhouse gas emissions from Northern Midlands Council's corporate operations totalled 645.7 tonnes carbon dioxide equivalent (tCO2-e) in the 2022/23 financial year.

The largest category of emissions was from fuel being used by vehicles and plant. The emissions generated from this source were 558.4 tCO_2-e in 2022/23 (87% of the total), with all of that generated from use of diesel, with no petrol consumption.



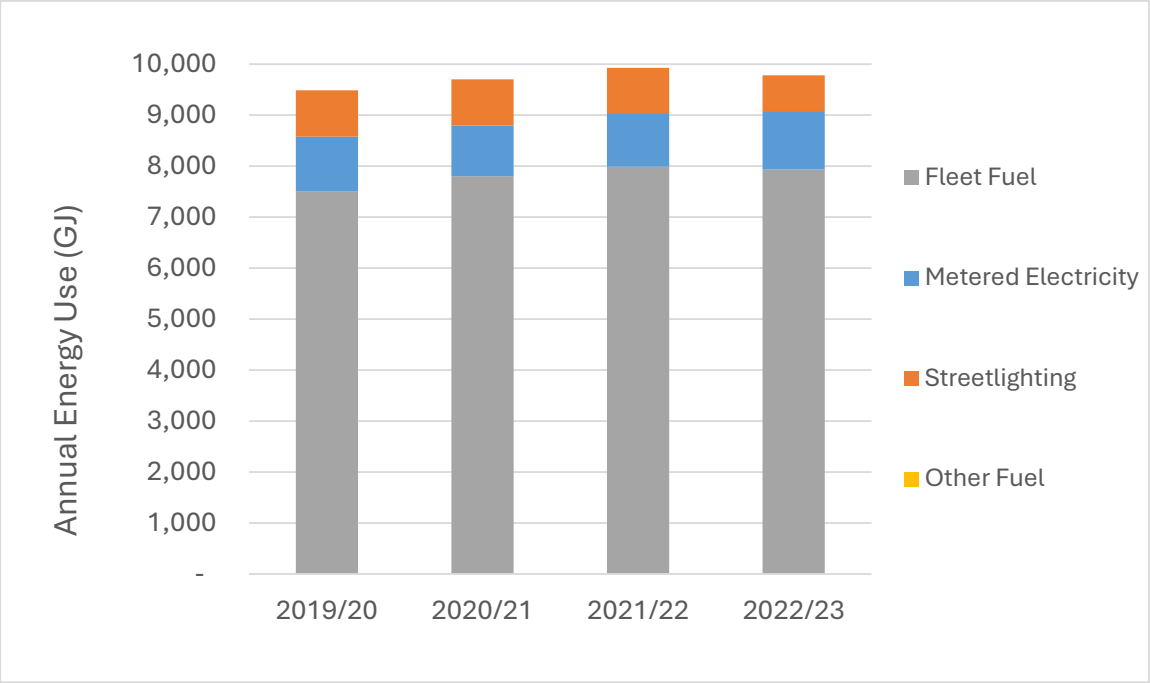
The greenhouse gas emissions were allocated to various council activities and this is summarised for 2022/23 in the table below. Civil works is the activity with the highest amount of emissions, as is typically the case due the fuel use by trucks and plant. General fleet operations is the next highest and this category is used for vehicles, trucks and plant which are used across different activities

Table 1: Greenhouse Gas Emissions in 2022/23 by Council Activity

Activity Category	GHG Emissions (tCO_2-e)	% of Total
Office & Administration	63.3	9.6%
Depot Operations	7.1	1.1%
General Fleet Operations	82.8	12.6%
Parks	50.8	7.7%
Outdoor Sporting & Clubrooms	25.6	3.9%
Community Services & Halls	36.3	5.5%
Street Lighting (incl Metered)	33.2	5.0%
Civil Works	259.6	39.4%
Waste Facilities & Transport	24.7	3.8%
City Cleansing	36.2	5.5%
Other	39.7	6.0%

Energy Use

The total net energy use in corporate operations was 9,782 gigajoules (GJ) in 2022/23. For comparison the typical energy usage of a household with a three-bedroom house and two cars is about 100 GJ, with annual usage of about 30 GJ for electricity in the house and about 35 GJ of fuel per car.



The split of use by energy type was 81% fuels and 29% electricity.

Fleet fuel was the single biggest category with usage of 7,934 GJ equivalent to 81.1% of total energy use (being all diesel), while there was negligible use of fuel at facilities.

Metered electricity had a usage total of 1,145 GJ (11.7% of the total) and unmetered streetlighting was 703 GJ (7.2% of the total).

While electricity is measured in kilowatt-hours (kWh) this unit is specific to electricity only. To more generally compare the different types used of energy by the council the unit of gigajoules (GJ) is used in this report, with 1,000 kWh equating to 3.6 GJ.

The fuel and electricity use was allocated to different activity categories as for greenhouse gas emission and the table below shows a similar pattern of energy use to that of emissions in Table 1.

Table 2: Energy Use in 2022/23 by Council Activity

Activity Category	Energy Use (GJ)	% of Total
Office & Administration	928	9.5%
Depot Operations	72	0.7%
General Fleet Operations	1,177	12.1%
Parks	739	7.6%
Outdoor Sporting & Clubrooms	300	3.1%
Community Services & Halls	707	7.2%

Activity Category	Energy Use (GJ)	% of Total
Street Lighting (incl Metered)	703	7.2%
Civil Works	3,689	37.8%
Waste Facilities & Transport	352	3.6%
City Cleansing	514	5.3%
Other	579	5.9%

The percentages for each activity is slightly different to those in Table 1 as there are less greenhouse gas emissions per unit of energy for electricity, and so activities which use more electricity have relatively less in the way of greenhouse gas emissions.

Our climate risk

Key climate change vulnerabilities identified for Northern Midlands Council

The key climate change vulnerabilities, the likelihood that exposed assets, services and communities will be adversely impacted, identified for the Northern Midlands Council are:

- Increasing volume of flood water in the South Esk, and other catchments, resulting in greater potential for significant flooding in Longford, and other towns in close proximity to rivers, having consequences for asset management (particularly levees), development decisions in relation to the dynamic nature of flood prone areas, and emergency response.
- Increase in the frequency and magnitude of flood events leading to road inundation, risk to road users and implications for emergency response capacity.
- Increasing rainfall intensity exacerbating the risk of landslip impacting council infrastructure (Roads/bridges) creating disruptions to the road network and significant costs for clean-up and repair.
- Increasing frequency and intensity of bushfires will result in greater likelihood of damage to infrastructure and assets such as community halls, road surfaces, and signage - and extensive additional resources for clean-up, having consequences for budgets.

Key drivers of Northern Midlands Council's climate adaptation planning:

The key drivers of the Northern Midlands Council climate adaptation planning, to mitigate climate impacts and increase resilience include:

- observed impacts to council infrastructure and disruptions to services from extreme events, and emerging conditions that have not been experienced before;
- managing the financial consequences of escalating extreme events;
- meeting expectations of Council's insurers in mitigating climate impacts;
- managing legal liability in relation to development decisions and asset performance; and
- meeting community expectations.

NTARC	2025 - 2028 NMC

More information

Links

Climate change science | ReCFIT

What are the projected climate change impacts for Tasmania? | ReCFIT

Understanding Climate Change - City of Launceston

Climate change in Australia – CSIRO BOM Australia Climate Service

Climate change in Australia Southern Slopes (Tasmania East)

Climate Futures for Tasmania - climatefutures.org.au

Home | NRM North

Our Climate Glossary

CCAP	Council Climate Change Adaptation
CCEF	Council Carbon and Energy Footprint
GHG	Greenhouse Gas Emissions
GJ	Gigajoules
NTARC	Northern Tasmanian Alliance for Resilient Councils

Acronyms

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PART 3 – MEDIA RELEASE / NEWS ARTICLE

MEDIA RELEASE

DRAFT Example of Media Release

Northern Midlands Council Adopts Climate Action Strategy to Build a Resilient Future

The Northern Midlands Council (NMC) is proud to announce the adoption of its Climate Action Strategy, setting a clear pathway for climate resilience and sustainability in our region.

“Our climate has changed, and it continues to change,” said Mayor Mary Knowles OAM. “We are already facing challenges, and markets and insurers are asking how councils are responding. We also have legal advice that reinforces the need to consider climate change in our decision-making. This strategy ensures that we take leadership, act responsibly, and plan for future generations so they do not carry the entire burden.”

The Climate Action Strategy is more than just a commitment to reducing emissions. It focuses on making council assets and services climate-ready, understanding how our decision making can support increased resilience and transforming the organisation so that climate change is mainstreamed across all our roles and functions. Key actions include:

- Building a solid evidence base to guide decision-making.
- Assessing and mitigating climate risks to infrastructure, services, and communities.
- Regional collaboration to strengthen our approach and share resources.
- The establishment of NTARC—a unique initiative led by NMC to support sound decision-making and minimize potential liabilities.

The Strategy aligns with the Northern Midlands Council’s Strategic Plan 2021-2027, ensuring a coordinated approach to long-term planning. A formal review will take place in 2028 alongside the review of the Strategic Plan to maintain alignment and momentum.

“We all need to act, but we also need to know when and how,” Mayor Knowles said. “This is more than just electric vehicles—it’s about ensuring that we are acting responsibly and getting climate-ready as a council and providing leadership to our communities.”

NMC recognises that hurdles, such as past planning decisions, must be addressed. However, by taking proactive steps now, the council is on a pathway to creating a thriving and resilient future for the Northern Midlands community.

For further information, please contact:

Mary Knowles OAM

Mayor of the Northern Midlands

Fact Sheet

MAV INSURANCE

Liability Risk and Climate Change Adaptation

What is Climate Change Adaptation?

Climate change adaptation is defined as action taken to prepare for actual or expected changes in the climate, in order to minimise harm, act on opportunities, or cope with the consequences[1].

Adaptation risk may result from climate change and could potentially impact (a) safety of the community (b) financial stability. Consequently, the risk could potentially translate into reputation, legal liability and significant economic consequences.

This factsheet considers the risks of liability for local governments in the face climate change adaptation.

What are the Most Significant Climate Threats?

The frequency and intensity of extreme weather events in Australia is increasing[2]:

11	$13B
Natural catastrophes declared since 2019	**Claims paid since 2019**

The Bureau of Meteorology and CSIRO, *State of the Climate report 2022*, released 23 November 2022 – reports:

- Australia's climate has warmed by an average of 1.47 ± 0.24 °C since national records began in 1910.
- In the south-east of Australia, there has been a decrease of around 10 per cent in April to October rainfall since the late 1990's.
- Sea levels are rising around Australia, including more frequent extremes that are increasing the risk of inundation and damage to coastal infrastructure and communities.

Why is Climate Change-related Risk Important?

Local councils are, in many instances, the first line of defence in responding to the impacts of climate change. Members of local communities are increasingly looking to their local Council to provide solutions to adapt to, and manage the risks associated with climate change impacts.

Firstly, councils must face the risks presented by the *physical* impacts associated with climate change: – the impacts associated with increased temperatures, sea level rise, increased frequency and intensity of natural hazards and other severe weather events will all be experienced most acutely at the local level.

Secondly, climate awareness and the increasing availability of scientifically certain climate related information, must be proactively incorporated into Council *decision making*, (impacting policy, legal, technological, reputation, social and financial risks), strategic plans, policies and procedures for community consultation. This requirement is reflected in the *Local Government Act 2020* (Vic), where amendments, particularly s9 (2)(c) strengthened the mandate for **mitigation and planning for climate change risks** in council decision making.

Legislative Framework

- *Climate Change Act* 2017 (Vic)
- *Local Government Act 2020* (Vic)
- *Planning and Environment Act 1987* (Vic) and Victorian Planning Provisions (VPP)
- Land Use and Planning Approvals Act 1993 (Tas)
- *Wrongs Act 1958* (Vic)
- *Civil Liability Act 2002 (Tas)*
- *Climate Change (State Action) Amendment Bill 2021 (Tas)*
- *Climate Change (State Action) Act 2008 (Tas)*
- *Common law principles, where relevant to actions in negligence under tort and land use planning law.*

[1] *Climate Change Act 2017* (Vic)

[2] Source: https://insurancecouncil.com.au/wp-content/uploads/2022/09/20683_ICA_Final_WebOptimised.pdf

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www.mav.asn.au

What are some of the challenges for councils?

1. **Managing *physical impacts* such as:**

- Inundation of coastal infrastructure and inland flooding;
- Asset Management e.g. storm water infrastructure, buildings, facilities;
- Continuity of critical services during extreme weather events;
- Fire hazards;
- Zoning land appropriately;
- Managing property values / land use;
- Raising awareness of and managing community expectations with respect to climate change adaptation.

2. **Managing Legal Risks / Legal Liability**

Statutory authorities, including local government, have duties of care in exercising their functions and powers. A failure of council to effectively discharge their duty of care may give rise to a cause of action.

The threat of climate change is now clearly established through legislation, national and state policy and international agreements. It is likely a court will construe that the risks and impacts of climate change are now reasonably clearly foreseeable.

Councils have a duty of care in the context of climate change adaptation, which may arise in the context of:

- *Development approvals* (where risk of harm was foreseeable) e.g. flood, bushfire, erosion;
- The provision (or lack thereof) of *protective standards* in planning schemes (e.g. standards for buildings to withstand elements in a bushfire zone);
- Failure to maintain or build infrastructure e.g. failure to upgrade drains, stormwater systems and build mitigation works like seawalls;
- The provision (or lack thereof) of *information* or statements which are considered by a court to be negligent[3] - compensation claims e.g. regarding flooding.

What can councils do?

1. **Legal Defences**

The Wrongs Act 1958 (Vic) provides that councils will not be held liable for an alleged breach of a statutory duty unless it can be shown to be "*so unreasonable that no public authority having the functions of the authority in question could properly consider the act or omission to be a reasonable exercise of its functions*[4] (in Tasmania, the *Civil Liabilities Act 2002* s 40 has the same effect)[5]. With new scientific climate information available, it is more likely that a decision will be considered unreasonable if it does not take climate change into account.

Commentary suggests the following actions may be considered unreasonable:

- Denial that climate change is occurring;
- Ignoring evidence as it becomes available;
- Making decisions that increase vulnerability without regard to available precautions.

A council can limit its exposure with respect to materialisation of an obvious risk provided sufficient warning is given (e.g. s53 and s55 of the *Wrongs Act* (Vic) and s15(1) of the *Civil Liabilities Act* (Tas)). For example, a contract with a clear statement that liability for negligence is excluded, or/and a notice or disclaimer may be considered reasonable warning.

2. **Risk Mitigation Strategies**

Local councils have a role in providing leadership and education to assist the community and businesses to understand and accept their responsibilities to address climate change.

In order to mitigate liability, it is recommended:

- *Councils keep abreast of climate change information and related adaptation and mitigation strategies;*
- *Clear criteria for decision making (including public consultation) is developed to enhance public confidence in climate related decision making;*
- *Policies and council/asset plans reflect current scientific evidence (and therefore must be kept up-to-date);*
- *Reasonable care is taken in planning decisions and information e.g. minimise development in vulnerable areas, and not make decisions that increase vulnerability without regard to available precautions;*
- *Timely and accurate information is provided to*

[3] [3] www.climatechange.vic.gov.au

[4] *The Wrongs Act 1958 (VIC)* s79, 84(2)
[5] Civil Liabilities Act 2002 (Tas) s37, 40

the public e.g. results of flood mapping studies;

- *Decision makers / Councillors and Aldermen are provided education and training in climate change impacts.*

What are Questions to Ask?

Climate related risk questions to consider are:

- Does the Council have an up-to-date climate related risk policy that reflects contemporary expectations?
- Has the Council formally assessed climate related risk and developed action plans to remediate identified exposures?
- Do action plans have clear targets and accountabilities and include:
  - Potential climate related risk damage to the Council's reputation, business continuity?
  - Processes to incorporate learning opportunities and lessons from claims?
- Is there climate related risk awareness training for employees including contractors and suppliers?
- Are climate related risk requirements built-in to employee job descriptions and contractor contracts?
- Is climate related risk covered in the crisis management plan or business continuity plan?
- Is there a media plan to deal with the media following an unforeseen climate related issue becoming prominent in the media?
- Does the internal audit plan include appropriate coverage of climate related risk, including legislative and policy compliance?

Acknowledgements

This factsheet has drawn upon information from a variety of sources which are shown below in 'useful references'.

Useful References

- Bureau of Meteorology, State of the Climate (2022)
- World Economic Forum Global Risks Report 2022
- Insurance Catastrophe Resilience Report 2021-22
- Local-Government-Roles-and-Responsibilities-for-Adaptation-under-Victorian-Legislation_Guidance-Brief
- Renewables, Climate and Future Industries Tasmania
- Australian Standard AS 5334-2013: *Climate change adaptation for settlements and infrastructure* – a risk-based approach.

More Information

MAV Insurance Members Help Desk

Email: Risk.Help@jlta.com.au

MAV Insurance Members only website (login required)

NORTHERN MIDLANDS COUNCIL

Southern Tasmanian COUNCILS AUTHORITY

Climate Change Information for Decision Making

T.A. Remenyi, N. Earl, P.T. Love, D.A. Rollins, R.M.B. Harris
Climate Futures Programme, Discipline of Geography, Planning & Spatial Sciences, University of Tasmania

UNIVERSITY of TASMANIA

climatefutures

THE PURPOSE OF THIS DOCUMENT

This document summarises key climate indices useful to operational council staff. The climate indices were selected in direct consultation with council personnel and reflect the operational, tactical and strategic climate information needs for decision makers within all of the local councils of northern Tasmania.

This document expands upon previously produced *local profiles* and has been developed to support decision making across Northern Midlands's strategic, operational, service, adaptation and emergency management planning functions.

BACKGROUND

The Climate Change Information for Decision Making - Northern Midlands has been developed using outputs from the *Climate Futures for Tasmania Project* and the *Climate Futures Australasian Projections 2019 data archive*, developed by the University of Tasmania's Climate Futures Programme.

All values are based on the projections generated by the Climate Futures Programme, using previously published results. Descriptive documentation and supporting reports can be found here: http://climatefutures.org.au. This document is to be reviewed and updated when more up-to-date information becomes available, or at 5-yearly intervals. It should be considered in conjunction with Northern Midlands's policies and strategies, alongside technical and industry standards.

Values given are the multi-model mean from an ensemble of six downscaled global climate models based on the *business as usual* high emissions scenario RCP8.5 (the scenario human society is currently most closely following). Averaging across the ensemble smooths out the inter-annual variability, revealing the forced climate response. For most variables, the range between climate models is not large relative to the percent change projected into the future.

In order to capture the regional variability, the data were separated into *cool* ($< 25^{th}$ percentile), *average* (between the 25^{th} and 75^{th} percentile) or *warm* ($> 75^{th}$ percentile) grid cells, based on average temperature during the baseline period, 1961–1990. These three groups of values were then analysed and presented separately. This provides councils with greater utility when managing a diverse landscape (NB: municipalities with small spatial extents have limited differences captured across the municipality at $10km^2$ resolution). It is the responsibility of the user to determine which values may be most appropriate for a given application. For example, if building a new road up to Ben Lomond, it would be more useful to apply values from the cooler table, whereas for estimating future high intensity rainfall within St Helens, values from the warmer table would be more appropriate.

CURRENT CLIMATE AND RECENT TRENDS

All Tasmanian municipalities have a temperate, maritime climate with relatively mild winters at low elevations, transitioning towards warm alpine winters at higher elevations. Long-term average temperatures have risen in the decades since the 1950s at a rate of up to 0.1 °C per decade, with this rate expected to increase from 2020 onwards.

Despite covering small geographic areas all municipalities experience marked rainfall gradients, with average annual rainfall from about 600 mm per year at lower elevations and about 1500 mm per year at higher elevations. There has been a decline in average annual rainfall since the mid 1970s, and this decline has been strongest in autumn and enhanced over higher elevation regions.

EXTREME EVENTS

The changes in climate that are most likely to impact upon the each municipality's infrastructure, roads, the local community and the environment are an increase in intensity of extreme events. Potential impacts by 2100 are as follows (following the *business as usual* high emissions scenario RCP8.5):

- Increased evaporation and longer dry periods coupled with more extreme temperatures are likely to enhance the occurrence and intensity of bushfires.
- The frequency of extremely hot days (> 40°C) is projected to increase. Heat wave frequency is projected to remain stable, but will increase in intensity (warmer days and nights).
- The Annual Exceedance Probability (AEP) is a measure of the rarity of an event. Rainfall AEPs are expressed as the probability that a given rainfall total accumulated over a given duration will be exceeded in any one year. Heavier rainfall events are expected within a warmer climate. High daily runoff events are likely to increase, including those that may lead to erosion or flooding.
- Inundation along all coastal frontage will increase due to sea level rise. This means the coastal inundation AEP values for all probability events will increase in intensity. The current 100-year coastal inundation event may become a 50-year event by 2030, and a 5-year event by 2090.

Table 1: **Northern Midlands local government area: *Cool subregions***
Projected changes in selected climate variables for each 20-year time period from 2001 to 2100 relative to the baseline period 1961–1990. All values are reported following the RCP8.5 emissions scenario. Changes are reported relative to the 1961-1990 baseline period. NA values for percentage change are when values are very large due to very low initial values.

Climate Variable	1961–1990	2001–2020			2021–2040			2041–2060			2061–2080			2081–2100		
	value	value	change	% change	value	change	% change	value	change	% change	value	change	% change	value	change	% change
Average annual daily mean (°C)	8.4	8.9	0.5	6.3	9.4	1.1	13	10.1	1.8	21.4	10.9	2.6	30.9	11.6	3.3	39.2
Average daily maximum temperature (°C)	13.2	13.7	0.5	4.2	14.3	1.2	8.8	15.1	1.9	14.5	15.9	2.8	21	16.7	3.5	26.8
Average daily minimum temperature (°C)	3.6	4.1	0.5	14.4	4.6	1	28.5	5.2	1.7	46.9	5.9	2.4	67.2	6.6	3	85.1
Hottest daily temperature of the year (°C)	32.3	33.1	0.8	2.5	34	1.7	5.3	35.3	3	9.3	35.8	3.6	11	36.7	4.5	13.9
Temperature of warmest days [99^{th} percentile] (°C)	26.9	27.6	0.7	2.6	28.3	1.4	5.1	29.3	2.3	8.7	30.2	3.2	12	30.8	3.9	14.4
Temperature of warmest nights [99^{th} percentile] (°C)	13.2	13.8	0.6	4.4	14.3	1.1	8.2	15	1.7	13	15.7	2.5	18.9	16.2	2.9	22
Temperature of coldest nights [1^{st} percentile] (°C)	-4.9	-4.3	0.5	10.5	-3.9	0.9	18.7	-3.3	1.5	31.8	-2.5	2.3	47.6	-1.8	3	62.5
Average annual frost risk days (<2°C)	133.2	116.6	-16.6	-12.4	102.5	-30.6	-23	84.8	-48.4	-36.3	65.9	-67.3	-50.5	51.7	-81.5	-61.2
Average annual freeze risk days (<0°C)	74.7	62.6	-12.1	-16.2	52.4	-22.3	-29.8	39.8	-35	-46.8	27.5	-47.3	-63.2	18.6	-56.2	-75.2
Average annual summer days (>25°C)	7.8	9.2	1.4	18.4	11.8	4	52	15.3	7.6	97.9	20	12.2	157.8	25.5	17.7	228.7
Average annual hot days (>30°C)	1	1.3	0.4	35.9	2	1	98.8	3.1	2.1	207.8	4.5	3.5	349.3	6.3	5.3	532
Average annual extreme heat days (>40°C)	<0.1	<0.1	<0.1	NA	<0.1	<0.1	NA	<0.1	<0.1	NA	<0.1	<0.1	NA	<0.1	<0.1	NA
Mean Minimum Asphalt Critical Viscosity	33200	40700	7500	22.6	49600	16400	49.4	63500	30300	91.3	84400	51200	154.2	106900	73700	222
Average annual evaporation (mm)	806	818.5	12.5	1.6	852.2	46.2	5.7	898.3	92.4	11.5	946.9	140.9	17.5	1026.2	220.2	27.3
Average annual rainfall (mm)	934.1	885.5	-48.5	-5.2	853.3	-80.7	-8.6	833.8	-100.2	-10.7	806.3	-127.8	-13.7	810.9	-123.2	-13.2
Seasonal rainfall - Winter (mm)	336.2	309.5	-26.7	-7.9	291.2	-45	-13.4	287	-49.2	-14.6	276.5	-59.8	-17.8	272.7	-63.5	-18.9
Seasonal rainfall - Spring (mm)	221.1	209.2	-11.9	-5.4	188.4	-32.7	-14.8	182.7	-38.5	-17.4	183.6	-37.5	-17	156.5	-64.6	-29.2
Seasonal rainfall - Summer (mm)	177.2	175.2	-2	-1.1	196.8	19.7	11.1	188.6	11.4	6.5	182.4	5.2	3	197.5	20.3	11.5
Seasonal rainfall - Autumn (mm)	213.5	210.7	-2.9	-1.4	195.1	-18.4	-8.6	193.5	-20.1	-9.4	181.2	-32.3	-15.1	194.4	-19.2	-9
Annual maximum daily rainfall (mm)	122.9	122.9	0	0	137.3	14.5	11.8	131.4	8.5	7	135.8	13	10.6	147.4	24.5	20
Rainfall Extreme - 24hr 10% AEP (mm)[a]	126.9	130.4	3.4	2.7	134	7.1	5.6	138.6	11.7	9.2	143.7	16.8	13.2	148.2	21.3	16.8
Rainfall Extreme - 24hr 5% AEP (mm)[a]	144.6	148.6	3.9	2.7	152.7	8.1	5.6	157.9	13.3	9.2	163.8	19.1	13.2	168.9	24.3	16.8
Rainfall Extreme - 24hr 1% AEP (mm)[a]	185.7	190.8	5	2.7	196.1	10.4	5.6	202.8	17.1	9.2	210.3	24.6	13.2	216.9	31.2	16.8
Rainfall Extreme - 24hr 0.5% AEP (mm)[a]	205.4	210.9	5.6	2.7	216.8	11.4	5.6	224.2	18.9	9.2	232.6	27.2	13.2	239.9	34.5	16.8
Rainfall Extreme - 48hr 10% AEP (mm)[a]	164.3	168.7	4.5	2.7	173.4	9.2	5.6	179.4	15.1	9.2	186	21.7	13.2	191.9	27.6	16.8
Rainfall Extreme - 48hr 5% AEP (mm)[a]	186.3	191.4	5.1	2.7	196.7	10.4	5.6	203.4	17.1	9.2	211	24.7	13.2	217.6	31.3	16.8
Rainfall Extreme - 48hr 1% AEP (mm)[a]	238.2	244.7	6.5	2.7	251.5	13.3	5.6	260.1	21.9	9.2	269.8	31.5	13.2	278.3	40	16.8
Rainfall Extreme - 48hr 0.5% AEP (mm)[a]	262.4	269.6	7.1	2.7	277	14.6	5.6	286.5	24.1	9.2	297.2	34.7	13.2	306.5	44.1	16.8
Average annual cummulative Forest Fire Danger Index	794.4	817.9	23.5	3	887.8	93.4	11.8	967.2	172.8	21.8	1099.5	305.1	38.4	1275.9	481.6	60.6
Sea level - 1% AEP with Freeboard (m)[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

[a] *Based on recommendations from Australian Rainfall and Runoff, Book 1 Scope And Philosophy, Chapter 6 Climate Change Considerations, version last updated 14^{th} May 2019.*

[b] *Based on recommendations from Tasmanian Government Department of Premier and Cabinet, Coast Hazards Report, December 2015.*
For exact details reference (from theList): Sea Level Rise Planning Allowances; or Coastal Risk Hazard Bands.

Table 2: **Northern Midlands local government area: *Average subregions***
Projected changes in selected climate variables for each 20-year time period from 2001 to 2100 relative to the baseline period 1961–1990. All values are reported following the RCP8.5 emissions scenario. Changes are reported relative to the 1961-1990 baseline period. NA values for percentage change are when values are very large due to very low initial values.

Climate Variable	1961–1990	2001–2020			2021–2040			2041–2060			2061–2080			2081–2100		
	value	value	change	% change	value	change	% change	value	change	% change	value	change	% change	value	change	% change
Average annual daily mean (°C)	10.4	10.9	0.5	4.9	11.4	1	10	12.1	1.7	16.7	12.8	2.5	24.1	13.5	3.2	30.6
Average daily maximum temperature (°C)	15.6	16.1	0.5	3.3	16.7	1.1	6.8	17.4	1.8	11.5	18.2	2.6	16.7	19	3.3	21.2
Average daily minimum temperature (°C)	5.1	5.6	0.5	10.1	6.1	1	19.7	6.7	1.7	32.7	7.4	2.4	47	8.1	3	59.6
Hottest daily temperature of the year (°C)	34.5	35.4	0.9	2.7	36.4	1.9	5.5	37.6	3.2	9.2	38.3	3.8	11.1	39.6	5.1	14.8
Temperature of warmest days [99^{th} percentile] (°C)	29.1	29.8	0.7	2.3	30.4	1.3	4.4	31.4	2.3	7.8	32.2	3.1	10.7	32.8	3.7	12.7
Temperature of warmest nights [99^{th} percentile] (°C)	14.6	15.2	0.6	3.9	15.6	1	7	16.3	1.7	11.7	17.1	2.5	16.9	17.5	2.9	20
Temperature of coldest nights [1^{st} percentile] (°C)	-3.9	-3.5	0.4	10.8	-3.1	0.8	20.4	-2.5	1.4	35.5	-1.8	2.1	54.2	-1	2.9	74.4
Average annual frost risk days (<2°C)	89.8	76.8	-13	-14.5	66.7	-23.1	-25.7	53	-36.7	-40.9	39.1	-50.7	-56.5	28.5	-61.2	-68.2
Average annual freeze risk days (<0°C)	45.2	36.8	-8.4	-18.6	30.1	-15.1	-33.4	21.6	-23.7	-52.4	14	-31.2	-69	8.8	-36.4	-80.4
Average annual summer days (>25°C)	15.5	17.9	2.4	15.3	21.1	5.6	36.2	26	10.5	67.6	32	16.5	106.1	38.1	22.5	145.3
Average annual hot days (>30°C)	2.8	3.5	0.6	22.8	4.6	1.8	62.7	6.6	3.7	133.1	9	6.1	217.8	12.1	9.3	330.5
Average annual extreme heat days (>40°C)	<0.1	<0.1	<0.1	NA	<0.1	<0.1	NA	0.1	0.1	NA	0.2	0.2	NA	0.3	0.2	NA
Mean Minimum Asphalt Critical Viscosity	59200	72400	13200	22.3	87900	28700	48.5	112600	53400	90.2	149900	90700	153.2	190800	131600	222.3
Average annual evaporation (mm)	967.6	979.6	12	1.2	1012.4	44.8	4.6	1062.4	94.7	9.8	1114.8	147.1	15.2	1200.7	233.1	24.1
Average annual rainfall (mm)	653.8	627.5	-26.3	-4	616.3	-37.5	-5.7	604.8	-49	-7.5	587	-66.8	-10.2	596.2	-57.7	-8.8
Seasonal rainfall - Winter (mm)	208.5	193	-15.6	-7.5	186.1	-22.4	-10.8	183.5	-25	-12	178.5	-30	-14.4	179.8	-28.7	-13.8
Seasonal rainfall - Spring (mm)	160.2	153.2	-7	-4.4	142.3	-17.8	-11.1	138	-22.1	-13.8	139.2	-21	-13.1	118.7	-41.4	-25.9
Seasonal rainfall - Summer (mm)	141.5	140.1	-1.4	-1	153.8	12.2	8.6	150.2	8.6	6.1	143.7	2.1	1.5	157.2	15.7	11.1
Seasonal rainfall - Autumn (mm)	153.7	155.3	1.6	1	147.9	-5.8	-3.8	146.6	-7.1	-4.6	138.9	-14.8	-9.6	148.1	-5.6	-3.6
Annual maximum daily rainfall (mm)	122.9	122.9	0	0	137.3	14.5	11.8	131.4	8.5	7	135.8	13	10.6	147.4	24.5	20
Rainfall Extreme - 24hr 10% AEP (mm)[a]	127	130.4	3.3	2.6	133.8	6.7	5.3	138.3	11.2	8.9	143.3	16.3	12.8	147.7	20.6	16.3
Rainfall Extreme - 24hr 5% AEP (mm)[a]	144.8	148.6	3.8	2.6	152.4	7.7	5.3	157.6	12.8	8.9	163.3	18.5	12.8	168.3	23.5	16.3
Rainfall Extreme - 24hr 1% AEP (mm)[a]	185.9	190.8	4.9	2.6	195.7	9.8	5.3	202.4	16.5	8.9	209.7	23.8	12.8	216.1	30.2	16.3
Rainfall Extreme - 24hr 0.5% AEP (mm)[a]	205.6	210.9	5.4	2.6	216.4	10.9	5.3	223.8	18.2	8.9	231.9	26.3	12.8	239	33.4	16.3
Rainfall Extreme - 48hr 10% AEP (mm)[a]	164.4	168.7	4.3	2.6	173.1	8.7	5.3	179	14.6	8.9	185.5	21	12.8	191.1	26.7	16.3
Rainfall Extreme - 48hr 5% AEP (mm)[a]	186.5	191.4	4.9	2.6	196.3	9.9	5.3	203	16.5	8.9	210.3	23.9	12.8	216.8	30.3	16.3
Rainfall Extreme - 48hr 1% AEP (mm)[a]	238.5	244.7	6.3	2.6	251.1	12.6	5.3	259.6	21.1	8.9	269	30.5	12.8	277.2	38.8	16.3
Rainfall Extreme - 48hr 0.5% AEP (mm)[a]	262.7	269.6	6.9	2.6	276.6	13.9	5.3	285.9	23.3	8.9	296.3	33.6	12.8	305.4	42.7	16.3
Average annual cummulative Forest Fire Danger Index	1406.3	1441.4	35.1	2.5	1531.2	124.9	8.9	1656.7	250.4	17.8	1833.9	427.6	30.4	2059	652.7	46.4
Sea level - 1% AEP with Freeboard (m)[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

[a] *Based on recommendations from Australian Rainfall and Runoff, Book 1 Scope And Philosophy, Chapter 6 Climate Change Considerations, version last updated 14^{th} May 2019.*

[b] *Based on recommendations from Tasmanian Government Department of Premier and Cabinet, Coast Hazards Report, December 2015. For exact details reference (from theList): Sea Level Rise Planning Allowances; or Coastal Risk Hazard Bands.*

Table 3: **Northern Midlands local government area: *Warm subregions***
Projected changes in selected climate variables for each 20-year time period from 2001 to 2100 relative to the baseline period 1961–1990. All values are reported following the RCP8.5 emissions scenario. Changes are reported relative to the 1961-1990 baseline period. NA values for percentage change are when values are very large due to very low initial values.

Climate Variable	1961–1990	2001–2020			2021–2040			2041–2060			2061–2080			2081–2100		
	value	value	change	% change	value	change	% change	value	change	% change	value	change	% change	value	change	% change
Average annual daily mean (°C)	11.5	12	0.5	4.6	12.5	1.1	9.2	13.2	1.8	15.5	14	2.6	22.3	14.7	3.3	28.6
Average daily maximum temperature (°C)	17.1	17.7	0.5	3.2	18.3	1.1	6.6	19.1	1.9	11.2	19.9	2.8	16.2	20.7	3.6	20.8
Average daily minimum temperature (°C)	5.8	6.3	0.5	8.9	6.8	1	17	7.4	1.6	28	8.1	2.3	40.6	8.8	3	51.8
Hottest daily temperature of the year (°C)	34.4	35.3	0.9	2.6	36.2	1.8	5.2	37.4	3.1	8.9	38.1	3.8	11	39.3	4.9	14.3
Temperature of warmest days [99^{th} percentile] (°C)	30.2	30.9	0.7	2.2	31.4	1.2	3.9	32.3	2.1	7.1	33	2.8	9.4	33.7	3.5	11.6
Temperature of warmest nights [99^{th} percentile] (°C)	15.5	16.2	0.7	4.2	16.6	1.1	7.2	17.5	2	12.8	18.4	2.9	18.5	19	3.5	22.5
Temperature of coldest nights [1^{st} percentile] (°C)	-3.6	-3.2	0.4	10.8	-2.9	0.7	19.5	-2.3	1.3	35.7	-1.7	2	54.5	-0.9	2.7	74.8
Average annual frost risk days (<2°C)	76.5	65.9	-10.6	-13.8	57.9	-18.6	-24.3	47.2	-29.3	-38.3	36.2	-40.3	-52.7	27.5	-49	-64.1
Average annual freeze risk days (<0°C)	38.1	31.6	-6.4	-16.9	26.2	-11.8	-31.1	19.5	-18.6	-48.9	13.3	-24.7	-65	8.6	-29.5	-77.4
Average annual summer days (>25°C)	25	28.6	3.7	14.7	33.4	8.5	33.9	40.8	15.8	63.2	48.7	23.7	94.9	56.5	31.5	126.2
Average annual hot days (>30°C)	4.5	5.5	1	22.1	7	2.5	55.7	10	5.5	121.5	13.5	9	198.6	19	14.5	320.4
Average annual extreme heat days (>40°C)	<0.1	<0.1	<0.1	NA	<0.1	<0.1	NA	0.3	0.2	NA	0.4	0.3	NA	0.5	0.4	NA
Mean Minimum Asphalt Critical Viscosity	77600	94900	17300	22.3	114700	37100	47.8	145800	68200	87.9	194600	117000	150.8	248300	170700	220
Average annual evaporation (mm)	1098.6	1112.3	13.6	1.2	1146.5	47.9	4.4	1204.1	105.4	9.6	1262	163.4	14.9	1360.6	262	23.8
Average annual rainfall (mm)	585.5	564.1	-21.5	-3.7	549.9	-35.7	-6.1	534.2	-51.3	-8.8	527.1	-58.4	-10	525.8	-59.7	-10.2
Seasonal rainfall - Winter (mm)	199.4	187.9	-11.4	-5.7	179.7	-19.7	-9.9	173.2	-26.2	-13.2	169.8	-29.5	-14.8	165.4	-34	-17
Seasonal rainfall - Spring (mm)	143	136.7	-6.3	-4.4	124.6	-18.4	-12.9	121.9	-21.2	-14.8	125.4	-17.6	-12.3	105.2	-37.8	-26.4
Seasonal rainfall - Summer (mm)	116	114.4	-1.6	-1.4	126	10	8.7	122.1	6.1	5.3	118.9	2.9	2.5	129.3	13.3	11.5
Seasonal rainfall - Autumn (mm)	136.2	137.6	1.4	1	131.7	-4.4	-3.3	129.1	-7.1	-5.2	124.9	-11.2	-8.3	132.9	-3.2	-2.4
Annual maximum daily rainfall (mm)	122.9	122.9	0	0	137.3	14.5	11.8	131.4	8.5	7	135.8	13	10.6	147.4	24.5	20
Rainfall Extreme - 24hr 10% AEP (mm)[a]	126.9	130.4	3.5	2.7	133.8	6.9	5.4	138.5	11.6	9.1	143.6	16.7	13.1	148.3	21.4	16.8
Rainfall Extreme - 24hr 5% AEP (mm)[a]	144.6	148.6	3.9	2.7	152.4	7.8	5.4	157.8	13.2	9.1	163.6	19	13.1	169	24.3	16.8
Rainfall Extreme - 24hr 1% AEP (mm)[a]	185.7	190.8	5.1	2.7	195.8	10	5.4	202.6	16.9	9.1	210.1	24.4	13.1	217	31.2	16.8
Rainfall Extreme - 24hr 0.5% AEP (mm)[a]	205.4	210.9	5.6	2.7	216.5	11.1	5.4	224.1	18.7	9.1	232.3	27	13.1	239.9	34.6	16.8
Rainfall Extreme - 48hr 10% AEP (mm)[a]	164.3	168.7	4.5	2.7	173.1	8.9	5.4	179.2	15	9.1	185.8	21.6	13.1	191.9	27.6	16.8
Rainfall Extreme - 48hr 5% AEP (mm)[a]	186.3	191.4	5.1	2.7	196.4	10.1	5.4	203.3	17	9.1	210.8	24.5	13.1	217.6	31.3	16.8
Rainfall Extreme - 48hr 1% AEP (mm)[a]	238.2	244.7	6.5	2.7	251.1	12.9	5.4	259.9	21.7	9.1	269.5	31.3	13.1	278.3	40.1	16.8
Rainfall Extreme - 48hr 0.5% AEP (mm)[a]	262.4	269.6	7.1	2.7	276.6	14.2	5.4	286.3	23.9	9.1	296.9	34.5	13.1	306.6	44.2	16.8
Average annual cummulative Forest Fire Danger Index	1611	1646.2	35.2	2.2	1735.6	124.6	7.7	1900.9	289.9	18	2063.4	452.4	28.1	2347.6	736.6	45.7
Sea level - 1% AEP with Freeboard (m)[b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

[a] *Based on recommendations from Australian Rainfall and Runoff, Book 1 Scope And Philosophy, Chapter 6 Climate Change Considerations, version last updated 14^{th} May 2019.*

[b] *Based on recommendations from Tasmanian Government Department of Premier and Cabinet, Coast Hazards Report, December 2015.*
For exact details reference (from theList): Sea Level Rise Planning Allowances; or Coastal Risk Hazard Bands.

Climate Change Information for Decision Making - Northern Midlands
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Corporate Climate Change Adaptation Plan 2024



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Northern Midlands Council Climate Change Adaptation Plan
NTARC 2024

November 2024

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Audience: Northern Midlands Council Climate Change Adaptation Plan has been prepared for internal purposes and is not a public facing document.

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Summary

The Northern Midlands Council Climate Change Adaptation Plan (the Adaptation Plan) aims to improve the capability of the Northern Midlands Council to manage and adapt to the risks associated with the changing climate across its infrastructure, services, and programs. It provides a framework to introduce organisational change and embed climate risks into its decision-making.

Climate change adaptation is defined as *action taken to prepare for actual or expected changes in the climate in order to minimise harm and to cope with consequences*.

This Adaptation Plan has been prepared by the Northern Tasmanian Alliance for Resilient Councils. NTARC is an initiative of eight north eastern councils to develop evidence-based foundations for understanding their climate risk and exposure; increasing their capacity and capability to respond, share knowledge; ensure efficient resource use and scale action.

The Adaptation Plan identified 11 climate-related risks, associated with rainfall and flooding, bushfire and combined hazards, for the Council: two were rated as high, two as medium, and seven low. No extreme risks were identified, and risk statements for the highest rated risks, together with existing controls and proposed additional treatments were developed, alongside processes to increase climate organisational governance.

Northern Midlands Council and the changing climate

The Northern Midlands municipality has always been vulnerable to natural hazards such as flooding, drought and bushfire. Climate change is escalating these hazard and the consequences are impacting on the Councils operations, services and strategic processes.

The township of Longford is well known for significant historical flooding. Large areas of town sit on the flood plain of the South Esk River and it is also vulnerable to flooding in other nearby catchments. Levee banks were established to protect low lying areas however, increasingly heavy rainfall events projected to escalate further according to climate science, and the potential for major flooding in upstream catchments means that the town is now becoming more vulnerable. It is accepted that a flood that beaches or overtops the levee system is inevitable and the consequences for public safety and potential damage and loss across the community.

Elsewhere across the municipality increasingly severe droughts combined with changing rainfall patterns where events are intense but of short duration are challenging the agriculture production which underpins the local economy and the also maintenance of the Council's assets and delivery of its services

This Climate Change Adaptation Plan aims to improve the capability of Northern Midlands Council to manage the risks associated with climate change across its infrastructure, services, and programs.

Key climate change vulnerabilities identified for Northern Midlands Council

The key climate change vulnerabilities, the likelihood that exposed assets, services and communities will be adversely impacted, identified for the Northern Midlands Council are:

- Increasing volume of flood water in the South Esk, and other catchments, resulting in greater potential for significant flooding in Longford, and other towns in close proximity to rivers, having consequences for asset management (particularly levees), development decisions in relation to the dynamic nature of flood prone areas, and emergency response.

- Increase in the frequency and magnitude of flood events leading to road inundation, risk to road users and implications for emergency response capacity.
- Increasing rainfall intensity exacerbating the risk of landslip impacting council infrastructure (Roads/bridges) creating disruptions to the road network and significant costs for clean-up and repair.
- Increasing frequency and intensity of bushfires will result in greater likelihood of damage to infrastructure and assets such as community halls, road surfaces, and signage - and extensive additional resources for clean-up, having consequences for budgets.

Key drivers of Northern Midlands Council's climate adaptation planning:

The key drivers of the Northern Midlands Council climate adaptation planning, to mitigate climate impacts and increase resilience include:

- observed impacts to council infrastructure and disruptions to services from extreme events, and emerging conditions that have not been experienced before;
- managing the financial consequences of escalating extreme events;
- meeting expectations of Council's insurers in mitigating climate impacts;
- managing legal liability in relation to development decisions and asset performance; and
- meeting community expectations.

Top Rated Identified Risks & Actions

The risk management approach used in this Adaptation Plan was undertaken in accordance with the Risk Management Standard ISO 31 000. Future modelled climate data, specific to the Northern Midlands municipal area, was used to frame specific climate risks drawing upon the on-ground expertise and knowledge of council staff. 11 risks were identified. Two of these risks were rated as high, two medium, and seven rated as a low risk. The highest rated risks for Northern Midlands Council are associated with heavy rainfall and flooding. The risk statements, existing controls and proposed additional treatments are as follows:

Risk Statement	Primary business area impacted	Likelihood	Consequence	Risk rating	Existing Controls	Proposed Additional Treatments
Flooding Increasing volume of flood water in the South Esk, and other catchments, resulting in greater potential for significant flooding in Longford, and other towns in close proximity to rivers, having consequences for asset management (particularly levees) and emergency management."	Works	Possible	Major	High	Flood studies and catchment modelling incorporating projected rainfall increases due to climate change. Continued assessment of and work on flood levees and pumps. Updated hydrology assessment of the catchments.	Incorporate future flood projections into other relevant Council Plans, Strategies and Policies and also the Flood Prone Areas Overlay. Undertake a community awareness program based on any new inundation information directly relevant to affected properties. Collaborate with appropriate stakeholders to seek funding for engagement of consultants to model and gain a better understanding of the existing and future flood risks from the South Esk and other catchments and the implications for towns, particularly Longford.

Risk Statement	Primary business area impacted	Likelihood	Consequence	Risk rating	Existing Controls	Proposed Additional Treatments
Heavy Rainfall & Landslip Increasing rainfall intensity exacerbating the risk of landslip impacting council infrastructure (Roads/bridges) creating disruptions to the road network and significant costs for clean-up and repair.	Works	Likely	Moderate	High	Reactive management, as these events are difficult to predict and can result from a consecutive events, eg drought followed by intense rainfall, at a localised scale.	Budget allowances to cope with potentially costly unpredictable events.

Risk Statement	Primary business area impacted	Likelihood	Consequence	Risk rating	Existing Controls	Proposed Additional Treatments
Flooding Increase in the frequency and magnitude of flood events leading to road inundation, risk to road users and implications for emergency response capacity.	Works	Possible	Minor	Medium	Deploy signage on affected roads. Municipal Emergency Management Plan	Ensure long term knowledge is maintained within works staff through workshops and scenarios as part of response training.

Risk Statement	Primary business area impacted	Likelihood	Consequence	Risk rating	Existing Controls	Proposed Additional Treatments
Increased scale of flooding and overland flow resulting in issues for Planning & Development - in terms of where to appropriately allow development and also to manage expectations and/or issues from landholders who are impacted by updated knowledge regading flood prone areas.	Development	Possible	Minor	Medium	Flood modelling for Ross and Campbelltown, stormwater modelling for all towns. Land buy back in risky areas e.g. Sheepwash. Specifying minimum floor heights in locations where there is a likely future inundation risk.	Potential further land buy backs in Longford. Streamlined process for how inundation information is made available to developers and the community so that all relevant information is accessed in the early stages of development planning. Advocate to have any newly modelled flood levels incorporated into the Flood Prone Areas Overlay.

Asset Management Plan of Action

Projected increases in the intensity and frequency of extreme events directly impact on the Council's asset base with significant and unpredictable financial and service delivery implications. The Council's stormwater system for example is designed for historical climate, however with projected climate change the system will not perform as well, and this is already being observed. Increasingly the Council is allocating resources for peer review of stormwater modelling undertaken by developers, obtaining correct information on which to base decision making is becoming an increasing challenge.

The Council will need to consider the additional cost of managing assets at the current acceptable level of service, and either fund that cost, or accept that a greater frequency of inundation events, and reduced service levels is likely. This may result in community inconvenience, safety issues, and potentially legal liability for damage to property from poorly performing council infrastructure and reputational damage.

Mapping out an effective approach to asset management due to escalating climate hazards includes consideration of the following:

- Identify and Assess the Climate Risk
    - Climate hazard mapping of assets.
    - Vulnerability assessment, including material durability, of assets.
    - Lifecycle management and planning, and adjustment of renewal schedules for assets where necessary.
    - Risk-based asset prioritisation using multi-criteria assessment (MCA) to prioritise funding.
- Financial Planning for Climate Risk
    - Establish a Climate Resilience Fund as part of Long-Term Financial Planning (linked to Asset Management Plans) that dedicates resources for prioritised adaptation / resilience projects.
    - Build up a contingency reserve dedicated to climate related events that enable quick responses to emergency situations such as damage to infrastructure.
- Communication and Awareness
    - Develop a communication strategy and collateral to ensure the Council's role and capability is well understood, and communities are aware of risks.

- Review, Monitor and Report
    - Developing reporting indices to enable the measurement of the Council's resilience program such as: asset failure rates during extreme events, numbers of resilience upgrades and community satisfaction to response times.
    - Undertake regular reviews of assets and priorities as new information and climate data becomes available.

The approach above is outlined in Figure 1 below

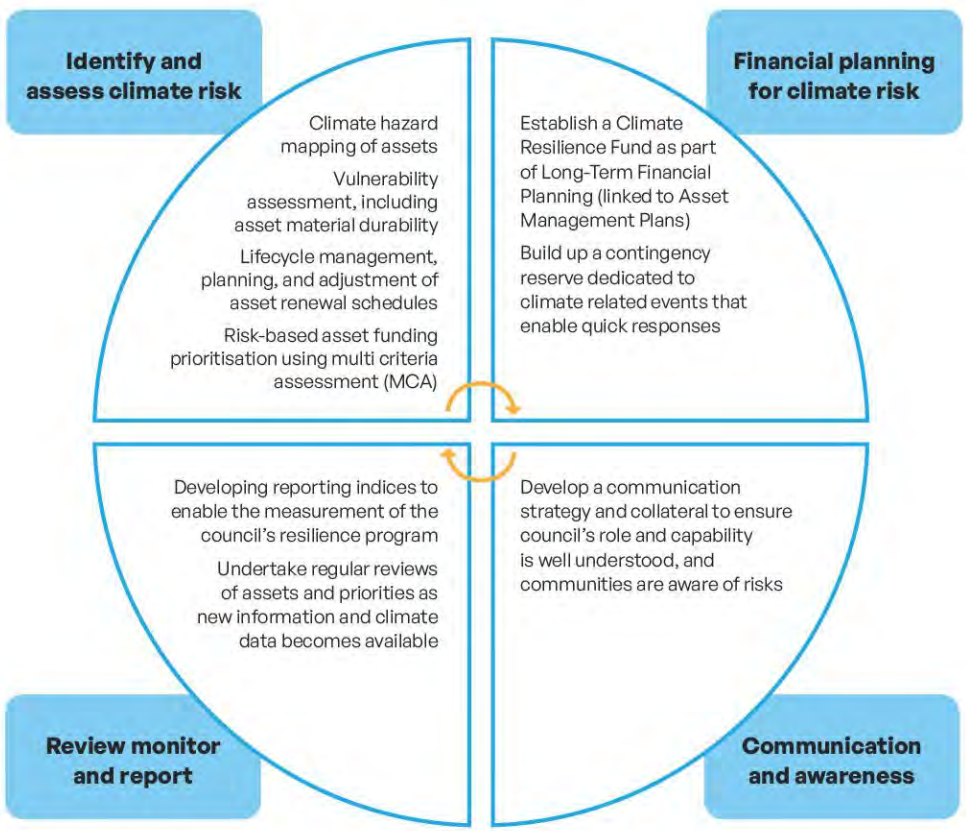


Figure 1 – Managing asset management in an escalating climate

Key Corporate Governance Actions

Good governance is about leadership and ensuring that climate change planning is driven from the top rather than reliant upon a climate change 'champion' within the staff. The uptake of climate adaptation within a council depends upon the support and leadership of Executive Management.

Key corporate governance actions recommended to ensure climate change risks are incorporated existing governance structures, and to manage legal liability and emergency response are:

- Management of legal liability in relation to development decisions and asset management which includes:
    - keeping up to date on general climate change science and information, particularly in relation to potential risks from natural hazards;

  - developing clear and certain criteria for decision making to increase public confidence that decisions are made on the basis of the best available scientific evidence.

- Emergency response plans should be reviewed, developed and implemented considering hazard changes under climate change projections. Up to date emergency response procedures can minimise consequences when extreme events occur.

- Incorporation of climate change action into existing documents and processes such as the Risk Register, Annual Plan, Strategic Plan and Financial Plan.

  - Consideration of climate change in the Strategic Plan demonstrates leadership resulting in a higher likelihood of the issue being mainstreamed across Council's operations.

  - Climate change is highly likely to impact Council's financial performance including increased costs associated with asset management, service delivery, and insurance, and potential pressure on revenue streams through decline in rateable property value in hazard prone areas. An identified way to source funds for climate change adaptation action becomes the enabler of actions that will ultimately save money for council by reducing the impact of climate hazards.

  - Incorporation of defined risks and actions into the corporate risk register demonstrates to council's insurers and finance providers that risks are understood, acknowledged, rated, and that there is a plan of action to address them. Detail in the corporate risk register becomes the engine room to drive action across the organisation.

The Table 1 Climate Change Adaptation Implementation Priorities, below and overpage, outlines key actions that support and strengthen climate governance within the Council, and assigns key personnel who are responsible for their implementation.

Evaluation of climate change adaptation progress can be achieved using key performance indicators (KPIs) and / or maturity measures developed for all council business areas and functions. Some example climate maturity measures, adapted from the Tasmanian Climate Resilient Councils are provided in the document.

This Adaptation Plan recommends a mechanism to implement regional adaptation actions where common and shared issues are identified across councils through both a regional adaptation strategy and ongoing involvement with the Northern Tasmanian Alliance for Resilient Councils to progress actions collaboratively.

Table 1: climate change adaptation - implementation priorities

Strategic Priority Action	Comment	Responsible
Endorsement of the Council Climate Adaptation Plan	Adoption of Adaptation Plan either for operational purposes by Executive Management, or formal endorsement by the Council, committing to its implementation and positively demonstrating leadership.	General Manager
Integrate climate change risk management into existing Council wide risk assessment framework.	Inclusion of climate risks in the Council's existing risk management processes, mainstreams climate considerations within the Council's governance processes and ensures that climate risks are addressed.	Corporate Services NTARC Direct Support
Assign an officer to oversee climate change activities and implementation of this Adaptation Plan.	The appointment of a council officer to oversee the implementation of actions outlined in the Adaptation Plan, provides a central point of contact within the Council, and responsibility for its implementation.	Executive Management Team NTARC Direct Support
Consideration of climate change risks and impacts during the development of other Council strategies, policies and plans.	The climate impacts, risks and responses contained in the Adaptation Plan should be considered in the development of plans, policies and strategies to enable incorporation across the council's functions. This will also establish mechanisms for the implementation of actions.	Executive Management Team NTARC Direct Support
Report on climate change adaptation progress into any future publicly available documents or reports.	Reporting/communicating on climate change adaptation progress will assist in normalising and engaging the elected representatives, the community and informing other councils on Council's progress.	Corporate Services NTARC Direct Support
Development of climate maturity measures	Climate maturity measures can be reported on through the Council's annual report and other reporting mechanisms incentivising continuous improvement.	General Manager Executive Management Team NTARC Direct Support
Ensure that the projected climate impacts are properly considered in the Council's emergency management planning.	Emergency response plans should be investigated, developed and implemented considering the best available climate change projections. Up to date emergency response procedures can minimise consequences when extreme events occur.	Corporate Services NTARC Direct Support
Support the implementation of Northern Tasmanian Alliance for Resilient Councils and its delivery of programs across the region.	The Northern Tasmanian Alliance for Resilient Councils aims to drive adaptation in local government for the region and deliver on common actions that are relevant to its member councils. The success of this Adaptation Plan is dependent on a high level of buy in from each of the councils across Northeastern Tasmania.	General Manager Executive Management Team

1.0 Introduction

Longford in particular is well known for significant historical flooding. Large areas of Longford sit on the flood plain of the South Esk River and is also vulnerable to flooding in other nearby catchments. The town was developed prior to the implications of flooding being well understood.
The establishment of levee banks to protect low lying areas has, in the past, possibly led to a sense of complacency that these areas are largely flood proof. However, increasingly heavy rainfall events projected to escalate further according to climate science, and the potential for major flooding in upstream catchments means that the town is now becoming more vulnerable as time goes by. It is accepted that a flood that beaches or overtops the levee system is inevitable and the consequences for public safety and potential damage and loss across the community.

This Climate Change Adaptation Plan aims to improve the capability of Northern Midlands Council to manage the risks associated with climate change, particularly flooding, but also other hazards such as heat and bushfire, so it can:

- Increase the capacity of council to protect and strengthen assets, and to understand challenges to its service delivery.
- Prepare as effectively as reasonable for intensifying natural hazards through clarification and prioritization of risks and addressing any information/knowledge gaps.
- Reduce exposure to potential liability in decision-making.
- Minimise financial risks through effective asset and strategic planning.
- Effectively engage with the community and stakeholders regarding council's roles and responsibilities to enable effective collaboration and to manage expectations.
- Identify capacity limits and financial constraints, and find appropriate ways to address these through collective advocacy and regional responses.
- Identify key performance indicators to support ongoing management and responses.
- Review and monitor treatments regularly to identify emerging risks associated with the emerging conditions.

Climate change adaptation is defined as action taken to prepare for actual or expected changes in the climate:

- in order to minimise harm; and
- to cope with the consequences.

Extreme weather events, once deemed a rare occurrence, are evolving into a 'new normal' and need to be managed. The majority of Australians (80%) have experienced some form of extreme weather disaster since 2019[1].

It is unusual if a year goes by without a destructive downpour, heatwave or a bushfire that re-defines expectations. Recent examples in Tasmania include:

[1] Climate Council (2023), Climate Trauma: The growing toll of climate change on the mental health of Australians. www.climatecouncil.org.au/resources

- the out-of-season bushfires at Freycinet and Dolphin Sands in winter-spring 2023;
- the unprecedented deluge in St Helens in February 2024 where recently upgraded stormwater systems failed to cope with the rainfall volume;
- the heatwave across northern Tasmania in March 2024; and
- major flooding in the Meander and Derwent catchments in combination with statewide record winds gusts in September 2024.

Recorded extreme weather events have increased worldwide by 90% over the past 20 years. Since 2020, 13 natural catastrophes were declared in Australia and $17 billion in insurance claims were paid.[2]

The cost of natural disasters in Australia is expected to rise from an average $38 billion currently to closer to $94 billion per year by 2060[3]. For Tasmania, the costs could increase to about $600 million per year by 2050

Climate change is affecting how council delivers its critical services and maintains infrastructure that the community depends upon by magnifying the threats that extreme weather events have always posed.

Climate change adaptation is relevant across all of a council's business areas as shown in Figure 2 below:



Figure 2: Depicts the core functions and services common to all Tasmanian councils. The boxes with red borders indicate the roles and responsibilities of councils for which they have statutory responsibility. To ensure good climate governance and mitigate their potential exposure to liability councils need to ensure that climate considerations, at a minimum, have been integrated into strategic and operational systems and processes represented in the red boxes. Blue bordered boxes are where councils can influence and build social licence which is critical to supporting core roles and responsibilities.

Climate change risk statements, and ratings, developed based on a standard risk management approach (ISO 13000), form the basis of this Plan. The risk management approach used in this Adaptation Plan was undertaken in accordance with the Risk Management Standard ISO 31 000 and is based upon the following principles: Establishing the Context; Risk Identification; Risk Analysis; and Risk Treatment.

Risk assessments are a commonly utilised approach to identify and quantify the potential impacts of climate change. Formulation of risk statements were informed by climate change modelling specific to the Break O'Day municipal area and involved input from the Council's staff representing all business areas.

[2] **Insurance Council of Australia**
[3] **Update to the economic costs of natural disasters in Australia – Australian Business Roundtable for Disaster Resilience & Safer Communities – Deloitte Access Economics**

For each risk statement current controls and additional adaptation actions are identified, including responsibility, and timeframes. For some risks and actions, stakeholders are identified for situations where it provides greater efficiencies for councils to work collaboratively to manage climate change hazards.

'Investment' in adaptation actions can be based upon factors such as risk priority and a cost benefit analysis which weighs up factors such as the value of the asset, the importance of the asset to the community and the average annual cost of protecting and maintaining the asset.

Experience has demonstrated that adaptation investments exponentially decrease economic losses from climate impacts and bigger investments leads to lower losses. However, there will always be costs from residual climate change impacts that adaptation cannot alleviate[4]. The World Resources Institute finds that every dollar invested in adaptation yields net economic benefits ranging from $2 to $10[5].

This Adaptation Plan was developed under the Northern Tasmanian Alliance for Resilient Councils (NTARC). It builds on two comprehensive Tasmanian local government programs, developed by councils for councils:

- the Southern Councils Climate Collaboration Project (2021-24)
- Regional Councils Climate Adaptation Project (2011 – 2014)

1.1 Climate Change Adaptation Plan Background

The Northern Tasmanian Alliance for Resilient Councils (NTARC) is a Partnership Agreement by the Executive of the eight north eastern Tasmanian councils to harmonise climate action and resilience. It is developing evidence-based foundations for understanding councils' climate risk and exposure and reducing their emissions, increasing capacity and capability, embedding responses across their organisations, sharing knowledge, ensuring efficient resource use and scaling action. It consists of two components:

- A regional collaboration to coordinate climate resilience; and
- Capacity building across all councils and individual support for opt-in councils.

NTARC emphasises, in the first instance, the development of actions and responses where a council has direct control, ownership and/or a role and responsibility, for an asset, program or service to ensure:

- climate impacts/risks (adapt) are understood managed, and
- emissions, and energy use, are reduced (mitigate).

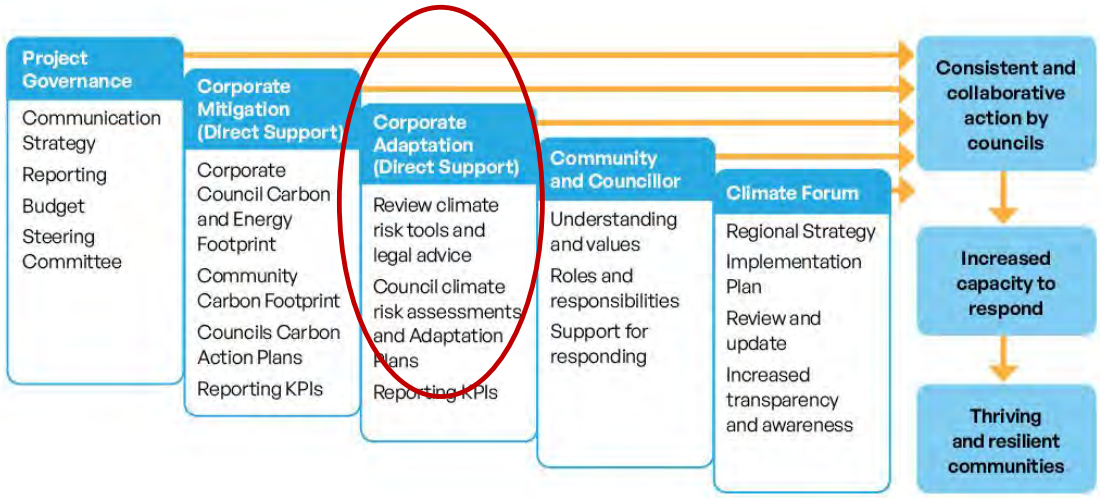
By ensuring that councils organisationally understand their roles and responsibilities they are able, from this evidence base, to engage with elected representatives, communities and stakeholders to inform and demonstrate leadership that increases resilience, and supports thriving communities in the face of climate change. The following objectives informs a collaborative and consistent climate resilience framework by:

- Providing a clear set of principles to guide councils in responding to climate change adaptation and mitigation.
- Strengthening the resilience of councils to climate impacts locally and regionally, and contribute to managing the transition to low carbon economies.

[4] European Environment Agency 2023: assessing the costs and benefits of climate change adaptation.
[5] World Resources Institute 2023: Adapt Now: A global call for leadership on climate resilience.

- Reviewing existing strategies and plans and identify necessary updates.
- Providing strategic direction for key council functions including: land use planning, infrastructure/assets management, natural resource management, recreational and cultural values.
- Building awareness of potential liability for decisions and actions associated with climate change impacts, risks and hazards.
- Directing awareness to what councils' key stakeholders are doing to adapt to climate change to encourage collaborative responses, resource sharing, and effective communication.

Figure 3: shows delivery of the NTARC program to increase the capacity and capability of councils to develop evidence-based response to climate change, to create thriving and resilient communities.



1.2 Climate Change Adaptation Plan Context

In Australia, "Local governments are on the frontline in dealing with the impacts of climate change. They have an essential role to play in ensuring that local circumstances are adequately considered in the overall adaptation response, and local communities are directly involved in adaptation efforts. Local governments are well positioned to inform State and Commonwealth governments about on-the-ground needs of local and regional communities, communicate directly with those communities, and respond to local challenges[6]."

Specifically local governments are responsible for:

- Delivery of adaptation responses that align to State and Australian Government legislation.
- Provision of information about relevant climate change risks and contribution of appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts.
- Informing other levels of government about the on-the-ground needs of local and regional communities.
- Managing risks and impacts to council's public assets and to local government service delivery.[7]

[6] National Climate Resilience and Adaptation Strategy 2021 to 2025 (dcceew.gov.au)
[7] Role and Responsibilities for Climate Change Adaptation in Australia, Council of Australian Governments Select Council on Climate Change 2012

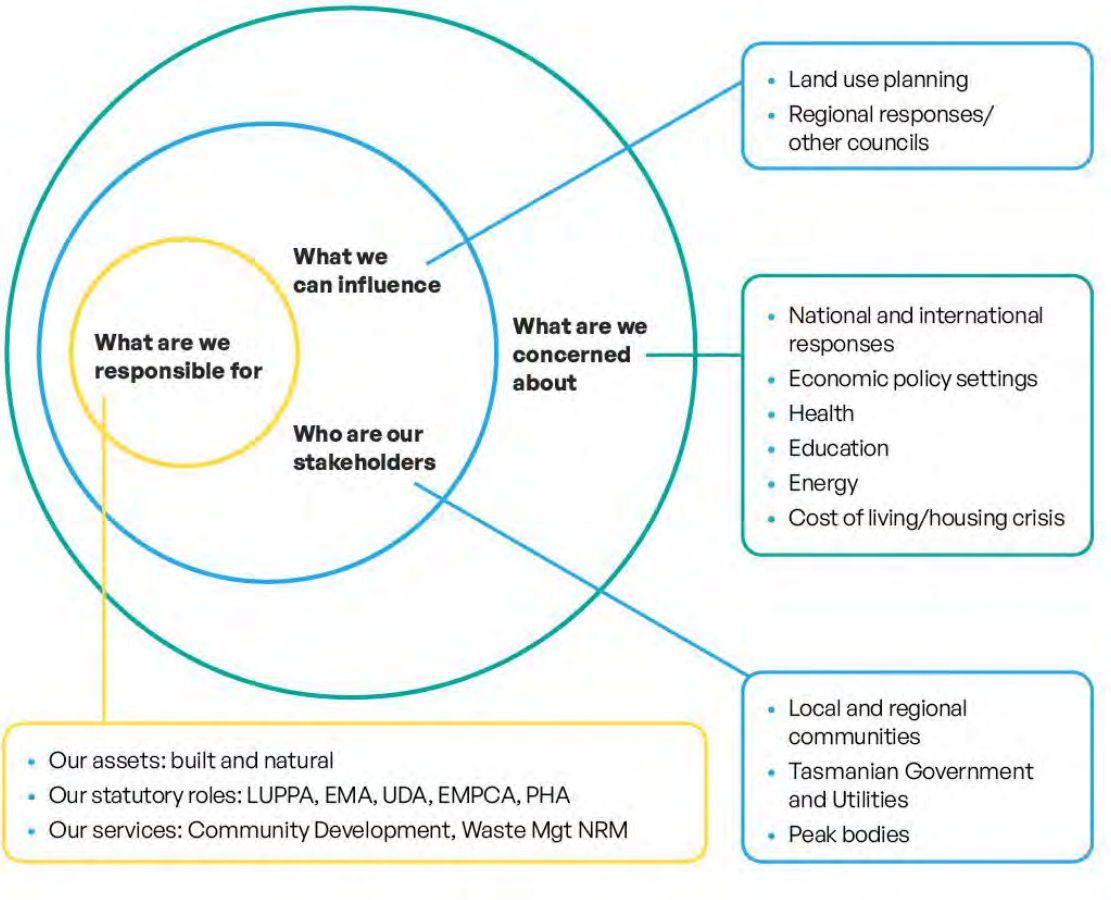
Scope is also afforded to Tasmanian councils to address climate change under the *Local Government Act* (Tas) 1993, which describes the role of councils to provide for the health, safety and welfare of the community; as well as represent and promote the interests of the community; and provide for the peace, order and good government of its municipal area.[8] Additionally the Local Government (Content of Plans and Strategies) Order 2014 s.8. (2) (2) (b) (vii) requires councils to have in place an Asset Management Policy that includes the planning for climate change adaptation and mitigation.[9]

In managing and preparing for the impacts of climate change, Local Government is well positioned to work with communities due to its:

- core function to directly support and assist local communities;
- local knowledge and experience;
- understanding of community needs and vulnerabilities;
- key role in responding to emergencies;
- role in infrastructure design, construction and maintenance;
- role in review and update of planning schemes (in relation to identified local impacts and threats); and
- ability to effectively disseminate information and provide support to the community.

Local experience, in combination with relevant scientific data and technical expertise, provides the basis for undertaking a well-informed 'risk management' approach to climate change. Effective adaptation requires a portfolio of actions, ranging from fortifying infrastructure to advocacy and collaboration. There is also an appreciation that managing climate change risks has benefits, regardless of the magnitude of climate change that occurs. It is a 'no regrets' approach that can bolster infrastructure, reduce risk and liability, improve community well-being, and protect biodiversity.

[8] ***Local Government Act*** **(Tas) 1993.Section 20 Function and Powers.**
[9] https://www.legislation.tas.gov.au/view/whole/html/inforce/current/sr-2014-035



1.3 Climate Change Summary Data for Northern Midlands Council

The development of this Climate Change Adaptation Plan was based upon council-specific, climate projection data provided by Climate Futures for Tasmania. Modelled future climate is continually becoming a more exact science as real-world data is fed back into models helping validate outcomes and improve forecasts. The modelling equips us well to forecast future scenarios in relation to council's assets and functions. However, climate change is likely to deliver surprises and potentially unforeseen outcomes through intensifying and intersecting climate driven hazards.

The information below (Table 1) is a summary of Climate Futures data relevant to the Northern Midlands municipal area.

Table 1: *Northern Midlands future climate projection data– from Climate Futures Tasmania (average sub region data) 2019 RCP 8.5 (business as usual) scenario*[10]

	Baseline 1961-1990	Current 2020-2040	Mid-century 2040-2060	End of century 2080-2100
Average daily maximum temperature (°C)	15.6	16.7	17.4	19
Average annual hot days (above 30°C)	3	5	7	12
Average annual cumulative Forest Fire Danger Index	1406	1531	1657	2059
Asphalt - critical viscosity	59200	87900	112600	190800

	Baseline 1961-1990	Current	Mid-century 2040-2060	End of century 2080-2100
Average annual rainfall (mm)	654	616	605	596
Average annual evaporation (mm)	968	1012	1062	1201
Extreme rainfall - 24hr AEP 1%	186 mm	196 mm	202 mm	216 mm
Sea level - AEP 1%	N/A	N/A	N/A	N/A

The Forest Fire Danger Index (developed by CSIRO scientist A. G. McArthur) combines a measure of **vegetation dryness with air temperature, wind speed and humidity**. The annual cumulative Fire Danger Index is calculated by adding the daily values over a year for a given location.

Current climate and recent trends

- Northern Midlands Council has a temperate, maritime climate, though experiences a wider range of temperature variations than coastal locations as it is situated inland. Long-term average temperatures have risen in the decades since the 1950s, at a rate of up to 0.1 °C per decade, however this rate is now accelerating.
- The average annual rainfall across the municipality is currently around 616 mm. There has been a significant decline in average annual rainfall since the 'baseline period' (1961-1990).
- Tasmania's northern region is influenced by large-scale climate drivers. For example, the extended dry spell of 1995-2009 coincided with an 'El Nino' pattern; the dry spell of 2018-20 coincided with an Indian Ocean Dipole event; and extended wetter spells, such as between 2020-2022, often coincide with dominance of a 'La Nina' climate driver. It is expected that climate change will exacerbate the impact of these broader scale patterns, and particularly from east-coast lows which are expected to intensify with potential to deliver damaging flood events to eastern Tasmania.

[10] Climate Change Information for Decision Making (2019): T. Remenyi, N. Earl, P. Love, D. Rollins, R. Harris; Climate Futures Programme, Discipline of Geography & Spatial Sciences, University of Tasmania.

1.3.1 Extreme events

The changes in climate that are most likely to impact upon council infrastructure, roads, the local community and he environment are an increase in intensity of extreme events:

- Increased evaporation and longer dry periods coupled with more extreme temperatures is likely to enhance the occurrence and intensity of bushfires, with more starts due to lightning strikes. Future fire danger. A guide to the increasing bushfire risk under climate change is: twice the danger, twice the area, twice as often.
- Heavier rainfall events than witnessed historically, particularly from east-coast lows, are expected to occur. High daily runoff events are likely to increase, including those that may lead to erosion, landslips or flooding.
- Inundation in vulnerable coastal areas will increase due to sea level rise. The current 100-year coastal inundation event is likely to occur almost every year by 2100.

Intersecting hazards magnify the impact of extreme events and can include the following examples:

- heavy rain and gale force winds associated with storms which may cause road cuts due to both fallen trees and flash-flooding;
- heatwave conditions associated with bushfire and smoke pollution; and
- a confluence of low pressure, high tide, storm surge, and in some cases high river levels, have the potential to result in unprecedented inundation adjacent to coastal or estuarine areas.

Additionally, compounding events (extreme events in relatively rapid succession) are now occurring and exhaust the economic and human resources of councils to manage and respond effectively.

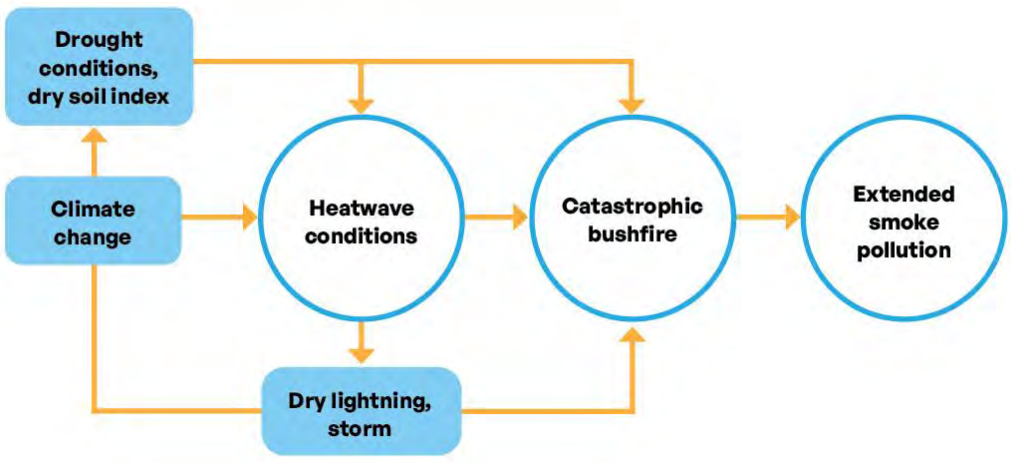


Figure 5. *Threat multiplier – intersecting hazards Image adapted from: Tasmanian Disaster Risk Assessment (TASDRA) 2022*

More Information

Detailed information from the Climate Futures Programme on the modelled future climate for Tasmanian sub-regions may be found here: https://www.wineaustralia.com/climate-atlas

2.0 Overarching Corporate Considerations

Corporate climate change adaptation considerations fall across all Council strategic, operational and service areas. Engagement with these requires the development of understanding and governance by senior management who have overall responsibility for the setting and delivery of strategic and budgetary parameters. They are also increasingly expected to demonstrate leadership in the response to climate change.

2.1 Insurer Expectations

Local government insurers Municipal Association of Victoria (MAV) and JLT are increasingly expecting Councils to demonstrate responses to climate hazards, to reduce exposure and resultant risk. Lack of engagement and action could at a minimum result in insurance premiums rising and at worst litigation for negligence in failure to address risks appropriately. Councils with a solid framework in climate change adaptation procedures will minimise risk to council business and the community who relies on decision making that is appropriate, well considered, and based on up-to-date facts.

2.2 Legal Liability

The threat of climate change is now clearly established through legislation and national and state policy and international agreements. It is likely that a court will construe that the risks and impacts of climate change are now foreseeable.

With increasing vulnerability to climate change impacts councils need to provide solutions to adapt to and manage, identified risks associated with climate change. A key consideration of councils in the face of climate change is potential liability that they are exposed to in discharging their various statutory roles, powers and functions in times where exposure to natural hazards is increasing.

- MAV Insurance[11], has provided advice that councils have a duty of care in the context of climate change adaptation which may arise in the context of:
- Development approvals – where the risk of harm was ‘foreseeable’;
- The provision of protective standards in planning schemes e.g. regarding flood protection;
- Failure to maintain or build infrastructure e.g. stormwater systems; and
- The provision, or lack thereof, of information which is considered by a court to be negligent.

Baker and McKenzie, in a report to the Australian Local Government Association[12] outlined actions that councils may follow to reduce liability. These include:

- keeping up to date on general climate change science and information, particularly in relation to potential risks from natural hazards;
- developing clear and certain criteria for decision making to increase public confidence that decisions are made on the basis of the best available scientific evidence;

[11] MAV Insurance Fact Sheet: Liability Risk & Climate Change Adaptation
[12] Local Councils Risk of Liability in the Face of Climate Change Resolving Uncertainties; a report for the Australian Local Government Association, Baker and McKenzie, 22 July 2011.

- exercising reasonable care when making planning decisions, taking care to ensure relevant facts are known and understood, and reasons for decisions are clear, accurate and documented;
- increasing public consultation, as this may improve transparency around decision-making processes and limit administrative review; and
- facilitating the provision of up-to-date information to property owners on potential risks to property.
- property.

In the Tasmanian local government context legal advice [13]was sought by the Southern Tasmanian Councils Authority, in 2011, from Shaun McElwaine + Associates, to guide Regional Climate Change Adaptation Planning [14]project (RCCAP); on the:

- Role of councils as a planning authority
- Management of asset base and other functions/services
- Liability and defenses available
- Level of action to effectively discharge duties
- How to reduce level of exposure
- Legislative reform

The advice was shared state-wide to all Tasmanian councils, along with extension of the RCCAP and preparation of climate change adaptation plans, and advised that council's:

- Exposed through *Civil Liability* for decision making
- The development of Climate Change Adaptation Planning was a positive step
- The adoption of Climate Change Adaptation Planning set the standard for action
- The need for State leadership by legislation and a comprehensive policy response

Useful information and case studies about legal risk and climate change adaptation can be accessed at: https://coastadapt.com.au/sites/default/files/information-manual/IM06_Legal_Risk.pdf

[13] Regional Councils Climate Change Adaptation Project Legal Advice, 2011 SM+A Shaun McElwaine + Associates
[14] https://recfit.tas.gov.au/what_is_recfit/climate_change/adapting/local_government_adaptation_planning

2.3 Emergency Management

As the closest level of government to the community, together with having a responsibility for the wellbeing of their community, councils have an important role in emergency management. Although councils are not a provider of emergency services, council are required to have in place Emergency Management Plans that cover functions including:

- provision of recovery centres and relief services during emergencies or disasters;
- provision of resources and information to emergency service teams such as Tasmania Fire Service and the SES;
- informing the community of the current situation, developments and ongoing prognosis during emergency events; and
- local emergency planning and development of mitigation options using risk analysis, prioritisation and treatment approaches.

As outlined earlier, extreme events and associated emergencies are likely to increase as a result of climate change, potentially resulting in resources for emergency management being required more frequently than in the past.

Some Tasmanian Councils are already having to manage staff carefully due to the stresses placed on those involved in responding to extreme events. Some Councils have experienced significant shortages of staff during big flood or bushfire events, and this is a situation that will require careful consideration and management going forward as these events increase in scale.

Emergency management planning may be coordinated through a special council committee who have the role of preparing and reviewing a municipal emergency management plan. It is pertinent for this committee to be aware of, and discuss, possible scenarios for intensifying natural hazards and the implications for council's ability to respond adequately.

3.0 Climate Change Identified Risks & Actions

Risk is the outcome of the confluence of hazard, vulnerability and exposure. Hazards only become risks if there is exposure, and that there is vulnerability to their impacts.

Adaptation is about actively reducing exposure or building coping mechanisms for when hazards occur. Adaptation options that are feasible and effective today are likely to become constrained and less effective with increasing global warming. In other words, there are limits to adaptation, in some case moving away from the hazard may be the only option.

The risk management approach used in this Adaptation Plan was undertaken in accordance with the Risk Management Standard ISO 31 000 and is based upon the following principles:

- Establishing the Context;
- Risk Identification;
- Risk Analysis; and
- Risk Treatment



Figure 5: *Image adapted from: Tasmanian Disaster Risk Assessment (TASDRA) 2022*

'Risk statements' are the primary way that councils define hazards and their implications on corporate functions and services. Climate change requires the development of specific risk statements to cover emerging climate hazards.

Components of a meaningful risk statement are:

1. Climate change impact/hazard;
2. Consequence; and
3. Implication for council.

Example risk statement:

Increase in the frequency and intensity of extreme storms will result in heavier rainfall and unprecedented flooding (identify specific locations) leading to infrastructure damage or failure.

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3.1 Risks & Actions Associated with Rainfall & Flooding

3.1.1 Rainfall & Flooding Vulnerabilities

Heavier rainfall events resulting in overland flow and flooding will create challenges for council in terms of infrastructure management, emergency management, and planning and development processes. The current allowance for rainfall intensity increase under climate change modelling is 16% extra rainfall volume over longer duration time periods such as 24 hours. Latest data released from Australian Rainfall and Runoff projects a much greater intensity increases for short duration rainfall events.

Vulnerabilities
RAINFALL & FLOODING

Increasing extreme rainfall events has the following implications:

- **Exposure of infrastructure vulnerabilities – more frequent damage to assets.**
- **The need for up-to-date modelling or hydrological studies to guide decision making.**
- **Dealing with the implications of new rainfall and flooding data particularly in terms of asset performance, levee bank performance, maintenance programs, and development decisions.**
- **Implications for planning decisions made in areas that are vulnerable to flooding, likely to unprecedented levels.**
- **Exposure of shortcomings in the stormwater system – management of localised flooding associated with council infrastructure.**
- **Testing of emergency services capacity, e.g. managing road closures and recovery centres.**
- **More resources required for dealing with the aftermath of more intense rainfall events.**

The greatest amount of climate risk for the Council related to flooding. Five climate risks and adaptation responses were identified, with 2 rated high, 2 rated as medium and 1 as low or emerging. The high and medium risks related to costs to the Council for the management of the levy and emergency management responses, decision making for development planning functions and increasing landslip hazard. The low response related to impacts on delivery of council services due to stormwater flooding. Adaptation responses ranged from increased modelling of localised flooding, increasing community awareness and regional collaboration to understand catchment wide flooding, advocacy for updates to Flood Prone Areas Overlay.

Identified rainfall and flooding risk statements and actions specific to Northern Midlands Council are listed overpage.

3.1.2 Rainfall & Flooding Identified Risk Statements & Actions

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
1	***Riverine*** Increasing volume of flood water in the South Esk, and other catchments, resulting in greater potential for significant flooding in Longford, and other towns in close proximity to rivers, having significant consequences for asset management (eg levees and pumps) and emergency management.	Works	governance	public safety	Possible	Major	High

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Flood studies and catchment modelling incorporating projected rainfall increases due to climate change. Continued assessment of and work on flood levees and pumps. Updated hydrology assessment of the catchments.	Incorporate future flood projections into other relevant Council Plans, Strategies and Policies and also the Flood Prone Areas Overlay. Undertake a community awareness program based on any new inundation information directly relevant to affected properties. Collaborate with appropriate stakeholders to seek funding for engagement of consultants to model and gain a better understanding of the existing and future flood risks from the South Esk and other catchments and the implications for towns, particularly Longford.	Manager Works	Ongoing	SES

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
2	***Stormwater system*** Increased intensity of rainfall and unprecedented flooding events resulting in underperforming stormwater infrastructure exacerbating localised flooding and creating more clean-up effort and cost to council.	Works	financial	public safety	Rare	Minor	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Flood modelling for Perth Ross and Campbelltown, stormwater modelling for all towns - resulting 10 year action plan. Update Stormwater System Management Plan to incorporate know risks. Planning conditions in relation to protection of overland flow paths. Develop a policy that ensures developers and consulting engineers are applying best practice in relation to 'Australian Rainfall & Runoff' specifications in relation to stormwater design and climate change extreme rainfall projections.	Updated stormwater modelling to define flooding vulnerabilities when AR&R data is updated. Inclusion of detention capacity and water sensitive urban design principles in developments.	Manager Works	Ongoing	

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
3	Increased scale of flooding and overland flow resulting in issues for Planning & Development - in terms of where to appropriately allow development and also to manage expectations and/or issues from landholders who are impacted by updated knowledge regading flood prone areas.	Development	financial	public safety	Possible	Minor	Medium

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Flood modelling for Ross and Campbelltown, stormwater modelling for all towns. Land buy back in risky areas e.g. Sheepwash. Specifying minimum floor heights in locations where there is a likely future inundation risk.	Potential further land buy backs in Longford. Streamlined process for how inundation information is made available to developers and the community so that all relevant information is accessed in the early stages of development planning. Advocate to have any newly modelled flood levels incorporated into the Flood Prone Areas Overlay.	Development	Ongoing	Tas Planning Commission

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
4	Increase in the frequency and magnitude of flood events leading to road inundation, risk to road users and implications for emergency response capacity.	Works	public safety		Possible	Minor	Medium

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Deploy signage on affected roads. Municipal Emergency Management Plan	Ensure long term knowledge is maintained within works staff through workshops and scenarios as part of response training.	Manager Works	Ongoing	SES

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
5	Increasing rainfall intensity exacerbating the risk of landslip impacting council infrastructure (Roads/bridges) creating disruptions to the road network and significant costs for clean-up and repair.	Works	financial	service delivery	Likely	Moderate	High

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Reactive management, as these events are difficult to predict and can result from a consecutive events, eg drought followed by intense rainfall, at a localised scale.	Budget allowances to cope with potentially costly unpredictable events.	Governance/ Finance	Ongoing	SES

3.2 Risks & Actions Associated with Rising Temperature

3.2.1 Heat Vulnerabilities

The modelled temperature rise for Northern Midlands from the baseline period to end of century is 3°C with an expected four-fold increase in hot days (above 30°C) (Table 1).

There are synergies between increasing temperature, decreasing moisture in the landscape, and increasing likelihood of fire-starts. Increasing temperature, particularly resultant temperature extremes and heatwaves, is part of a range of climate-forced factors that often in combination produce an impact.

Vulnerabilities

HEAT

Increasing extreme heat and heatwaves can have the following implications:

- **Impact on materials performance, e.g. road surfaces and facades.**
- **OHS implications for outdoors work crew, and the types of work undertaken (in relation to potential for creating sparks).**
- **Heatwave related illness and mortality in the local community (particularly in vulnerable demographics such as the elderly) translating to consideration for creating of cool spaces and more shade trees in urban areas.**
- **Detrimental impact on landscaping, street trees and recreation grounds.**
- **Challenges for natural resource management in Council reserves due to: impact on vegetation communities and species; and escalating the potential for fire starts.**

Two climate risks and adaptation responses rated as low were identified increasing temperature across the municipality for warmer temperatures favouring weed species and the impacts on street trees and parks and gardens. Adaptation responses included mapping of weeds and need for updates to the Sttreet Tree Policy in terms of species selection and plantings to increase shade across townships.

Identified rainfall and flooding risk statements and actions specific to Northern Midlands Council are listed overpage

3.2.2 Identified Risk Statements & Actions for Rising Temperature

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
6	Changes to mean temperature, and other climate driven factors, is favouring proliferation of introduced weed species having implications for council's weed management resources & priorities.	Works	environmental	financial	Likely	Insignificant	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Resourcing of weed management programs.	Increase weed mapping and planning of control measures. Potential need to allocate more resources to weed management.	Works Manager	Ongoing	

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
7	Increasing temperature, more heatwaves and longer dry spells may result in impacts to existing landscaping and street plantings and a growing need to increase urban tree canopy for shade purposes.	Community & Development	environmental	community & lifestyle	Possible	Insignificant	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Street Tree Policy	Street Tree Policy updates - objective to select species that are tolerant to heat and dry spells. And are positioned to provide cooling and shade benefits for the community.	GM	Ongoing	

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
8	Increasing hot days and heatwaves will result in impacts on human health, having implications for the WH&S of Council Staff, particularly outdoors workers.	Corporate Services	work health & safety	service delivery	Rare	Moderate	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
WH&S program. Job Safety Analysis forms and risk/incident reporting.	Staff notifications & procedures triggered by heatwaves.	Manager Corporate Services	Ongoing	

3.3 Risks & Actions Associated with Bushfire

3.3.1 Bushfire Vulnerabilities

Twice the danger, twice the area, twice as often is a mantra that is now being used to summarise the increasing bushfire risk.

Rising average temperatures and more frequent extreme temperatures have the potential to contribute to a variety of impacts including: rapid drying of the landscape (flash droughts); longer bushfire seasons; and enhanced wildfire intensity. Impacts may also be incurred on council's infrastructure and property, and on natural resources.

Vulnerabilities
BUSHFIRE

Changes to bushfire likelihood & behaviour may result in:

- **Emergency services response capacity challenges.**
- **An increase in repair or replacement costs of council and community infrastructure.**
- **Planning considerations in relation development in locations with extreme bushfire hazard and exposure.**
- **Difficulty in accessing sufficient water resources when fire is associated with drought.**
- **Significant community disruption leading to a range of public health and safety issues, and delays to core council services.**
- **Exposure of shortcomings in the communications network i.e. mobile phone black-spots and/or damage to communications infrastructure.**
- **Pressure to upgrade roads in vulnerable areas to enable safe evacuation and access for emergency services.**
- **Pressure on natural resources not well adapted to fire.**

Three climate risks and adaptation responses were identified for the Council for escalating bushfires, with all three rated as low or emerging. The low risks related to impacts on roads, bridges and recreational facilities, along with safe evacuations and the need for increased compliance around hazard abatement. Adaptation responses included review of core documents and systems, investigating low flammability material for assets, targeted pull over areas to accommodate emergency vehicle movements and increased preparedness communication for the community.

Identified Bushfire statements and actions specific to Northern Midlands Council are listed overpage.

3.3.2 Identified Risk Statements & Actions for Bushfire

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
9	Increasing frequency and intensity of bushfires will result in increasing likelihood of damage to infrastructure and assets such as community halls, road surfaces, and signage - and extensive additional resources for clean up, having consequences for budgets.	Works	financial	community & lifestyle	Likely	Insignificant	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Ensure flammable vegetation is removed from the proximity of infrastructure and that mechanisms to minimise implications of ember attack are implemented (eg gutter guard). Insurance cover for vulnerable assets.	Investigate options for more fire resistant materials and infrastructure for usage or installation in most vulnerable areas. Review insurance cover for potentially exposed assets.	Works Manager GM	Ongoing	Tas Fire Service

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
10	Increasing frequency and intensity of bushfires exacerbating the potential for evacuation and access issues on roads to vulnerable localities.	Corporate Services	public safety		Rare	Major	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Develop preliminary community bushfire management plans for most vulnerable communities e.g. Lake Leake.	Installation of new pull-off areas to enable traffic management and access for fire engines in known high bushfire risk areas. Ensure that vulnerable sectors of the community are identified and ensure there is an appropriate communications process and plan for evacuation response.	Works Manager	Ongoing	Tas Fire Service

Risk ID	Risk Statement	Primary business area impacted	Primary risk category	Secondary risk category	Risk rating in light of increasing climate change threats (primary risk category)		
					Likelihood	Consequence	Risk rating
11	Increasing frequency and intensity of bushfires will result in more areas of the municipality that are exposed to extreme bushfire risk having implications for hazard abatement and compliance.	Development	community & lifestyle	financial	Likely	Insignificant	Low

Existing Controls	Proposed Additional Treatments	Responsibility	Timeframe	External Stakeholder
Roadside vegetation management. Compliance follow-up together with hazard abatement notices.	Continuation of current controls with potential need to extend the season of roadside grass management.	Works Manager	Ongoing	Tas Fire Service

3.4 Vulnerabilities Associated with Combined Hazards

Intersecting, cascading or combined hazards magnify the impact of extreme events, or overwhelm the capacity of organisations to cope and respond which can result in the following vulnerabilities:

Vulnerabilities

COMBINED HAZARDS

Escalating climate hazards playing out in combination may present the following vulnerabilities for Council:

- **compounding events (extreme events in relatively rapid succession) can exhaust the economic and human resources of councils to manage and respond effectively;**
- **extreme rainfall events followed by long dry spells causing destabilisation of building foundations, particularly for Councils with a large stock of heritage assets; and**
- **extreme rainfall events followed by long dry spells can create challenges for councils in managing recreational areas and natural assets.**

Whilst not explicitly a combined risk a strategic governance risk was identified, in this section, relating to the authorising environment within, and supporting, councils in developing climate responses. The absence of clear and defined structural climate roles and responsibilities for Tasmanian councils means that that consideration of climate is discretionary that can result in ad-hoc, duplicating and resource inefficient responses that may expose a council to potential liability for its decision making or lack there-of.

4.0 Issues for Council Business Areas

4.1 Works

Council's Works and Infrastructure team is responsible for overseeing the construction, maintenance and replacement of property and infrastructure assets, including roads, levee banks, drains and culverts, bridges, stormwater infrastructure, council owned buildings and recreational infrastructure such as walking tracks. 'Works' is the Council business area usually most impacted by climate change due to the:

- direct exposure of infrastructure to hazards, particularly flood water;
- challenges to build resilience into infrastructure so that it can cope better with extreme events, e.g. levee banks;
- challenges in managing staff in relation to preparing for and dealing with the aftermath of extreme events; and
- cost blow-outs associated with extreme events, and the limited funds available to cope with anything over the 'business-as-usual' allocation for asset management.

For councils, effective asset management is about understanding the required level of service and delivering it in the most cost-effective manner. Managing this objective is core business for local government and is key to ensuring council sustainability. The projected impacts of climate change threaten conventional asset management both in terms of financial modelling, as well as the level of service that is acceptable or even achievable. When there are no longer any guarantees regarding 'service levels' for council assets then there is work to be done to communicate the challenges to the community in the hope that there will be increased 'tolerance' when things go wrong.

Projected increases in the intensity and frequency of extreme events directly impact on council's asset base with significant and unpredictable financial and service delivery implications. Council's stormwater system for example is designed for historical climate and with projected climate change, will likely become under-capacity in places. Council will therefore need to consider the additional cost of managing stormwater at the current acceptable level of service and either fund that cost or accept that a greater frequency of inundation events is likely. This may result in public inconvenience, safety issues, and potentially legal liability for damage to property from poorly performing council infrastructure.

The Break O'Day Council has mapped out an effective approach, below and represented in the diagram over the page, to asset management due to escalating climate hazards includes consideration of the following approach to manage the situation:

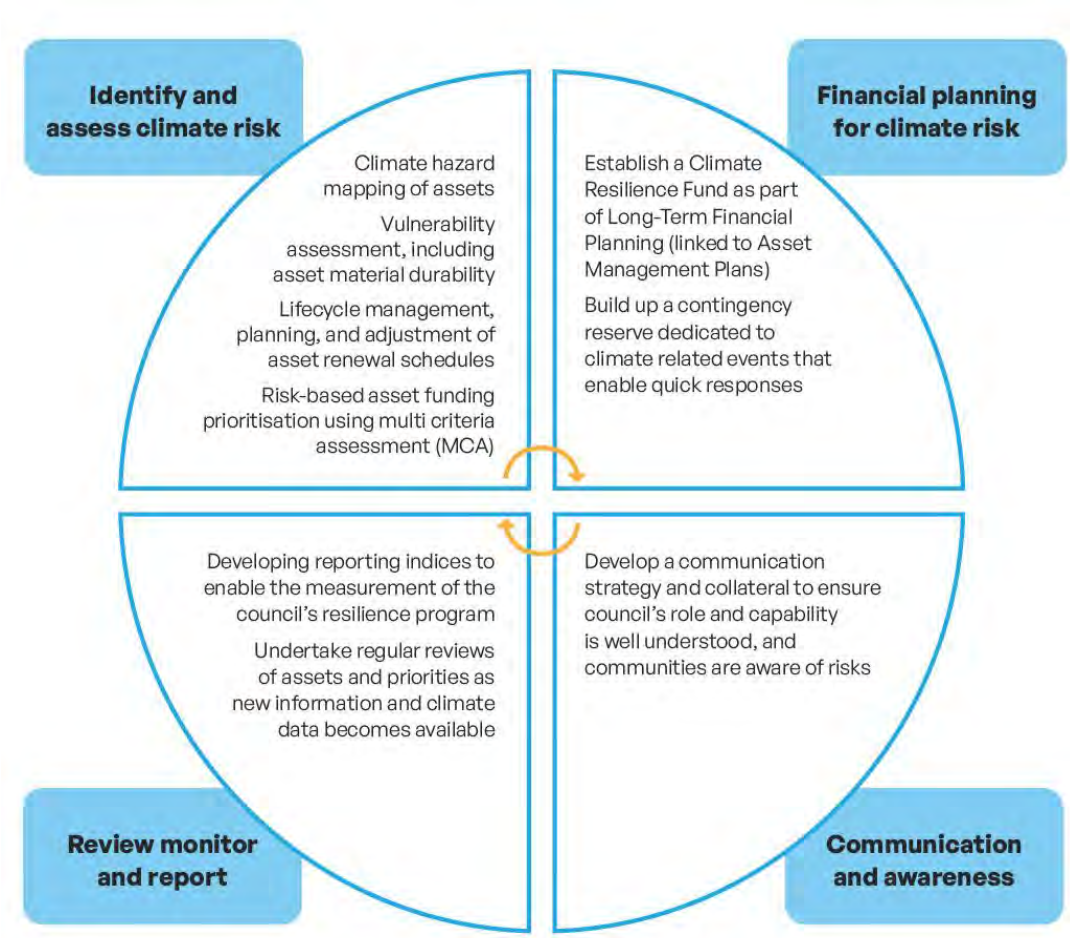
- Climate Hazard Mapping - Use of GIS-based climate risk mapping to identify areas prone to floods, fires and storms. Overlay this information with the asset inventory to highlight vulnerable infrastructure.
- Vulnerability Assessment – Evaluate key infrastructure in risk-prone areas to assess their ability to withstand climate driven hazards (current and emerging), and assess the material durability of roads and bridges.
- Lifecycle Management & Planning – Increase the frequency of maintenance checks on infrastructure in high-risk areas. Adjust renewal schedules to account for increased wear and tear from climate events.
- Risk-Based Asset Prioritisation – Use multi-criteria assessment (MCA) to prioritise which assets receive funding. MCA to be based upon criteria such as: risk exposure; asset criticality; cost-benefit

analysis; community impact. Such analysis can be used to determine whether an asset is protected, fortified, abandoned or relocated.

- Climate Adaptation Funding – Incorporate climate resilience into Long-Term Financial Plans (linked to the *Strategic Asset Management Plan*) by establishing dedicated funds for adaptation projects. Create a sustained budget allocation for progressive upgrades to assets based upon vulnerability assessments and multi-criteria assessment. Build up contingency reserves specifically for climate-related events so that 'climate shocks' can have a chance to be absorbed.

Further to the projected increases in extreme events, incremental changes to the climate such as increasing average temperatures or reduced average rainfall will also have implications for council's capacity to deliver its infrastructure-based services. Such changes may result in impacts on materials performance (e.g. road surfaces) or accelerated structural fatigue in council's infrastructure. Design standards based upon past climate data and patterns may need to be reconsidered for new or replacement infrastructure to account for climate change projections.

There is also a toll on council staff in assisting the community through extreme events, particularly when their scale is increasing due to climate change. Council may be required to invest extra resources in the way staff are managed to avoid burnout, anxiety and fatigue. Ways to find back up staff to back-fill and assist during disasters will also need to be explored.



4.2 Corporate Services

Corporate and governance climate adaptation considerations fall across all Council strategic, operational and service areas. A council's Corporate Services, and its governance functions, is where several key drivers of climate change adaptation sit and are managed, for example, the risk register, insurance considerations, financing, and legal liability issues. Identifying risks, rating them and defining actions is a key component of this Adaptation Plan. Incorporating identified risks into the Council's risk register so that the recognised financial, insurance and legal ramifications of escalating climate hazards can be effectively managed is a critical next step to implement the Adaptation Plan.

4.2.1 Insurance

Maintaining assets that are fundamental to council operation and community services is an important role of councils. Increasing climate hazards have the potential to cause more frequent impacts on and damage to council buildings. Insurance premiums are likely to rise, as are repair and replacement costs if damage is sustained. Weighing up the value of the asset, the importance of the asset to the community, and the average annual cost of protecting and maintaining the asset are important considerations in determining where to allocate limited resources.

Local government insurers Municipal Association of Victoria (MAV) and JLT expect Councils to demonstrate responses to climate hazards, to reduce exposure and resultant risk. Lack of action could at a minimum result in insurance premiums rising, and at worst litigation for negligence if there is failure to address risks appropriately. Councils with a solid framework in climate change risk management and adaptation procedures minimise risk to council business and the community.

4.2.2 Legal

With increasing vulnerability to climate change impacts councils need to provide solutions to adapt to and manage, identified risks associated with climate change. A key consideration of councils in the face of climate change is potential liability that they are exposed to in discharging their various statutory roles, powers and functions in times where exposure to natural hazards is increasing. Managing legal liability issues in relation to climate change was covered in more detail in Section 2.

4.2.3 Financial

Most of the hazards and impacts identified in risk management have financial consequences for councils. Councils are likely to have an under-quantified financial risk due to millions invested in assets (some with long life cycles) that are more exposed to damage or failure from climate hazards as time goes by.

One of the biggest barriers to climate change planning and implementation of actions is lack of assigned funding. Ensuring climate change actions have a funding pathway should be identified as an important governance objective. It is well established that implementing climate change adaptation actions (derived through recognised risk management approaches and policy frameworks) is a no-regrets exercise. In fact, resources spent on climate change adaptation actions have a significant return on investment (up to 10 x) in that they:

- bolster infrastructure;
- increase asset life and resilience;
- make the community and residents safer;
- build resilience in the environment;

- alleviate costs for continued asset repairs;
- build surety into continued service delivery; and
- can assist in avoiding litigation.

4.3 Community & Development

4.3.1 Development

Climate change risks have implications for council's role in planning and development approval, particularly in relation to possible litigation if risk to property from climate change related issues are not adequately identified or communicated.

Issues are beginning to arise when new information regarding inundation by flood water becomes available. New information can be overlooked through standard approaches that are used by people planning development projects. Such information can mean that areas that were previously unlikely to flood can now be affected. Awareness of emerging new hazards can disrupt developments that have already been approved, and lead to instances where land can no longer be developed due to increasing flood risk. This has implications for property values and is also a 'reputational' risk for council who are often faced with the conundrum of how to handle expectations of landholders, and integrate new information into their systems.

In relation to changes in inundation and bushfire risk from a warming climate, planning scheme overlays should be updated if and where possible to incorporate modelled data to appropriately guide development. If there remain grey-areas, or uncertainty about potential impact from natural hazards, then additional information to guide decision making should be sought.

With increasing bushfire likelihood, it may be useful to have the State Planning Provisions modified to require planning schemes to be informed by modelled fire data that could include: vegetation flammability; slope; ignition potential; and suppression capability.

The Bushfire-Prone Areas Code overlay covers the majority of the municipal area. It prompts thinking around appropriateness of developments in terms of location, access, and water supply. For each development a detailed bushfire attack level (BAL) assessment is required as part of the planning assessment process. This assessment informs detail around positioning of buildings, buffer areas, construction technique, and appropriate building materials to minimise bushfire impact and flammability.

4.3.2 Environmental and Public Health

Councils have a statutory role for the provision of environmental and public health services across their communities. In addition to these formal roles other functions may include: aged care, child health, special needs care, supported accommodation and counselling and support services.

Climate change has many implications for community health. Gradual shifts over time in temperature, humidity and rainfall patterns can create ideal conditions for disease vectors, such as mosquitos, in areas where there was no previous exposure. Direct impact of extreme events such as bushfire and heatwaves can result in emergency services and community support services being stretched beyond their capacity. There is now an established link between extreme heatwaves and an increase in mortality in vulnerable sectors of the Tasmanian community.

Major storm events and bushfires can lead to extended power outages and food spoilage on a significant scale. Environmental Health officers have a role in assisting residents navigate this issue.

Flooding can result in mobilisation of contaminants from; the sewage system; from contaminated sites; or from dead animals in extreme events; resulting in community health concerns in relation to elevated exposure risk. In some low-lying riverine communities rising water tables and more frequent inundation can lead to poorly functioning on-site wastewater treatment systems and consequent localised contamination and human health risks.

4.3.3 Natural Resource Management

Council's role in natural resource management is focused on management of local reserves, protecting local biodiversity, managing threats such as weeds, and running community programs e.g. revegetation projects.

The natural environment is under pressure from climate change. The climate change we are now experiencing is occurring relatively rapidly. In natural vegetation communities this change is likely to favour some species and disadvantage others. A possible outcome is loss of vulnerable species and changes in structure, function and composition of vegetation communities. Additionally, exacerbated threat to vegetation communities may occur through proliferation of weeds which may be favoured by changing temperature and rainfall conditions. Councils often need to establish good working relationships with stakeholders in managing weed outbreaks that usually occur across multiple land tenures. Defining ways to work together and share resources is critical so that Councils are not using scarce resources to deal with issues that result from issues not being addressed on Crown Land, State Forest or reserves.

There may be a need to refocus natural resource management activities in the future away from addressing issues in isolation to a strategic approach that is well informed about landscape-scale ecological processes. An effective working relationship with regional NRM bodies is often the best way for Councils to be involved. A collaborative approach will enable limited resources to be deployed wisely and in ways that address issues strategically.

4.3.4 Community

Councils have an important role in creating healthy vibrant communities, in fact most of council's roles and functions have a bearing on the wellbeing of residents and supporting thriving and resilient communities. Climate change, and its resultant range of hazards, is now a well-documented impact on mental health and is beginning to regularly disrupt the fabric of communities and their social cohesion. The majority of Australians (80%) have experienced some form of extreme weather disaster since 2019[15].

If the community is not well prepared for the impacts of climate change, it increasingly looks to Council for support. Effects on community members can include mental health issues, a sense of vulnerability, financial loss, and housing displacement. The level of expectation and need for assistance can be high during extreme events.

Council are recognised, by the Australian Government as having a core role to 'Provide information about relevant climate change risks and contribute appropriate resources to prepare, prevent, respond and recover from detrimental climatic impacts.' https://www.dcceew.gov.au/climate-change/policy/adaptation#toc_5

Council may be required to invest more resources to assist residents through natural disasters, including:

[15] **Climate Council (2023), Climate Trauma: The growing toll of climate change on the mental health of Australians.** www.climatecouncil.org.au/resources

- making recovery centres more fit for purpose in terms of – food handling facilities, heating, ventilation, adequate toilet facilities, waste removal, bedding, and backup communications and power;
- increasing the capacity and resourcing of recovery centres given that larger scale natural disasters are becoming more likely;
- operating recovery centres more often, and for longer mean there needs to be scrutinization of staff resourcing;
- leading local clean-up effort;
- providing community support due to disruption of local businesses; and
- assisting in the bigger picture of 'stakeholder mapping', for the clarification of roles and responsibilities in response and recovery across all sectors of the community.

5.0 Adaptation Plan Implementation & Review

5.1 Strategic Priorities – incorporation into council documents & processes

The implementation of this Plan requires a co-ordinated approach, both across council business areas, in partnership with NTARC councils, and with external stakeholders. Strategic priorities are broad level climate change adaptation actions that increase the Council's climate governance and cross numerous Council service areas.

Having strategic action priorities in place facilitates the inclusion of climate consideration across council's corporate strategic and operational functions. This increases council's climate resilience and mitigates exposure to potential liability.

Success of strategic actions is dependent on management support. Implementation of strategic actions will provide the Council with a solid framework in climate change adaptation and will build an internal culture that supports the implementation of the specific adaptation options listed earlier. Strategic priority examples are provided in Table 2 overpage.

5.2 Governance

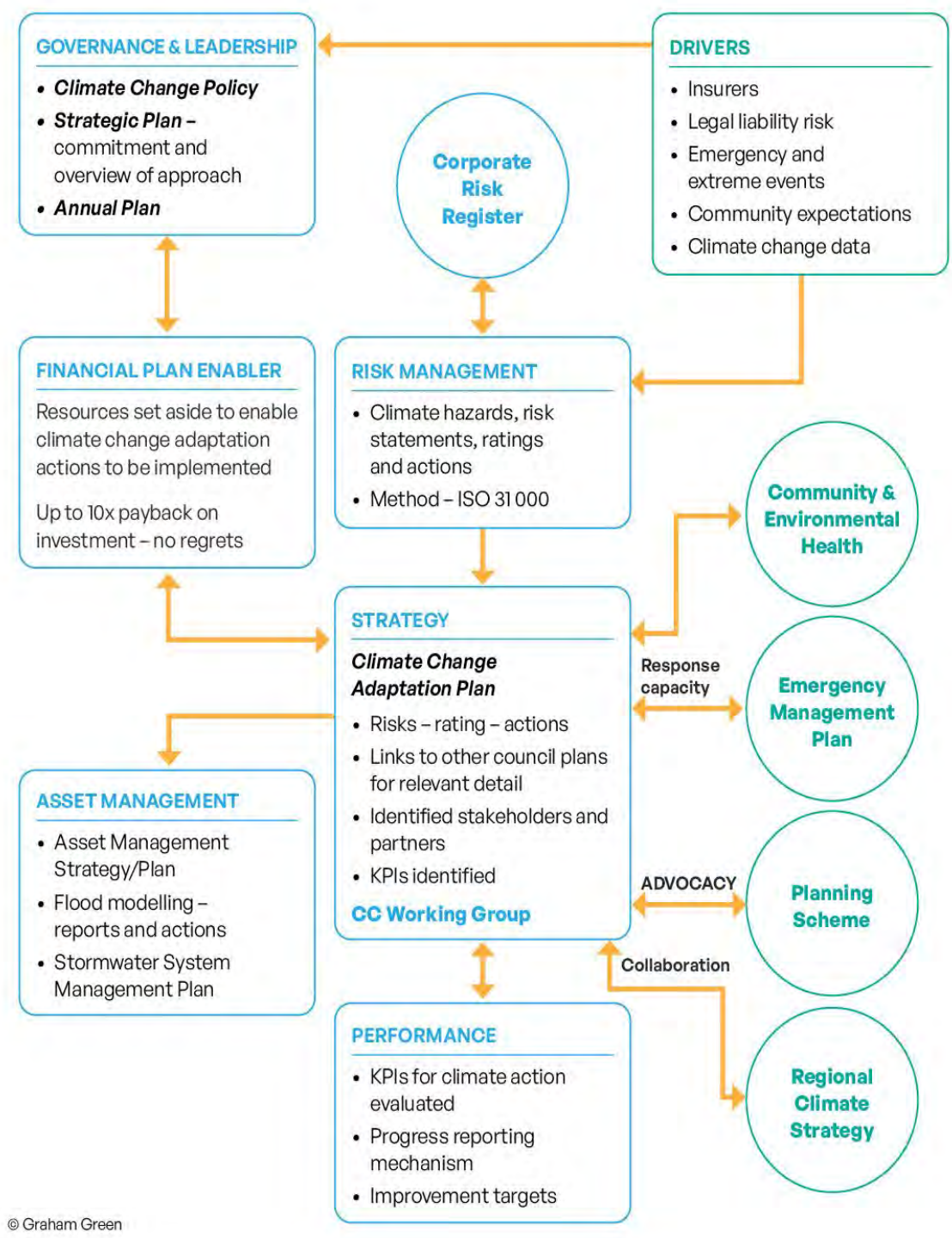
Good climate and resilient organisational governance is about leadership and ensuring that climate and resilience planning is enabled from the executive level rather than reliant upon a climate 'champion' within the staff. The uptake of climate adaptation and resilience within a council depends upon the support and leadership of Executive Management.

A framework for management of organisational climate change risk is best practice for avoiding ad-hoc responses and entrenches leadership in the space and to build understanding about how climate risk and resilience has linkages through all council functions. The schematic on the next page (Figure 7 on page 42) is a pragmatic way to climate resilience governance and a framework can work to ensure that risk is adequately recognised and captured in all council decision making and resource allocation considerations. Key elements of this governance structure are: Leadership, Risk Management, Strategy (driven by an internal working group) and Performance (through identified KPIs, reporting and targets).

***Table 2**: Climate change adaptation - Implementation Priorities*

Strategic Priority Action	Comment	Responsible
Endorsement of the Council Climate Adaptation Plan	Adoption of Adaptation Plan either for operational purposes by Executive Management, or formal endorsement by the Council, committing to its implementation and positively demonstrating leadership.	General Manager
Integrate climate change risk management into existing Council wide risk assessment framework.	Inclusion of climate risks in the Council's existing risk management processes, mainstreams climate considerations within the Council's governance processes and ensures that climate risks are addressed.	Corporate Services NTARC Direct Support
Assign an officer to oversee climate change activities and implementation of this Adaptation Plan.	The appointment of a council officer to oversee the implementation of actions outlined in the Adaptation Plan, provides a central point of contact within the Council, and responsibility for its implementation.	Executive Management Team NTARC Direct Support
Consideration of climate change risks and impacts during the development of other Council strategies, policies and plans.	The climate impacts, risks and responses contained in the Adaptation Plan should be considered in the development of plans, policies and strategies to enable incorporation across the council's functions. This will also establish mechanisms for the implementation of actions.	Executive Management Team NTARC Direct Support
Report on climate change adaptation progress into any future publicly available documents or reports.	Reporting/communicating on climate change adaptation progress will assist in normalising and engaging the elected representatives, the community and informing other councils on Council's progress.	Corporate Services NTARC Direct Support
Development of climate maturity measures	Climate maturity measures can be reported on through the Council's annual report and other reporting mechanisms incentivising continuous improvement.	General Manager Executive Management Team NTARC Direct Support
Ensure that the projected climate impacts are properly considered in the Council's emergency management planning.	Emergency response plans should be investigated, developed and implemented considering the best available climate change projections. Up to date emergency response procedures can minimise consequences when extreme events occur.	Corporate Services NTARC Direct Support
Support the implementation of Northern Tasmanian Alliance for Resilient Councils and its delivery of programs across the region.	The Northern Tasmanian Alliance for Resilient Councils aims to drive adaptation in local government for the region and deliver on common actions that are relevant to its member councils. The success of this Adaptation Plan is dependent on a high level of buy in from each of the councils across Northeastern Tasmania.	General Manager Executive Management Team

Figure 7: Council corporate climate governance framework



5.3 Financial & Resource Requirements

Financial and resource availability are critical factors for enabling implementation of adaptation actions. The adaptation options identified in this Plan will come at varying degrees of cost and resource requirement. It is likely that Council will initially support implementation of those adaptation actions which are cost effective and align with current resource capacity and availability. As mentioned earlier in this document every dollar invested in adaptation typically yields net economic benefits ranging from $2 to $10[17], hence implementation of prioritised actions may be viewed as a 'no regrets' approach.

Prioritising 'investment' in adaptation actions can be based upon factors such as risk priority and a cost benefit analysis. Weighing up the value of the asset, the importance of the asset to the community, and the average annual cost of protecting and maintaining the asset are important considerations in determining where to allocate resources. In some cases, it may not be feasible to protect an asset and consideration of relocation may be the only option.

It is important to recognise that not all climate change action within a council will require its own funding but will become embedded in a council's operational business through appropriate governance arrangements, planning and policy. Notwithstanding this, some of the more complex adaptation options, such as road relocation or coastal fortification will require substantial financial support and resources. For these actions, pursuing grant funding and establishing partnerships for collaborative or common actions can be effective in reducing the overall cost of action for Council, enabling the full cost of action to be offset.

5.4 Stakeholder Involvement & Collaboration

Climate change will impact either directly or indirectly on all aspects of council function. Further to this, impacts will be felt throughout the community affecting other organisations that council is involved with. A collaborative adaptation response between all stakeholders is therefore essential for council to maintain its service level in a changing climate. It is important that:

- linkages between organisations and commonalities of hazards and risks are identified;
- there is a clear understanding of roles and responsibilities in relation to management of identified climate change risks;
- there is awareness of what stakeholders are doing to manage climate change;
- recognition of opportunities to develop or strengthen existing collaborations and share resources; and
- duplication of efforts is avoided wherever possible.

[17] World Resources Institute 2023: Adapt Now: A global call for leadership on climate resilience.

5.5 Evaluation and Review

Monitoring and evaluation of climate change adaptation is necessary to ensure a flexible response and effective allocation of resources. Despite increasing accuracy of modelling based upon the input of real-world data as time goes by, climate change is likely to deliver surprises and potentially unforeseen outcomes. This is because we are entering uncharted waters in relation to escalating climate hazards and it is often difficult to predict how infrastructure and the environment will respond to unprecedented impacts.

Monitoring and evaluation are important to evaluate the progress of:

- climate change planning across the organisation;
- defining and re-evaluating risks;
- progression of adaptation actions;
- integration of new knowledge about climate change projections and impacts into core decision making processes; and
- understanding legal implications associated with planning decisions as climate changes the scope of areas likely to be impacted by natural hazards.

5.5.1 Council Climate Maturity Indicators

Evaluation of progress can be done using climate maturity indicators. Ideally, climate maturity indicators should be developed for all council business areas and functions, but most importantly for the key drivers of enabling climate change action within the organisation: The Strategic and Annual Plan, Long Term Financial Plan and Corporate Risk Register:

- Consideration of climate change in the Strategic Plan demonstrates leadership resulting in a higher likelihood of the issue being mainstreamed across Council's operations.
- Climate change is highly likely to impact Council's financial performance including increased costs associated with asset management, service delivery, and insurance, and potential pressure on revenue streams through decline in rateable property value in hazard prone areas. An identified way to source funds for climate change adaptation action becomes the enabler of actions that will ultimately save money for council by reducing the impact of climate hazards.
- Incorporation of defined risks and actions into the corporate risk register demonstrates to council's insurers and finance providers that risks are understood, acknowledged, rated, and that there is a plan of action to address them. Detail in the corporate risk register becomes the engine room to drive action across the organisation.

Examples of Climate Maturity Indicators are provided in Table 3. The most effective way to make progress is to set targets, and in the example provided reaching the 'advanced (level 4)' over a given time frame would be a useful target.

Table 3: *Example Governance Performance Indicator Matrix for strategic planning, financial planning and the* corporate risk register[18]

Governance Indicator Type	Indicator Instructions	None (0)	Basic (1)	Intermediate (2)	High (3)	Advanced (4)
Strategic Plan	Council's Strategic Plan was reviewed for words associated with managing climate change (e.g. 'climate change', 'sea level rise' and 'adaptation').	No consideration of climate change (or associated key words) in the Strategic Plan.	General statements about climate change (e.g. in the introduction) OR includes other key words associated with managing climate change in a general context.	Prescribed responses/ guidance for one climate change issue (e.g. sea level rise) AND/OR one council function (e.g. land use planning) only.	Detailed inclusion of climate change, but is limited to two climate change issues (e.g. sea level rise and flooding) AND/OR two council functions (e.g. land use planning & asset management).	Climate change is well considered and includes recognition of and responses to all hazards.
Financial Planning	Council's financial plan or strategy was reviewed for words associated with managing climate change (e.g. 'climate change', 'sea level rise' and 'adaptation').	No consideration of climate change (or associated words) in financial planning documents.	General statements about climate change (e.g. in the introduction) OR includes other key words associated with managing climate change in a general context.	Prescribed responses/ guidance for one climate change issue (e.g. sea level rise) AND/OR one council function (e.g. land use planning) only.	Climate change adaptation is recognised in financial planning (more than one climate change issue AND/OR council function). But the financial management documents do not guide innovative finance or investment policies.	Climate change adaptation is well-budgeted for and resources allocated for mainstreaming. Consideration for climate change in investments and/or investment policies etc. is stated. Innovated finance mechanisms may also be encouraged.
Corporate Risk Register	Council's corporate risk register was reviewed for words associated with managing climate change (e.g. 'climate change', 'sea level rise' and 'adaptation').	No consideration of climate change (or associated key words) in the corporate risk register.	General statements about climate change (e.g. in the introduction) OR includes other key words associated with managing climate change in a general context.	Prescribed responses/ guidance for one climate change issue (e.g. sea level rise) AND/OR one climate change risk (e.g. infrastructure risk) only.	Detailed inclusion of climate change with at least two climate change issues considered.	Climate change is well considered and includes recognition of and responses to all hazards.

Detailed climate change governance assessments were undertaken of 17 Tasmanian councils, including Break O Day Council, by Climate Planning on behalf of the Tasmanian Government in 2018 through the Climate Resilient Councils project. The assessment provides a useful baseline for regular future reporting of climate change metrics which could be undertaken annually as part of Council's annual reporting process.

The NTARC is developing a climate governance maturity matrix for the northeast Tasmanian councils to increase their capability and capacity to incorporate climate adaptation considerations into their operational and strategic decision making.

5.5.2 Ongoing assessment of risks

Establishment of executive leadership and an appropriate staff team to conduct risk re-assessment involving staff from all operational areas is important. Staff who have local knowledge and influence over potential impacts, including ability to implement actions and allocate resources, must be involved in these assessments.
Climate change adaptation tools that provide a guide to the whole process of adaptation planning are available at:

https://recfit.tas.gov.au/what_is_recfit/climate_change/adapting/local_government_adaptation_planning

www.stca.tas.gov.au/rcci/our-projects/regional-council-climate-adaptation-project/

[18] **Adapted from: Climate Planning (2018) - Detailed Climate Change Governance Assessment Report for Launceston City Council.**

5.5.3 Regional Strategy

The primary purpose of a Regional Strategy is to progress identified shared risks and actions between councils. Implementation of a Regional Strategy is through a regional working group who coordinate the development and implementation of an action plan. A Regional Councils Climate Change Adaptation Strategy for northern Tasmania, will provide a policy platform and the parameters for cohesive and effective regional and sub-regional action.

Regional actions relate to the following themes:

- Education and awareness raising – Communications Strategy.
- Advocacy for resources to help councils manage their escalating asset management and emergency response costs.
- Advocacy to State/Australian Government/ and other stakeholders.
- Collaboration and cost sharing on climate actions that are relevant across jurisdictions.

A Regional Councils Climate Change Adaptation Strategy for northern Tasmania could borrow from the Southern Councils Regional Climate Change Strategy's underlying principles:

- Climate change is a global issue requiring local solutions.
- Climate change action is a shared responsibility between local, state and Commonwealth governments, communities and the private sector.
- Local governments have an important role in leadership and educating communities at both the municipal and regional level on climate change and adaptation.
- Councils must prepare for and manage the impacts of climate change on its assets and services.
- Early climate change adaptation action is more cost effective than late action.
- Collaboration and cooperation on climate change adaptation actions by local government provides more effective use of resources.

5.6 Related resources

Tasmanian Disaster Resilience Strategy 2020-2025
www.dpac.tas.gov.au/divisions/osem/Tasmanian_disaster_resilience_strategy_2020-2025

Tasmanian Climate Change Action Plan 2023-25
https://recfit.tas.gov.au/climate/climate_change_action_plan

Of particular relevance to local government in the Action Plan is:

- an undertaking to update the fine-scale climate projections for Tasmania;
- development of a state-wide Climate Change Risk Assessment;
- development of a consistent state-wide approach to managing the impacts of coastal hazards under a changing climate

Detailed information from the Climate Futures Programme on the modelled future climate for Tasmanian sub-regions may be found here: https://www.wineaustralia.com/climate-atlas



www.ntarctas.com.au

NTARC
NORTHERN TASMANIAN ALLIANCE FOR RESILIENT COUNCILS



Northern Midlands Council - Carbon & Energy Footprint Corporate Inventory and Opportunities Report

June 2024

NORTHERN MIDLANDS COUNCIL

NTARC
NORTHERN TASMANIAN ALLIANCE FOR RESILIENT COUNCILS



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Acknowledgments

NTARC acknowledges organisations that assisted with the preparation of the Council Carbon and Energy Footprint:

- Aurora Energy provided bulk extraction of data from the mainland northern councils' electricity accounts.
- Southern Tasmanian Councils Authority's Regional Climate Change Initiative's Councils Carbon and Energy Footprints program and resources Councils carbon and energy footprints.

About the Council Carbon & Energy Footprint

This Council Carbon & Energy Footprint (CEF) has been prepared as part of the work for the Northern Tasmanian Alliance for Resilient Councils to better understand their corporate greenhouse gas emissions and energy use. It is supporting the 8 northern councils to build capacity and capability to develop climate responses, to reduce their carbon emissions, and respond to the challenges and opportunities of a changing climate.

This report is based on a common and consistent approach to work with councils to explore how they can reduce both carbon emissions and energy use. The approaches and resources used to prepare the Footprint have been developed specifically to meet the role and functions of councils and enable actions to be scaled between councils or regionally resulting in greater efficiencies and avoid duplication and maladaptive responses.

To support councils in understanding their carbon footprints and energy use a Tasmanian Councils Carbon Calculator has been specifically developed and can be used in-house by councils to regularly update their Carbon Footprints. It has been based on national greenhouse reporting methodologies set out by the Australian Government, along with information from the Clean Energy Regulator. It has in-built flexibility to accommodate input data of various levels of detail. The Calculator's data inputs are from sources where the council already has the data or can be accessed by the councils from energy providers. This may be obtained from invoices or consolidated annual data (for electricity and fuels, such as petrol, diesel, LPG). The calculator can also work out solar power based on the capacity of council owned solar panel systems. It is focused on operations and services that the councils directly manage and have the capacity to undertake actions to reduce greenhouse gas emissions and energy use. It is reasonably straight forward to use and flexible, which means that councils can themselves calculate their annual Footprint and track progress towards targets to reduce emissions.

The potential opportunities that have been identified in the report are in part derived from actions undertaken as part of the City of Hobart climate program which resulted in savings on their energy bills of over $1 million annually between 2014 and 2020. The opportunities also include more recent information on the further development of relevant technologies and equipment, along with issues related to implementation including indicative ranges of costs and savings. The opportunities to reduce emissions and energy use identified in this report are of a general nature and prepared on a desk top basis without any site specific investigations.

At a Glance

Greenhouse Gas Emissions (in tonnes CO 2 -e)

Year	Total GHG Emissions	Metered Electricity	Street Lighting	Fleet Fuel	Other Fuel
2019/20	610.8	44.5	37.9	528.4	-
2020/21	638.8	47.2	42.6	549.0	-
2021/22	648.5	46.6	39.6	562.4	-
2022/23	645.7	54.1	33.2	558.4	-
Change 2019/20 to 2022/23	34.9	9.5	-4.6	30.0	-
% change 2019/20 to 2022/23	5.7%	21.4%	-12.3%	5.7%	-

Energy Use (in gigajoules)

Year	Total Energy Use	Metered Electricity	Street Lighting	Fleet Fuel	Other Fuel
2019/20	9,485	1,069	909	7,508	-
2020/21	9,702	999	902	7,801	-
2021/22	9,928	1,048	890	7,990	-
2022/23	9,782	1,145	703	7,934	-
Change 2019/20 to 2022/23	297	76	-205	426	-
% change 2019/20 to 2022/23	3.1%	7.1%	-22.6%	5.7%	-

At a Glance cont.

Twenty Highest Electricity Usage Sites

Site	2022/23 Year Electricity Use (kWh)
57 High Street, Campbell Town 7210	99,809
13 Smith Street, Longford 7301	44,881
Lights Club Rooms, Fairlough Street, Perth 7300	20,974
Show Building, 14 Logan Road, Evandale 7212	16,168
12 Bridge Street, Ross 7209	14,866
13 Goderich Street, Longford 7301	12,297
52 Church Street, Ross 7209	11,891
Recreation Ground, 1111 Bishopsbourne Rd, Bishopsbourne 7301	10,260
291 Marlborough Street, Longford 7301	8,219
53 Wellington Street, Longford 7301	8,199
Room 1, 75 High Street, Campbell Town 7210	7,861
Club Rooms Rec Ground, 2A Macquarie Street, Cressy 7302	7,321
Town Hall, 67 Wellington Street, Longford 7301	6,870
Council Chambers, 75 High Street, Campbell Town 7210	6,776
Valentine Park, 2 Commonwealth Lane, Campbell Town 7210	6,696
Playgroup, 92A Main Street, Cressy 7302	6,659
Works Depot, 14 Bedford Street, Campbell Town 7210	6,396
18 High Street, Evandale 7212	6,366
45 Park Street, Ross 7209	6,275
Village Green Bar-B-Cue, 53 Wellington Street, Longford 7301	4,583

At a Glance cont.



Greenhouse Gas Emissions by Council Activity (in tonnes CO 2 -e)

Activity Category	2019/20	2020/21	2021/22	2022/23	Change 19/20 to 22/23	% Change
Office & Administration	54.3	63.3	71.2	63.3	8.9	16.5%
Depot Operations	6.5	8.8	6.8	7.1	0.5	7.8%
General Fleet Operations	139.1	155.4	32.3	82.8	-56.3	-40.5%
Parks	41.7	44.5	46.5	50.8	9.1	21.8%
Outdoor Sporting & Clubrooms	4.2	4.1	9.2	25.6	21.4	504.4%
Community Services & Halls	24.9	25.8	30.6	36.3	11.4	45.6%
Street Lighting (incl Metered)	37.9	42.8	39.6	33.2	-4.7	-12.3%
Civil Works	185.6	189.9	190.5	259.6	74.0	39.9%
Waste Facilities & Transport	14.0	16.3	16.7	24.7	10.7	76.7%
City Cleansing	56.1	42.5	44.0	36.2	-19.9	-35.5%
Other	25.6	51.0	160.2	39.7	14.1	54.9%

Energy Use by Council Activity (in gigajoules)

Activity Category	2019/20	2020/21	2021/22	2022/23	Change 19/20 to 22/23	% Change
Office & Administration	877	946	1,045	928	51	5.9%
Depot Operations	153	184	60	72	-81	-53.0%
General Fleet Operations	1,977	2,208	459	1,177	-800	-40.5%
Parks	606	643	676	739	133	22.0%
Outdoor Sporting & Clubrooms	23	7	92	300	277	1191.0%
Community Services & Halls	572	525	644	707	135	23.7%
Street Lighting (incl Metered)	909	907	890	703	-206	-22.6%
Civil Works	2,638	2,699	2,707	3,689	1,051	39.9%
Waste Facilities & Transport	199	231	238	352	153	76.7%
City Cleansing	797	604	626	514	-283	-35.5%
Other	373	734	2,290	579	206.11	55.3%

At a Glance

Ten Highest Fuel Usage Fleet Units

Fleet Item	Fleet Number	2022/23 Fuel Use (litres)	2022/23 Energy	2022/23 Emissions
Komatsu GD655-5 Motor Grader	44	14,973	578.0	40.7
Komatsu GD655-5 Motor Grader	47	13,470	519.9	36.6
Street Sweeper	35	9,894	381.9	26.9
John Deere 5100R Tractor	61	8,214	317.0	22.3
10 Yard Truck	39	7,987	308.3	21.7
Hino GH1828 Medium Hino Cab Chassis	40	7,666	295.9	20.8
Hino Ranger 9 Truck	32	7,206	278.2	19.6
Maxxum Case Tractor/Loader	65	6,129	236.6	16.6
Ford Transit Cab	12	5,863	226.3	15.9
Toyota Landcruiser Prado Wagon	5	5,179	199.9	14.1

Solar Power Systems and Generation

Site	Capacity (kW)	2022/23 Electricity (kWh)	2022/23 Electricity (GJ)
13 Goderich St, Longford, 7301	20.0	28,470	102.5
13 Smith St, Longford, 7301	20.0	28,470	102.5
Lights Club Rooms, Fairtlough St, Perth, 7300	10.14	14,434	52.0
Recreation Ground, 1111 Bishopsbourne Rd	8.12	11,559	41.6
18 High St, Evandale, TAS, 7212	6.72	9,566	34.4
Theatre Memorial Hall, 8 High St, Evandale, 7212	20.0	28,470	102.5
Avoca Hall, 16 Blenheim St, Avoca, 7213	4.0	5,694	20.5

At a Glance

Solar Power Generation, Use and Export 2019/20 to 2022/23

Year	Solar Generation (kWh)	Solar Power Used on Site (kWh)	Solar Power Export (kWh)
2019/20	28,778	14,248	14,529
2020/21	47,545	28,767	18,778
2021/22	101,349	61,266	40,083
2022/23	126,665	83,551	43,114

Introduction

This Corporate Carbon and Energy Footprint (CCEF) provides a summary of the Northern Midlands Council's corporate greenhouse gas emissions and energy consumption over the four financial years 2019/20, 2020/21, 2021/22 and 2022/23. It also provides some areas of potential opportunities to reduce emissions, energy use and/or associated costs.

The CCEF inventory covers all of the significant energy related sources of emissions which result from the council's operations. This inventory does not include emissions from waste treatment anddisposal, which is to be considered further to determine how best to report on those emissions.

The sources of emissions includes:

- Use of fuels, which generate carbon dioxide and minor amounts of other greenhouse gases, when combusted such as in vehicle engines, generators or gas fired heating or hot water systems. These are known as Scope 1 emissions, which are directly emitted from owned or controlled sources.
- Electricity used in metered supplies to council sites and that used by unmetered public lighting assigned to the council. These emissions do not arise directly from the council's own operations, they are created in the generation of electricity. While nearly all of Tasmania's electricity is generated from hydroelectricity and wind, this does not mean that the electricity in Tasmania has net zero emissions. At times some electricity (including from coal fired power stations) is imported via Basslink, the gas-fired power stations at Bell Bay are operated when required and there are some greenhouse gas emissions associated with hydroelectricity including methane emissions from storage reservoirs. The emissions associated with use of electricity are known as Scope 2 emissions.

This Footprint does not include emissions generated from the disposal or treatment of waste, this issue is to be considered further prior to inclusion in any council carbon inventory.

The Footprint also does not include any Scope 3 emissions in the provision of goods and services to the council. These "third party" emissions could be considered as part of the council's greenhouse gas emissions footprint. However, it is challenging to obtain such information from third party providers, as many of these providers do not currently have the relevant data and are unable to provide the level of embodied emissions in the goods or services they provide.

In addition, councils purchase a wide range of goods and services meaning that it would require engagement with numerous providers to calculate these emissions. Furthermore, there is currently no set of standard factors in Tasmania or Australia for Scope 3 emissions.

A summary of emissions and energy usage for the 2022/23 is provided, followed by a summary covering 2019/20 to 2022/23, and a list of general opportunities to reduce emissions and energy.

Summary for 2022/23

Greenhouse Gas Emissions

The greenhouse gas emissions from Northern Midlands Council's corporate operations totalled 645.7 tonnes carbon dioxide equivalent (tCO 2 -e) in the 2022/23 financial year.

The largest category of emissions was from fuel being used by vehicles and plant. The emissions generated from this source were 558.4 tCO 2 -e in 2022/23 (87% of the total), with all of that generated from use of diesel, with no petrol consumption.

Emissions from metered electricity amounted to 54.1 tCO 2 -e, while an amount of 33.2 tCO 2 -e was from electricity used by unmetered public streetlighting. Together these comprised about 13.5% of the emissions total. Electricity exported to the grid from the solar panel systems at one council facility reduced net emissions by 7.3 tCO 2 -e using the state coefficient for electricity and this has been incorporated into the metered electricity information. Non-fleet fuel, which is mostly comprised of bottled LPG such as at barbeques and for portable use was not significant and has not been included. The greenhouse gas emissions were allocated to various council activities and this is summarised for 2022/23 in the table below. Civil works is the activity with the highest amount of emissions, as is typically the case due the fuel use by trucks and plant. General fleet operations is the next highest and this category is used for vehicles, trucks and plant which are used across different activities.

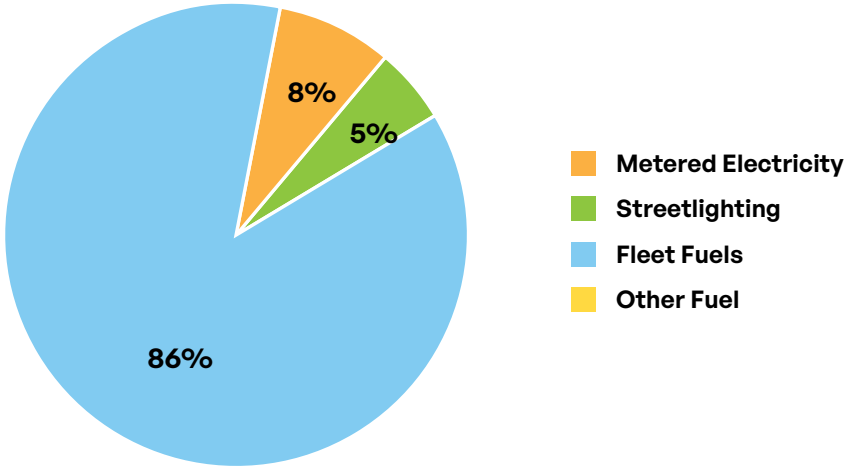


Figure 1: Greenhouse Gas Emissions Percentage by Category for 2022/23 Year.

Activity Category	GHG Emissions (tCO 2 -e)	% of Total
Office & Administration	63.3	9.6%
Depot Operations	7.1	1.1%
General Fleet Operations	82.8	12.6%
Parks	50.8	7.7%
Outdoor Sporting & Clubrooms	25.6	3.9%
TCommunity Services & Halls	36.3	5.5%
Street Lighting (incl Metered)	33.2	5.0%
Civil Works	259.6	39.4%
Waste Facilities & Transport	24.7	3.8%
City Cleansing	36.2	5.5%
Other	39.7	6.0%

Summary for 2022/23

Energy Use

The total net energy use in corporate operations was 9,782 gigajoules (GJ) in 2022/23. For comparison the typical energy usage of a household with a three-bedroom house and two cars is about 100 GJ, with annual usage of about 30 GJ for electricity in the house and about 35 GJ of fuel per car.

The split up of use by energy type was 81% fuels and 29% electricity. Fleet fuel was the single biggest category with usage of 7,934 GJ equivalent to 81.1% of total energy use (being all diesel), while there was negligible use of fuel at facilities. Metered electricity had a usage total of 1,145 GJ (11.7% of the total) and unmetered streetlighting was 703 GJ (7.2% of the total). While electricity is measured in kilowatt-hours (kWh) this unit is specific to electricity only. To more generally compare the different types used of energy by the council the unit of gigajoules (GJ) is used in this report, with 1,000 kWh equating to 3.6 GJ. The fuel and electricity use was allocated to different activity categories as for greenhouse gas emission and the table shown here, shows a similar pattern of energy use to that of emissions in Table 1.

The percentages for each activity is slightly different to those in Table 1 as there are less greenhouse gas emissions per unit of energy for electricity, and so activities which use more electricity have relatively less in the way of greenhouse gas emissions.

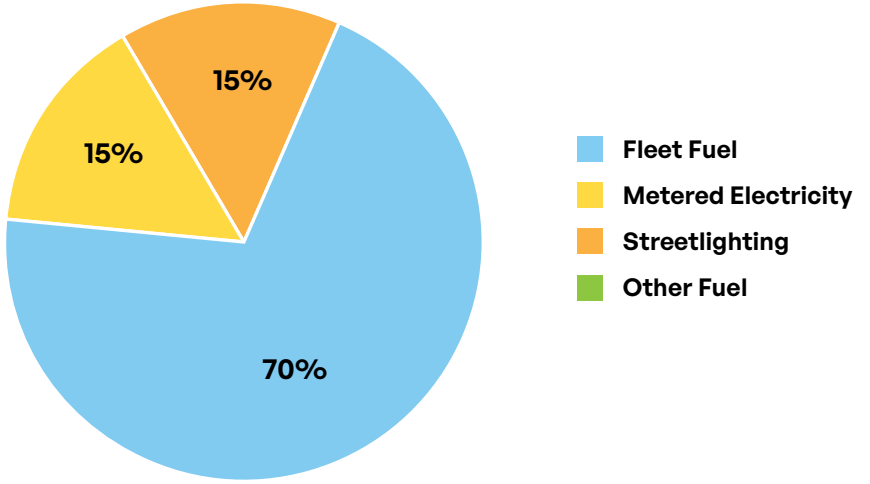


Figure 2: Energy Use Percentage by Category for 2022/23 Year

Activity Category	GHG Emissions (tCO 2 -e)	% of Total
Office & Administration	928	9.5%
Depot Operations	72	0.7%
General Fleet Operations	1,177	12.1%
Parks	739	7.6%
Outdoor Sporting & Clubrooms	300	3.1%
TCommunity Services & Halls	707	7.2%
Street Lighting (incl Metered)	703	7.2%
Civil Works	3,689	37.8%
Waste Facilities & Transport	352	3.6%
City Cleansing	514	5.3%
Other	579	5.9%

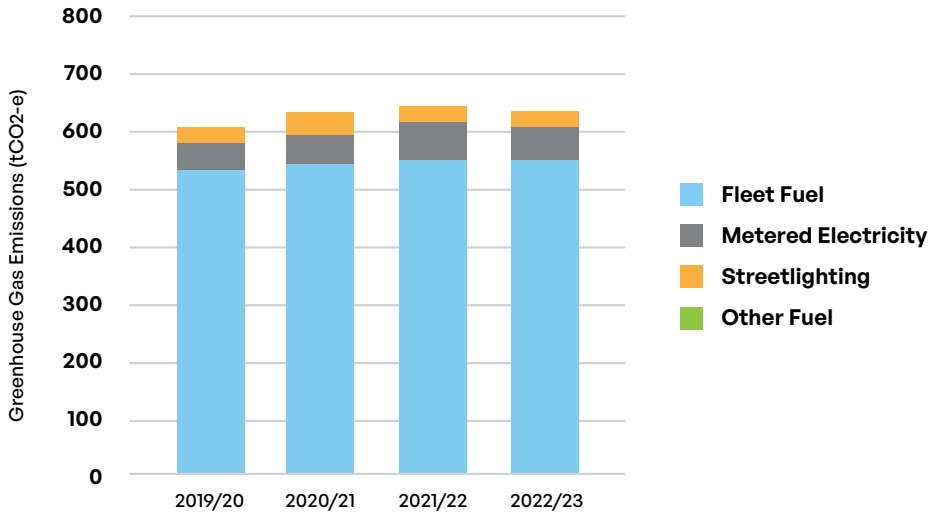
Summary of 2019/20 to 2022/23

Greenhouse Gas Emissions

The council's corporate greenhouse gas emissions increased from 2019/20 to 2020/21, then remained at about the same level for the next three years. Over the four year period, the emissions rose by about 6% from 610.8 tCO 2 -e in 2019/20 to 645.7 tCO 2 -e in 2022/23.

There were increases in emissions related to fleet fuel (5.7%) and metered electricity (21.4%), with a drop in those from unmetered streetlighting (-12.3%). The latter two categories were affected by a 13% increase in the Tasmanian greenhouse gas coefficient for electricity between 2019/20 and 2022/23, meaning that electricity was considered to have more emissions per kWh in 2022/23. It is considered likely that use of fleet fuel and metered electricity were lower than usual during 2019/20 as result of the impacts of COVD 19 on council operations (such as lockdowns) and returned to more usual levels from 2020/21 onwards.

The emissions from unmetered public streetlighting declined, despite the change in electricity greenhouse coefficient, due to approximately 240 streetlights being upgraded to more energy efficient LED technology. A table summarising emissions data for the four years in provided in the Appendix (Table A1), along with a separate table providing emissions information over the period for various council activities (Table A3).



Summary of 2019/20 to 2022/23

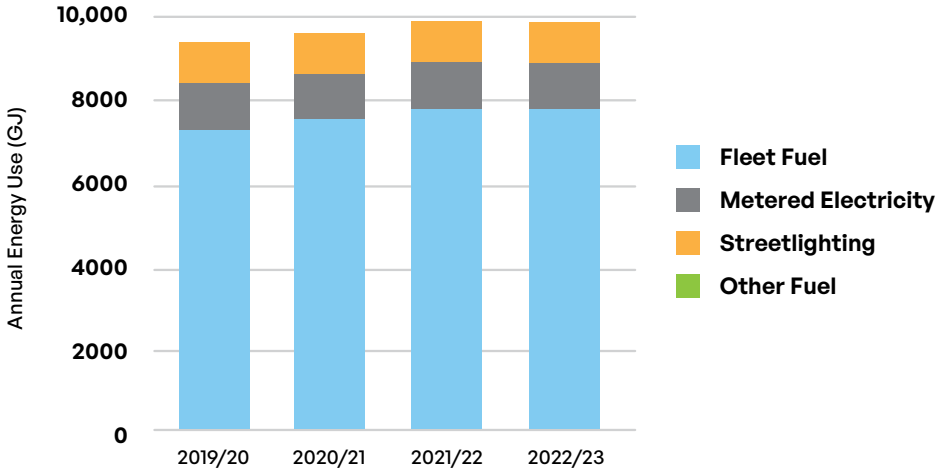
Energy Use

Over the period 2019/20 to 2022/23 the annual overall energy usage increased by 297 GJ, or just over 3%% more used in 2022/23 than 2019/20. Fleet fuel energy use rose by 293 GJ from 2019/20 to 2020/21 and then another 189 GJ in 2021/22 before dropping slightly to a usage of 7,934 GJ in 2022/23.

Metered electricity dropped slightly in 2020/21 compared to the previous year by 70 GJ, but then rose by 146 GJ over the next two years. A review of usage at individual sites shows that electricity usage at 57 High St, Campbell Town (NMI 8000310129) increased by 40,000 kWh or 144 GJ between 2019/20 and 2022/23 (noting that this was for one of meters, with three other meters also at this address). There were some other sites with increases, more than offset by those with decreases over the period. Some of the changes may well have been due to the impacts of COVID 19 on the operations of some facilities.

The installation of solar panels at several facilities during the period gave rise to an additional 70,000 kWh (or about 250 GJ) per annum of electricity from solar being used on site and replacing electricity need to be supplied from the mains. In addition, some of the solar generated electricity in excess of site needs, was fed into the grid from these new systems. Streetlighting energy use decreased by about 23% from 2019/20 to 2022/23. This was due to replacement of about 240 lights with more efficient technology despite the overall number of lights increasing by about 25 in the period.

A table with the energy usage data for the four-year period is provided in the Appendix (Table A2) with a further table providing information for energy use across different council activities also in the Appendix at Table A4.



Opportunities for Reducing Greenhouse Gas Emissions and Energy Use

Fuel

Along with being a significant contributor to greenhouse gas emissions, fleet fuel use is a major component of the council's energy consumption. This is typical of local government due to the amount of vehicle and plant use needed to deliver the services that councils provide to the community.

An analysis of the council's fleet fuel use in 2022/23 shows that the usage was approximately 40% for plant (for example graders, loaders, street sweeper, tractors, mowers), 30% being used by trucks and the remaining 30% by cars and utes.

A table in the Appendix (Table A6) listing the ten highest fuel use items of fleet is provided for information.

There are several alternatives to reduce greenhouse gas emissions from fleet operations. The two main categories are technology change from engines using fossil fuels to electricity or other low-emission technology and the other is to take actions to reduce the consumption of diesel and petrol.



Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

Technology Change to Reduce Fleet Greenhouse Gas Emissions

In regard to reducing fleet emissions, the technology considered to have the most future potential at this time is plug in battery-powered electric vehicles and plant. The other main alternative of hydrogen fuel cell technology, which has been supported by some vehicle manufacturers, is far less advanced and is more problematic given the issues with distribution and storage of hydrogen and that there is little “green” hydrogen currently being made. Even if sufficient “green” hydrogen becomes available it is likely to be several times more expensive per kilometre than electricity due to the energy conversion losses in making and using hydrogen.

The range of electric cars and SUVs is increasing, but there are limited options for utes, trucks and major plant at the current state of development of the industry.

In Tasmania with most of the electricity being generated by renewable energy, the emissions per kilometre for an electric car are typically less than 20gCO 2 -e/km compared to a figure of about 180g CO 2- e/km or more for a petrol or diesel equivalent.

While electric vehicle technology is advancing and becoming more cost effective, there are several issues which has resulted in it being less suited than fossil fuelled equivalents for council fleets.

These issues include the purchase cost, a limited range of vehicle types and models available in Australia, particularly in the commercial and utility vehicles, the travel range of some electric vehicles and the extent of electric vehicle charging infrastructure. There is an increasing number of battery electric models coming to Australia, the kilometre travel ranges are increasing and capital costs are decreasing. In addition battery lives are getting longer and the rate of battery capacity degradation over time is improving.
The cost per kilometre for energy is significantly lower for electric vehicles. For mains supplied electricity the typical cost will be about $6/100 kilometres while for petrol or diesel the equivalent vehicle fuel cost would be about $15/100 kilometres. Where electricity is supplied by the council’s own solar power the energy costs would be even lower.

A typical electric car has about 400 components compared to about 2,500 components in a fossil fuelled car, and brake wear is much lower due to most of the braking energy being recovered. These factors mean that maintenance costs for electric vehicles tend to be significantly lower than the equivalent diesel/petrol vehicle.

There are some significant limitations, including capital cost and restricted availability of suitable models, in moving towards fleet electrification at present, though the council may wish to trial electric vehicles to commence familiarisation with the technology.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

The Australian Government is introducing the New Vehicle Efficiency Standard, which aims to improve the energy efficiency of new vehicles and reduce the greenhouse gas emissions per kilometre. The Standard is planned to come into effect on 1 January 2025 and it is expected that this Standard will encourage manufacturers to offer a wider range of more fuel efficient vehicles in Australia in the coming years.

The implementation of this Standard, the ongoing increase in the range of vehicles and technology advances will all act to improve the economic equation for electric vehicles over time. For some classes of vehicles the situation is being reached where overall life cycle costs may be similar or even cheaper than the equivalent petrol/diesel alternatives.

In the first quarter of 2024 almost 10% of new car sales in Australia were battery electric, with over 20% in the medium car/SUV segment. There was however only a very small number of utes sold, which it is not surprising given that only one model was available in Australia during the period.

A recent analysis comparing two equivalent SUVs (https://www.abc.net.au/news/2024-05- 27/comparing-electric-cars-and-petrol-cars/103746132) has shown that the production of electric vehicles involves a greater level of greenhouse gas emissions, primarily due to those embodied in manufacture of the batteries. The analysis however concluded that these additional emissions would be offset after 23,000 kilometres of use in Tasmania, due to the much lower emissions using electricity compared to that from diesel or petrol. Thereafer the life cycle emissions for the electric vehicle will be lower than the fossil fuelled equivalent.

For hybrid vehicles which can not be charged from mains electricity, fuel efficiency is typically better than the non-hybrid equivalent. However most of the efficiency gain is from regenerative braking, which improves efficiency in stop-start traffic or on hilly trips. There is a lower gain in efficiency when most of the duty is on the open road with little braking. Plug-in hybrid vehicles have a battery which can be charged from the mains and typically have a range of 50-60 kilometres before switching to petrol or diesel. They can have very good fuel efficiency where most of the trips are within the range of the battery and users consistently plug in the vehicle when a charger is available. If they are not consistently charged or the duty is largely longer trips then the fuel efficiency can approach that of a non-hybrid vehicle.

In regard to trucks, the Australian Government changed the national road vehicle standards to allow a maximum width to be increased from 2.50 to 2.55 metres to align with the European standard. This could support European models of electric trucks to be brought to Australia. Axle loading of electric trucks cab also be an issue, though as battery technology improves it is expected that the weight of batteries will decrease. Some organisations in Australia are trialling electric trucks.

For some items of plant, such electronic road signage trailers, solar and battery versions now are generally considered to have lower life cycle costs, both in terms of fuel consumption and in maintenance.

In addition to cars and trucks, some companies have developed electric battery powered plant such as excavators and front end loaders, along transportable battery charging packs. While these are starting to become available the higher capital costs and limited range of models that are available remain as significant issues.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

Reducing Fleet Use of Diesel and Petrol

While the transition to electric vehicles and plant would ultimately have the biggest impact on fleet greenhouse gas emissions, in the meantime there is a range of actions which could be taken to reduce fuel consumption include:

- Incorporating fuel efficiency as a significant factor is assessing the purchase of new or replacement vehicles
- Regular maintenance of vehicles, including correct inflation pressure of tyres
- Driver education in fuel efficient driving techniques
- Optimising the distances being travelled by vehicles, such as route planning and reviewing the frequencies of regular activities such as inspections.
- Identifying where it may be possible to reduce employee travel through the use of technology such as virtual meetings
- Regularly reviewing fuel-efficiency performance (eg litres per 100 kilometres or per hour of operation) for individual items of fleet and plant to identify and rectify poor fuel efficiency operation.

The actual initiatives that may be applicable will be dependant on the specific item of fleet or plant and its operations.

Electricity

Metered electricity use makes up about 12% of the council's corporate energy use. Typically a review of electricity usage and identification of energy efficiency initiatives is an area which can provide cost effective opportunities for savings, particularly if this hasn't been an area of focus in the past.

A table is provided in the 'At a Glance' (Table A5) listing the twenty metered sites that used the most electricity in 2022/23 year. In total, these sites combined consumed 87% of total metered electricity usage. Some of these facilities may previously have had energy efficiency retrofits, but the largest usage sites often provide the greatest opportunity for actions to lower electricity use.

The main categories of options to reduce electricity use are to:

- Reduce energy consumption at sites, through energy efficiency upgrades or review and changes to operations, and
- Install onsite renewable energy generation, such as solar photovoltaic (PV) systems.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

Energy Efficiency

With respect to energy efficiency, it is usually possible to identify measures with payback periods of 5 years or less for up to 30% of the electricity used at a site, where there hasn't been a recent upgrade or works previously undertaken to reduce electricity use. The specific actions which are financially viable depend on how many hours a year the facility operates and the type of fittings, equipment and appliances that are currently installed.

Some of the council's sites with high electricity consumption may have previously been the subject to energy efficiency reviews and upgrades. Even for these sites there may however be further potential for savings due to intervening changes to operations of the facilities or new technology having become available or more cost effective.

Some of the typical actions that can cost effectively reduce energy use are:

- Upgrading all lighting to LED technology - in many instances this may only involve replacing a light bulb or tube with an LED equivalent, but can involve replacing whole fitting. It is noted that LEDs reduce electricity use by 60-90% depending on the technology that is being replaced, and also have a significantly longer life thus reducing maintenance costs. The savings in these costs can, in some instances be almost as great as the energy cost savings). It may also be possible to significantly improve the type of illumination is workplaces with better light distribution and better light colour.
- Installing lighting controls such as timers or motion sensors, so that lights can be automatically dimmed or turned off when not required.
- Replacing electric element or gas fired hot water services with solar or heat-pump technology, or in some cases, small electric instantaneous on-demand systems.
- Replacing direct-electric space heating with heat pumps, which can also provide cooling.
- Replacing appliances that are used regularly or continuously, for example refrigerators, with models having higher energy efficiency ratings.
- Reducing air leaks and draughts in buildings
- Installing insulation in the ceiling cavity for buildings which do not have insulation and where the roof space is readily accessible.
- Installing skylights may reduce the need for lighting during the daytime.
- In the case of larger buildings it can be worthwhile installing or upgrading a building management system to optimise the timing of operations or control setpoints of air conditioning and heating systems.

Many buildings, particularly those built more than several years ago, will have poor thermal efficiency thus requiring more energy for heating. With the possible exception of installing ceiling insulation, it is generally not cost effective from an energy savings point of view to undertake specific types of retrofit works such as the installation of double glazing or insulation in walls to improve the situation. However where a building is to undergo a major refurbishment then the opportunity should be taken to improve the energy rating of the building.

As well as buildings, there are other assets that can be made energy efficient or improved to reduce greenhouse gas emissions. These can include council owned lighting in parks, sportsgrounds, footpaths and car parks. These lights can be upgraded to LED and could be controlled by timer and sensor technology. In some cases it may be cost effective to install solar panel and battery powered lights.

Swimming pools are often significant users of energy and, while some of the actions above may well be applicable, there may be some further potential energy efficiency measures such as optimising water heating and pumping, as well as use of pool covers, which may be cost effective.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

Renewable Energy

An alternative way to reduce net electricity use is to install renewable energy generation at council facilities. The only economically viable technology is currently solar photovoltaic (PV) panels, with wind generation being much more expensive per unit of electricity for small scale systems.

As at the end of 2022/23 year, two solar panel systems were installed at facilities operated by the council, with a further system installed in 2023. The amount of electricity generated by the two previously installed systems is provided in Table A4 in the Appendix.

Given the likely future increases in electricity prices, the viability of installing solar PV systems should be reviewed for those sites where there is a higher level of electricity usage and where much of the electricity use is during daylight hours. It is considered that all of the sites listed in Table A3 in the Appendix using more than 10,000kWh should be reviewed to determine if there is a feasible business case to install solar, including consideration of increases in capacities at sites that already have solar installed.

Some of the council's smaller electricity consumption sites may also be suited, but generally the smaller the usage the lower the return on investment. At very low usage sites there may be instances where a mains electricity supply could be cost effectively replaced by a solar and battery combination, depending on the specific circumstances. The cost to install a solar power system is about $1,000 to $1,500 per kW depending on site issues, and can generate savings in the range of about 12c to 20c/kWh (depending on what proportion of the electricity is used onsite). This is equivalent to savings of about $150 to $250 per year per kW.

Solar power is more cost effective where the predominant usage at the site is during daylight hours.

There are seasonal considerations with solar power production being several times higher per day in summer compared to winter, due to longer daylight hours and the sun being higher in the sky. Solar power may not be viable where most of the electricity use is at night, such as at sites with metered outdoor public lighting. Some of the other factors that may need to be taken into account include the potential for overshadowing from nearby buildings or trees and also planning issues for historic buildings.

At current costs, the installation of a battery to store excess electricity from the solar panels is not generally cost effective, but it may be an option to consider if there are frequent outages of mains electricity and the facility needs to have a reliable power supply. The battery can provide power during the outages, as long as the electrical load is not excessive relative to the battery size. Battery costs are only reducing slowly and it may well take some years before they are a cost effective alternative.

At some sites a solar panel and battery combination may potentially be used to replace a mains electricity connection and thus save the daily supply charges, which are typically in the order of $300-$400 per year. This could be an option or low consumption sites. Based on 2022/23 year electricity usage figures, nine of the council's sites had electricity consumption of less than 500 kWh per annum, along with five sites on unmetered supplies, where this option could be considered.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.



Electricity Tariffs

A review of electricity tariffs will not reduce energy usage, but may provide an opportunity to lower energy costs. The main two tariffs for lower usage sites on regulated charges are the standard small business tariff (tariff TAS22) and a time-based tariff with different peak/shoulder/off peak rates (tariff TAS94). As at the end of 2022/23 the council had 60 sites on tariff 22, 3 sites on tariff 94 and five sites on unmetered supply arrangements.

Sites with predominantly weekend or night-time use typically have lower charges on tariff TAS94. The peak, shoulder and off-peak rates on tariff TAS94 are about 30.251c/kWh, 21.865c/kWh and 12.789c/kWh respectively. The peak rate applies from 7am to 10pm on weekdays, the shoulder rate for the same hours on weekends and off peak is charge for use between 10pm and 7am. On tariff TAS22 while the standard rate is about 36.761c /kWh for the first 500 kWh per quarter and 27.195c/kWh for use beyond that. While the daily supply charge is slightly higher on tariff TAS94 (at 15c/day or about $55/year), it can often be more cost effective for sites to be on this tariff where there is a significant proportion off peak or weekend usage.

Some sites will require a meter upgrade if moving to TAS94 as this tariff requires more data. Where it is worthwhile to move to this tariff the cost of the meter upgrade can usually be recouped within 6-12 months.

It is considered that it would be worthwhile for a basic tariff review across the council's facilities to be undertaken every couple of years to ensure that each site is on the most economical tariff.

Opportunities for Reducing Greenhouse Gas Emissions and Energy Use cont.

Streetlighting

Many of the unmetered streetlights that the council pays for (approximately 1,250 lights in total) have previously been upgraded to energy-efficient LED technology, including most of the lights on minor roads.

As at May 2023 there were still about 40 mercury vapour lights and about 10 fluorescent lights, which could be replaced with LED lights saving 60% to 80% of electricity use for those lights. Upgrading of these lights to energy efficient LED equivalents would reduce electricity use by about 15,000 kWh (equivalent to about 55 GJ). Depending on the contract energy rate and network charges for streetlighting electricity energy cost savings in the order of $2,000 per annum may be achievable, if these could be changed over to the LED equivalents.

There are just over 40 sodium vapour lights in the listing of unmetered streetlights that the council is invoiced. Energy savings would result from upgrading sodium vapour streetlights to LED. While the percentage of energy savings is not as great as for mercury vapour lights, the higher wattage of each light means that there are greater energy savings per light that is changed to LED. TasNetworks uses LED as its standard technology to replace lights at the end of their lives and are gradually replacing all of these lights. Any accelerated upgrade of the sodium vapour lights would likely involve several councils working together with TasNetworks for this to occur.




NTARC
NORTHERN TASMANIAN ALLIANCE
FOR RESILIENT COUNCILS
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Northern Midlands Council

Corporate Carbon and Energy Opportunities 2024



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Northern Midlands Council Carbon & Energy Opportunities 2024

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Summary

Northern Midlands Council is actively engaged in efforts to reduce its energy use and greenhouse gas emissions. Recent Council Carbon and Energy Footprint CCEF reporting indicated a 6% increase from 2019/20 to 2022/23, however much of this was due to lower than usual energy use and emissions in 2019/20, possibly due to impacts of COVID 19 on Council operations.

The CCEFs and Opportunities Report are prepared as part of the Northern Tasmanian Alliance for Resilient Councils (NTARC) that is supporting and coordinating the 8 northeastern Tasmania to increase their climate resilience and reduce their energy use and greenhouse gas emissions. Northern Midlands Council was one of four councils, that opted for direct NTARC support to embed and implement action, which includes this Opportunities Report.

This Opportunities Report, which complements the CCEF, assesses the Council's current progress on improving its corporate energy efficiency and progress in reducing associated Scope 1 and Scope 2 greenhouse gas emissions, along with potential actions and ideas to further reduce these. This Opportunities Report does not include emissions related to waste disposal or treatment, Scope 3 emissions generated by others providing goods and services to the council or any emissions generated by the community.

The Opportunities Report was prepared following brief site visits to several facilities, including the Northern Midlands Council office building, Longford Town Hall, Longford Memorial Hall, Cressy Pool, Evandale Sporting Precinct, Perth Child Care Centre and Perth Community Hall, along with discussions with key Council employees.

Council existing actions reducing energy use and emissions

Council employees are already undertaking a range of actions to reduce corporate energy use and emissions and are investigating further cost-effective opportunities. This includes regularly reviewing, and where appropriate implementing, more efficient and lower emission technology in the fleet, including hybrid or electric powered vehicles and plant. They are also considering how the fleet can be used more effectively in delivering services and undertaking projects, through better project planning and optimising use.

Council's asset managers have completed a range of works to improve energy efficiency and reduce emissions at Council facilities. This has included the delivery of major refurbishments and new build projects, and also through smaller energy retrofit projects, such as replacing older technology lights with more efficient LED alternatives and installing occupant sensors for lighting.

There also appeared to be a good level of awareness of the benefits of reducing energy use amongst the managers and users of buildings, as evidenced in discussions and by observed actions such as lights and heating/cooling being turned off in unoccupied rooms.

The Council's main priority to date has been a focus on its facilities and fleet that have higher energy use and emissions. These typically provide the best potential for more savings and the most cost-effective measures. Council staff advised of further actions planned to be implemented or investigated.

Suggested Actions

The suggested actions further the Council current efforts to reduce emissions and energy use and ways in which its systems can support these actions are provided briefly in this Summary with more detail in the body of the Opportunities report.

Annual Energy and Emissions Reporting

Support has been provided to Council officers in preparing the 2023/24 annual corporate energy and emissions inventory calculations and in developing a report on changes to emissions and actions to reduce emissions that have been taken or are being planned. A sample report was supplied to provide ideas on what could be incorporated into annual energy use and emissions reporting and actions that have been taken or are being planned to reduce emissions.

While the Council receives all its electricity data annually from Aurora Energy through invoices, it is time consuming to collate the data received in this way. As part of the NTARC work to develop the carbon inventories, Aurora Energy was able to provide the annual data in a consolidated format.

Opportunity: Support work at the regional level, via NTARC, to advocate for the Council's electricity retailer to provide consolidated data on an ongoing basis.

Opportunity: Support work at the regional level, via NTARC, to identify agreed council and regional reporting framework and measures.

Fleet:

Comment: The most likely path forward to achieve a significant reduction in fleet emissions is to transition to battery electric powered vehicles and plant. However, this is still some way off due to the lack of suitable models and equipment and the higher capital costs. This is especially the case for plant and trucks, but also for some types of vehicles, including utes. There is also some uncertainty about resale values, which affects holding costs. This is primarily due to the cost of new electric vehicles dropping and the small number of second-hand vehicles available on the market resulting in limited resale pricing data. Furthermore, there would be significant investment required to install charging infrastructure, which would need to be considered in the changeover to electric vehicles and plant.

Officers managing the fleet, in particular, and some employees are conscious of fuel usage and there have been changes to planning of activities resulting in reductions in vehicle and plant use. Further savings may be possible from reviewing how services and projects are delivered.

Opportunity: In the short term, one of the main ways to reduce fuel use is to look at how Council services and projects are being delivered and whether there are ways to reduce the kilometres being travelled through increased coordination and planning, or the hours plant is being operated.

Metered Electricity

Comment: The main three uses of metered electricity are for lighting, heating and cooling and for hot water.

The upgrade of lighting to energy efficient LEDs is typically very cost effective where the lights are on for a significant portion of the time. Many of the lights inspected were LED and further non-LED lights are planned to be upgraded.

Opportunity: Undertake a comprehensive audit of lighting at facilities and develop a prioritised program to upgrade further lights to LED, including use of occupancy sensors and controls, where appropriate.

Comment: In the buildings inspected, heating and cooling was mostly provided in an energy efficient way, such as by heat pumps with some low wattage panel heaters for spot heating or by radiant panel heaters in high-ceilinged facilities.

Opportunity: Identify any Council facilities where heating is provided by gas or direct electrical heating systems (other than radiant panel heaters) and investigate whether it can cost effectively be replaced with a more energy efficient system.

Comment: The facilities with the highest use of hot water are sporting venues or swimming pools. The sporting facilities inspected had either natural gas or LPG hot water services, which while energy efficient do have associated greenhouse gas emissions. In some installations recirculating pipe loops were installed to reach all the locations using hot water and these were being managed in ways to minimise heat loss from the piping. Several sites previously had heat pump hot water systems, but these had been replaced due to poor performance and maintenance issues. Other councils have found heat pump hot water systems to be reliable and efficient, so it may have been that the models previously installed were of a lesser quality.

The swimming pools have roof top solar collectors, which are a low cost and are a low energy use method of supplementary heating, so no actions are suggested.

Opportunity: Where hot water is used in significant amounts, consider upgrade to upgrade the hot water systems to heat pump hot water or other energy efficient technology, noting that the Council has had issues with previously installed heat pump hot water systems.

Solar Power

Comment: The installation of solar power can reduce mains electricity use and associated emissions. It is however considered preferable to maximise energy efficiency of a facility as a first step. This may well affect what size solar power system would be suitable and what financial return can be achieved. The facilities where solar is likely to be the most cost effective are those with significant daytime electricity use and with suitable roof structure, layout and have no overshadowing and where there are no heritage issues, which can prevent installation.

Opportunity: Installation of solar panels at the Campbell Town Recreation Ground Complex may have potential, as it appears to be energy efficient and suitable roof area without overshadowing.

Unmetered Streetlighting

As at January 2024 over 90% of the unmetered streetlights that the Council pays for use energy efficient LED technology. Remaining non-LED streetlights are being replaced with LED as they reach the end of their useful lives.

Opportunity: Work to accelerate the replacement of remaining non-LED streetlights would entail working with TasNetworks, and this could potentially benefit from a regional approach via NTARC.

Corporate Systems

Comment: Considerable corporate knowledge and understanding of the energy use and emissions resides with the Council's employees, in relation to the operation and maintenance, of assets such as administrative buildings and halls, depots, and recreation facilities. A challenge for the Council exists in terms of capturing this knowledge as personnel leave and ensuring that it is retained and transferred to incoming employees as they are inducted into the Council's systems and processes.

Opportunity: Review the Council's systems to ensure capture of corporate knowledge and establish processes which support the ongoing reporting and management and reduction of corporate energy use and related emissions.

Opportunity: Include CCEF awareness/information in Employee Inductions as they as onboarded, and in position descriptions as appropriate.

Discussion

Introduction

This Opportunities Report has been prepared through the NTARC that is supporting the 8 councils in the north east of Tasmania to coordinate action that increases their climate resilience and reduces their energy use and greenhouse gas emissions. Four councils, including Northern Midlands Council opted for direct support, from NTARC, to embed and implement action, which includes this report.

Through NTARC, Council Carbon and Energy Footprints (CCEF) for the period 2019/20 to 2022/23 were developed for the 8 northeast councils. The CCEFs cover energy use and associated emissions directly resulting from corporate operations. They do not include emissions related to waste disposal or treatment, which is being considered regionally by Circular North and NTARC.

The CCEFs included a summary report on the inventories and generic actions that could be taken. As part of the Northern Midlands Council's direct support additional training in preparing the annual inventory, site visits and further assessment of potential actions were undertaken. This Opportunities Report is based on the information contained in the CCEFs and from 2 days of brief site visits, meetings and training in collating data and using the Council Carbon Calculator Tool.

Given that the site inspections were of a relatively brief duration and covered only some site, the assessment of energy use at facilities was at a general overview level and didn't include detailed audits. As such, this report provides a range of general actions with some examples for further investigation. More detailed audits would be required to identify a list and prioritise a list of specific actions as the basis of an implementation plan.

Annual CCEF Reporting

Training on the preparation of annual CCEF spreadsheet, as part of the direct support, was undertaken with a Council accountant in Corporate Services in November 2024. This followed on from a general awareness session provided in August 2024. The training included an overview of the data sources, calculating energy and emissions, guidance and support in using the Council Carbon Calculator Tool to prepare annual reports. An example annual report based on the inventory results, including comparison with previous years and actions undertaken to reduce energy use and emissions, was provided. Next step is to identify annual CCEF indices at council and regional levels.

A key input into the preparation of CCEFs is Aurora Energy billing for the Council's sites. Through NTARC Aurora Energy provided a bulk extract of data for seven of the northern councils (not including Flinders Council for which Momentum Energy is the retailer). However, in early 2024, Aurora Energy changed their billing system software part way through the financial year, which presented challenges in the timeliness of extracting the summary data.

The consolidated information provided by Aurora is however considered to be a very useful resource and saves effort in bringing together the energy information provided on invoices. It is intended that the process of providing this data to councils can be streamlined in future years through regional advocacy by NTARC with electricity retailers.

Assessment of Fuel Use and Efficiency Actions

In 2022/23 the Council's fleet and plant used 205,549 litres of diesel. This is equivalent to 7,934 GJ of energy and emissions of about 558 tonnes of CO_2-equivalent

There was also relatively small quantities of natural gas and LPG used at specific sites for provision of hot water and for space heating or cooktops. There were smaller amounts of LPG used at other sites such as public barbeques.

The largest category of energy use and related emissions for the Council operations is that of fleet fuel use at over 80% of total energy consumption and more than 85% of energy related greenhouse gas emissions. This is typical of a regional council with a large network of roads relative to population, needing to be more self-reliant in terms of equipment and plant and having multiple separate population centres, entailing more kilometres of travel. The high proportion of greenhouse gas emissions from fleet is also more typical for Tasmanian councils as the other main source of energy is electricity, which is primarily from renewable generation and has a low coefficient for emissions compared to most mainland states.

The following table lists the ten highest fuel use fleet items in 2022/23. Of these five are major plant including the graders, street sweeper and tractors, while a further four are heavy or light trucks.

Fleet Item	Fleet ID Number	2022/23 Fuel Use (litres)
Komatsu GD655-5 Motor Grader	44	14,973
Komatsu GD655-5 Motor Grader	47	13,470
Street Sweeper	35	9,894
John Deere 5100R Tractor	61	8,214
10 Yard Truck	39	7,987
Hino GH1828 Medium Hino Cab Chassis	40	7,666
Hino Ranger 9 Truck	32	7,206
Maxxum Case Tractor/Loader	65	6,129
Ford Transit Cab	12	5,863
Toyota Landcruiser Prado Wagon	5	5,179

The Council's fleet management personnel are very aware of the costs of fuel and the emissions from use of fuel and are regularly reviewing options to reduce fuel use.

The biggest future potential change to reduce emissions and energy use is shifting to battery electric powered cars, utes, trucks and plant, as suitable cost-effective alternatives become available. However, the changeover to fully electric equipment is largely not viable at the current time. Much higher capital costs, uncertainty regarding resale values and a lack of suitable electric alternatives being available, which meet Council's performance requirements are all barriers to varying degrees. There are also limitations due to battery capacity for larger plant and trucks, which restrict hours of operation or range. The Council fleet management staff are regularly reviewing the situation and are prepared to trial and purchase electric alternatives if they appear to be suitable and cost competitive.

In addition to the costs for purchasing electric vehicles and plant, the cost of installing the infrastructure needed to charge the fleet will need to be considered .

Moving from diesel and petrol vehicles and plant to electric alternatives could result in about a 60-70% reduction in energy use (as electric motors are much more efficient than internal combustion engines) and a more than 90% reduction in emissions (which is more than energy reduction due to Tasmania's low emissions factor for electricity).

There are only a couple of electric ute models available in Australia and they have overall lower performance than the fossil-fuelled equivalents, such as range and carrying or towing capacity, as well as being more expensive and not having much of a history in Australia. Further plug-in hybrid and battery electric models are expected to be released during 2025 and 2026.

There is some battery electric smaller plant coming on to the market, such as ride on mowers, and these are being considered for suitability as they become available.

Consideration is being given to using hybrid cars in the fleet, and typically use about 20-30% less fuel per kilometre than standard petrol models.

Another low emissions technology is that of green hydrogen (i.e. from renewable sources). While there is support at both the national and state level for production of green hydrogen, it is energetically less efficient than batteries. There are very few models of vehicle and plant using hydrogen available in Australia and there would be a need to develop transport and storage infrastructure to support its use. At this stage it appears that this technology will develop much more slowly and will likely be more costly than battery electric for most applications.

In the shorter term, the main way to reduce fuel use is to look at how services and projects are being delivered and whether there are ways to reduce the kilometres being travelled or the hours plant is being operated.

For instance, one example could be servicing of public litter bins. Councils receive requests or identify locations for new/additional public litter bins, and after an assessment may install new bins, however there is seldom a review of their use. An opportunity to reduce fuel and truck use could be through a review of a litter bins use to identify if it is still required, or if the frequency of collection can be reduced.

Consideration of how materials are delivered to project sites in the project planning stage may also enable some efficiencies, such as having materials directly delivered to a project site, rather than stockpiling away from the project site and having to double handle materials.

Waste compaction can reduce the volume of waste and reduce the number of trips for a given volume of waste.

Other opportunities include the coordination of different tasks, use of electronic technology and review of activity frequency for services or inspections undertaken on a regular basis.

Works, such as road maintenance involving grading of gravel roads and slashing of roadside vegetation or mowing of parks and sportsgrounds are typically undertaken on an as needs basis to meet required service levels rather than on a fixed frequency, which may have limited potential for savings.

Based on experience at other councils it may be possible to reduce fuel use by 5-10%, by reviewing service and project delivery, though this varies from council to council and what efficiencies have already been put in place.

No specific actions are recommended as this is beyond the scope of this report. Any review will likely need the service or project manager to meet with the fleet manager to assess the impact of any changes, including customer service impacts, any workplace, health and safety issues, costs to implement and other factors.

It may be possible to identify opportunities by monitoring vehicle use through GPS tracking. However it can be challenging for some employees to have this type of technology introduced. It is used at some Tasmanian councils, including West Tamar Council, and over time employees have started seeing benefits, related to safety, customer issues and traffic incidents (for example in one instance it could be proved that no Council vehicle was present at the location of an incident). Data from tracking can potentially assist in identifying ways to reduce fuel use and enhance productivity.

The Council only has a small amount of fuel use other than fleet (estimated at less than 0.5% of overall energy use) with the largest uses appearing to be natural gas and LPG used in hot water services at sporting facilities. There has been some work undertaken to reduce gas use through better management of recirculating hot water systems.

Assessment of Electricity Use and Efficiency Actions

Most of the energy used at sites and facilities is electricity, though a small number use natural gas or LPG for uses such as hot water or cooktops.

The following table shows the fifteen highest electricity usage sites in 2023/24, where the Council was paying for the electricity. It was noted that a number of sites, such as sporting facilities, have tenants paying for electricity used at those sites.

Site	Usage
Campbell Town Pool and Community Hub Campbell Town	79,554 kWh
Council Offices, Longford	54,548 kWh
Longford Memorial Hall, Longford (new connection)	22,552 kWh
Works Depot, Longford	19,967 kWh
Show Building and Falls Park, Evandale	19,175 kWh
Child Care Centre, Perth	18,379 kWh
Perth Community Centre, Perth	14,490 kWh
Longford Waste Transfer Station, Longford	12,057 kWh
Ross Town Hall and Reading Rooms, Ross	10,410 kWh
Evandale Community Centre, Evandale	9,231 kWh
Campbell Town Hall, Campbell Town	7,756 kWh
Longford Memorial Hall, Longford (Old connection)	7,387 kWh
Longford Town Hall, Longford	7,373 kWh
Lake Leake Camping Ground, Lake Leake	6,953 kWh
Cressy Child Care Centre, Cressy	6,820 kWh

For comparison a standard house only using electricity and without solar consumes on average about 7,000 kWh per year in Tasmania.

The above 15 sites comprise approximately 77% of the Council's metered electricity use and are likely to have the largest opportunities for savings, depending on previous work on identifying and implementing energy efficiency measures and how recent major refurbishments

In addition to the metered sites, there are the unmetered streetlights provided by TasNetworks.

The total annual usage at these sites was 190,404 kWh in the 2023/24 year. Of the 1,260 lights provided on these unmetered supplies, 1,165 (or 92.5%) were energy efficient LED as of January 2024. Older lights are gradually being replaced with LED by TasNetworks, once the lights reach the end of their useful life.

Metered Electricity

The Council's buildings and facilities management personnel are very aware of energy use and the costs of electricity being used at various facilities. A range of major and minor works have been undertaken to improve the energy efficiency of buildings and other facilities.

An inspection of several different types of larger electricity using sites found that those sites which had recently undergone significant refurbishments were well designed from an energy efficiency point of view. These sites had LED lighting, heat pumps for heating and cooling, some had air lock main entries and energy efficient building structural features such as low emissivity roofing, double glazing and/or wide eaves, allowing in winter sun while excluding solar radiation in summer.

Where there haven't been recent major refurbishments, actions have been taken, are in progress or are being planned at other high electricity using sites (such as the Council offices in Longford) to reduce energy use, such as replacing all lighting with LED technology. The priority has been for upgrades at buildings which are used for a greater proportion of the week and thus use more energy per fitting. Replacing older technology lights such as fluorescent tubes with LED can halve electricity use and can also reduce maintenance costs by a similar magnitude, as the LED lights have much longer lives.

From comments made by employees working at some of the sites inspected, there appeared to be a reasonable degree of awareness of the benefits and cost savings from minimising energy use through such behaviours as turning lights and/or heating off when leaving a room.

Overall, it appears that those responsible for managing Council buildings and facilities are doing a good job at identifying and implementing energy efficiency improvements, though there is likely to be some further scope for energy savings.

The Council offices in Longford are the second highest electricity use site. Heating and cooling is provided by over 20 heat pumps at different locations through the offices. A review of the offices' heating and cooling has been undertaken, including the alternative of an upgrade to a centralised system, which would reduce maintenance costs. The review found that energy savings would be relatively low and that there was insufficient financial return to be viable. The building generally has a low proportion of glazing which increases energy efficiency.

Much of the lighting in the Council offices has been upgraded to more energy efficient LED technology, which also reduces maintenance costs as LED lights last up to 3 times as long as fluorescent tubes. There may be some potential for occupant sensors to turn lights off when a room is not in use. There is little hot water use in the building.

The Longford Memorial Hall has recently undergone a major refurbishment. This was the site with the third highest electricity use in 2023/24. The building has a lot of good energy efficient elements, including LED lighting with occupant sensors in areas with occasional use, and a thermally efficient building structure including double glazing. In terms of heating and cooling the building uses energy efficient heat pumps. The building is located in a heritage precinct which precluded the installation of solar panels.

The Longford Town Hall, as a heritage building, provides some challenges in managing energy use. The lighting has largely been upgraded to LED and heating is provided by infrared radiant panel heaters, which are relatively energy efficient in providing comfort in a high-ceilinged

building. Given the annual electricity use of about 7,000 kWh there could well be limited options for cost effective energy efficiency improvements.

The Council has three swimming pools, which are all outdoor, open in the summer months and heated by solar collectors. The Cressy pool was inspected. It had energy efficient lighting, had timer and sensor controls for car park lighting and circulating pumps operated only as required to meet water quality standards. Overall, it appeared to have good energy efficiency.

The Perth Child Care Centre has been recently constructed and is very energy efficient, both in terms of equipment and structurally. It also has a 37 kilowatt solar power system.

Various other sites with lower electricity use were inspected, and a number had energy efficiency lights and equipment. Sites which are only used infrequently may not consume enough electricity to justify the cost of energy efficiency upgrades.

Some Council facilities are leased and operate by other organisations such as sporting groups. It was noted that these groups were conscious of the cost of electricity and take actions to minimise its use, such as ensuring everything is turned off when not is use.

Unmetered Public Streetlighting

In addition to the metered sites, there are unmetered streetlights provided by TasNetworks and some small unmetered supplies including the bollard lights at Kings Park and lighting of the "mushroom" tourist information structure at St Marys.

The total annual usage at these sites was 190,404 kWh in the 2023/24 year, which was about 27% of the Council's electricity use.

Of the 1,260 lights provided on these unmetered supplies, 1,165 were energy efficient LED as at January 2024. Older lights are gradually being replaced with LED as they reach the end of their useful lives. As the majority of lights have already been upgraded and there can be challenges working with TasNetworks to replace lights, this area is considered a lower priority for efforts to reduce electricity use but may benefit from a regional or statewide approach.

Solar Power

There are eight solar power systems installed at Council facilities totalling about 135 kW in capacity, generating over 180,000 kWh per annum, equivalent to more than 25% of electricity used at Council's metered sites.

Onsite solar power generation has become cheaper to install over the years as the cost of solar panels has dropped, though this has been at least partially offset by other cost components increasing and the deemed number of small technology certificates dropping. Feed in tariff rates have decreased, while rates for electricity use have risen, meaning that there is more value in solar being installed where much of the electricity use is during the day and can be supplied by solar.

However, the best approach is considered to be maximising energy efficiency prior to investigating a solar installation. The main reason for this is that the sizing of a system needs to consider the amount and patterns of usage at a site over the 25+ years life of the solar panel system rather than current consumption. For electricity generated by solar power used on site, the Council will typically reduce its electricity bill by about 25c/kWh. Any excess electricity can be exported to the grid; however this will receive a feed in tariff rate, which in 2024/25 is about

8.5c/kWh. The feed-in tariff is expected to decline in future years, as further new rooftop and utility solar generation capacity will put downward pressure on daytime prices.

Depending on the capital costs of an installation, where all or most of the solar electricity is used on site the payback period is typically in the order of about 5 years. Where a large percentage of the electricity is exported and fed into the grid the payback period increases and can be 10 years or more.

In terms of usage pattern, the best sites for solar are where there is steady daytime use. Good examples are the Council offices at Longford and the Child Care Centre in Perth which are both used during the day, on most weekdays.

When considering the installation of panels each site needs to be individually assessed based on its expected future electricity consumption and suitability of the roof and structure. If grants are available to support the capital cost of the installation of solar power, then this may make projects viable at sites where the savings are not as high.

Other factors may affect whether solar can be installed, such as heritage issues or overshadowing by buildings or trees.

The life cycle cost analysis for solar power should also include an estimate of future cleaning, maintenance and regular inspection costs.

The facility at Campbell Town Recreation Ground Complex may be a suitable site for the installation of a solar power system but would require a specific site and financial analysis.

At current prices and electricity tariffs, batteries are not considered to be financially viable, though it may be worthwhile for any solar power systems that are installed to have the capacity for a battery to be added to the installation in future.

Corporate Systems

The Council's corporate systems related to energy efficiency and emissions reduction were not reviewed as part of this work. However there were discussions with employees about how they incorporated such issues into their roles, and about how energy efficiency works could be identified, and funding sought for implementation.

It is noted that there are processes within the Council to enable approval of funding of those energy efficiency works that have a reasonable level of financial return. This may be through either the annual operating budget for operational or maintenance level works or via the capital budgeting process for more significant works. Employees considered that the processes were working in terms of getting worthwhile projects funded.

Discussions with Council employees managing assets demonstrated that they were knowledgeable and already taking energy efficiency into account in undertaking and planning operations, maintenance and project work.

It did appear that employees knew a lot about the operations and upgrades to assets related to energy use, but that this may not be well documented.

With any organisation when such personnel leave the organisation and a thorough handover isn't possible, this may reduce the capacity to identify and undertake works. Future employees in these roles may not be taking into account energy use and emissions to the same degree. It

may also be the case where the person leaving had taken on and had some enthusiasm for working on energy and emissions reduction, but it was not formally part of their role.

The annual reporting of energy use and emissions, along with actions that had been taken to reduce these, is an important activity to measure the impact of the Council's operations and demonstrate the work that is being done on this front.

Both facility and asset managers should have ready access to energy use data, as both have significant, though somewhat different roles, in minimising energy use.

There are ways in which corporate systems, documents and processes may be able to support ongoing reporting and improvements to energy efficiency and emissions reduction.

Examples of this, some of which the Council may already be doing, are to:

- Incorporate energy efficiency and emissions reduction into the position description or duty statement of relevant roles.
- Develop a corporate process for preparing annual energy and emissions inventory preparation and reporting based on CCEF.
- Incorporate energy efficiency and emissions requirements into the specifications of tenders for new assets or equipment, as appropriate.
- Document energy use and efficiency related action on assets such as buildings.
- Ensure electricity consumption data is being provided to asset and facility managers, so they are aware of consumption and can review abnormal electricity use and respond accordingly.
- Consider the inclusion of "Environmental/Sustainability Implications" heading in the templates for reports to the senior management team and to Council; this could cover a range of environmental issues not just energy and emissions, such as impacts on biodiversity, weed management, water and air quality and waste impacts.
- Incorporate energy efficiency and emissions requirements and or awareness into employee inductions and Position Descriptions as relevant.

Northern Midlands Business Association

Board Selection Policy and Nomination Form

Eligibility:

Nominations to join the volunteer Board of Management of NMBA are invited from any person who:

- Has a place of business that operates within the Northern Midlands, or;
- Resides within the Northern Midlands, or;
- Can demonstrate their commitment to the prosperity of the Northern Midlands

Suitability to become a Board member is based on:

- A commitment by nominees to participate in monthly meetings and be involved in programs and projects
- Personal and professional capabilities that contribute to NMBA and the local business community

Structure of the Board:

The Board comprises up to 12 members, including office holders. Board members are elected for 2 years, with half retiring each year. Retiring members are entitled to re-nominate for positions if they choose.

In the event that a casual vacancy occurs outside of the annual process, the Board will conduct a recruitment process to appoint a replacement for the remainder of that year.

Nomination and Voting Process:

Nominations for the Board are called 4 weeks prior to the AGM.

If there are fewer nominations received at the close of nomination than there are vacancies to be filled, then all nominees are considered to be elected to the Board. If there are more nominations than vacancies, a voting process will be conducted electronically after the AGM.

Casual vacancy nominations can be received at any time and undergo a selection and recruitment process.

For the AGM election process, a person interested in joining the Board will please complete the following Nomination Form and **email the completed nomination to gordon.williams@nmba.asn.au or submit it at the AGM**

NMBA Board Nomination Form:

Full Name: _____

Email: _____@_____

Phone: _____

Home Address: _____

Business Address (if different from home address):

_____

For new Nominees - Background (please briefly describe any businesses you have been or are involved in, your roles, which industry sectors, and experience and achievements, that demonstrate how you can contribute to NMBA):

_____

_____

_____

_____

_____

_____

_____

_____

Confirmation:

I nominate for the position of member of the voluntary Board of Management of Northern Midlands Business Association Inc.

My intention is to attend monthly meetings, participate in programs within the reasonable limits of my available time, and make a positive contribution to the Association.

I understand that I can retire from the Board at any time.

Signed: _____

Date: _____

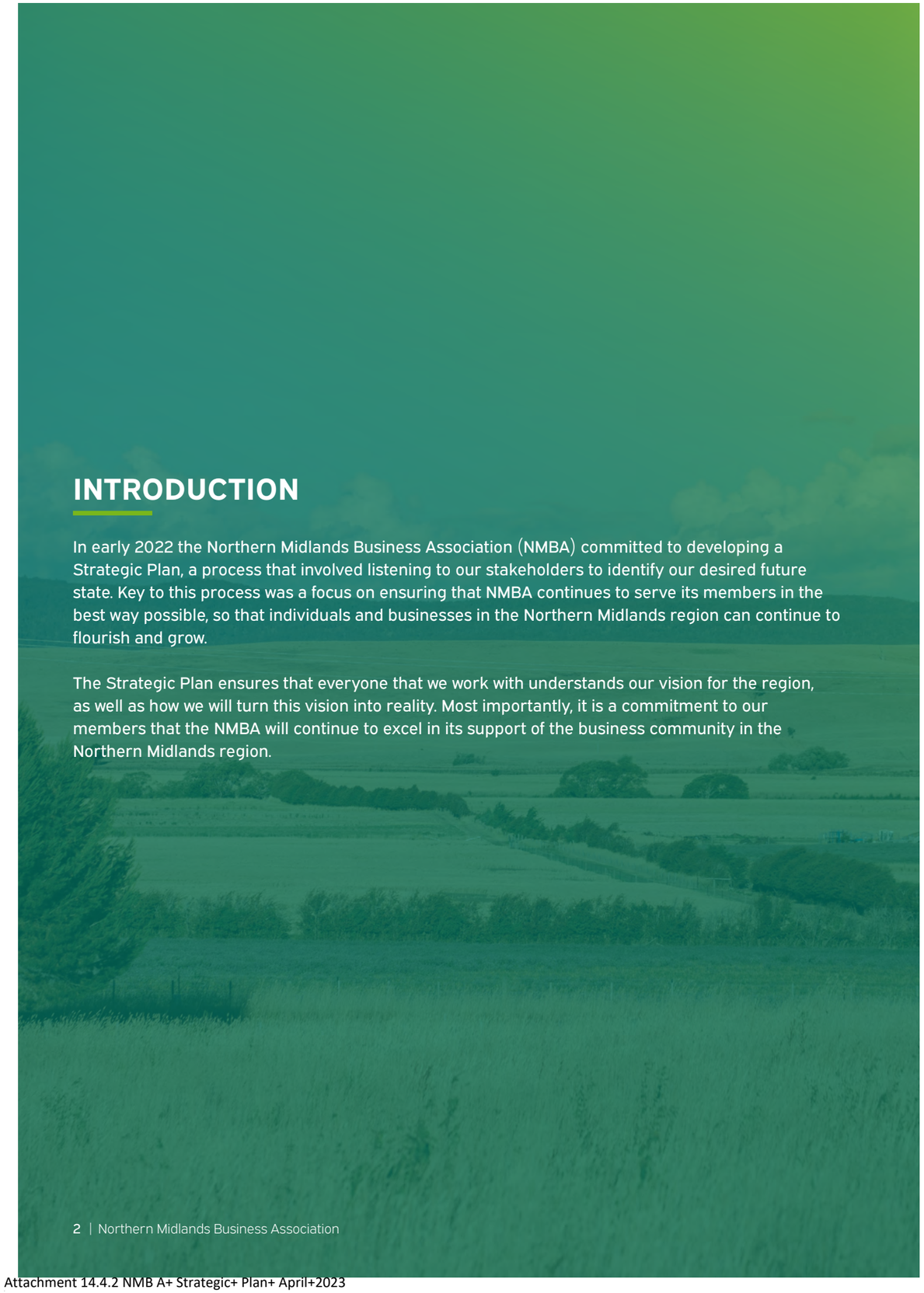


Northern Midlands Business Association

Strategic Plan

2023/28

Northern Midlands
BUSINESS ASSOCIATION INC.



INTRODUCTION

In early 2022 the Northern Midlands Business Association (NMBA) committed to developing a Strategic Plan, a process that involved listening to our stakeholders to identify our desired future state. Key to this process was a focus on ensuring that NMBA continues to serve its members in the best way possible, so that individuals and businesses in the Northern Midlands region can continue to flourish and grow.

The Strategic Plan ensures that everyone that we work with understands our vision for the region, as well as how we will turn this vision into reality. Most importantly, it is a commitment to our members that the NMBA will continue to excel in its support of the business community in the Northern Midlands region.

OUR VISION

The vision of the Northern Midlands Business Association is that the Northern Midlands region has the most connected, resilient, and innovative business community in Tasmania.

OUR PURPOSE

The purpose of the Northern Midlands Business Association is to use its local knowledge, influence, and connections so the Northern Midlands business community continues to thrive.

OUR VALUES

- **COLLABORATION**
  NMBA works as a partner with the Northern Midlands business community and any stakeholder that can contribute to the prosperity of the region.
- **RELEVANCE**
  NMBA's plans, projects, and programs deliver positive results to the Northern Midlands business community.
- **EXCELLENCE**
  NMBA operates with the highest standard of quality and excellence.
- **DIVERSITY**
  NMBA represents all Northern Midlands businesses, irrespective of size, industry, or location.
- **INDEPENDENCE**
  NMBA lobbies and advocates on behalf of the Northern Midlands business community.

Northern Midlands BUSINESS ASSOCIATION INC.

MEMBERSHIP VALUE

Strategic Goal One: *The Northern Midlands Business Association provides all of its members with the exceptional support and access to networks they need to thrive and prosper.*

NMBA's inclusive membership model means that it represents a diverse range of businesses and business owners. NMBA will ensure that all of these businesses can access the support they need to maximise their success.

NMBA will achieve Strategic Goal One by focusing on the following strategies:

#	STRATEGY	DESIRED OUTCOME
1.1	Broker relationships between members of the Northern Midlands Business Association and enable the growth of a resilient support network.	The resilience of the members of the Northern Midlands Business Association is enhanced by collaboration, communication, networking, local supply chains and support networks.
1.2	Provide relevant and current information on the support services available to members of the Northern Midlands Business Association.	Members of the Northern Midlands Business Association are able to access the support that they require to continue to flourish and grow.
1.3	Build the knowledge, skills, and capabilities of the members of the Northern Midlands Business Association.	Members of the Northern Midlands Business Association can confidently respond to changes, opportunities, and challenges.
1.4	Gather and analyse information, feedback, and data from the members of the Northern Midlands Business Association.	The Northern Midlands Business Association understands and focuses its programs on the needs, challenges, and opportunities experienced by members.
1.5	Lobby and advocate on behalf of the members of the Northern Midlands Business Association.	The Northern Midlands Business Association fearlessly advocates on behalf of the individual or group needs of its members.

These strategies will be implemented through actions that may include:

- Delivering face to face and online access to educational workshops and seminars, networking meetings, trips, and tours.
- Facilitating major events such as the Annual General Meeting.
- Implementing annual member feedback process to identify any new or emerging needs and opportunities.
- Lobbying and advocating on behalf of members.
- Reviewing membership structure and value propositions.
- Pursuing opportunities relating to the local circular economy and "buy-local", both business-to business and business-to-consumer.
- Distributing information to members on the business support and advisory services that are available.

SUSTAINABLE GROWTH

Strategic Goal Two: *The Northern Midlands Business Association ensures that growth opportunities are identified and maximised, and that new businesses and business leaders are provided with the tools, experiences, and inspiration required to succeed.*

In addition to providing exceptional support for its members, the Northern Midlands Business Association will support the ongoing success of the region by encouraging the growth of opportunities in the region, as well as the emergence of new businesses and business leaders.

NMBA will achieve Strategic Goal Two by focusing on the following strategies:

#	STRATEGY	DESIRED OUTCOME
2.1	Support initiatives that result in new investments into the Northern Midlands region.	The unique benefits and opportunities offered by the Northern Midlands are clear to investors, which results in new investments into the region.
2.2	Support capacity development initiatives for young people in the Northern Midlands region in relation to business skills.	The ongoing growth of the Northern Midlands business community is supported by emerging business leaders from within the region.
2.3	Support the ongoing development of TRANSlink.	As the most significant precinct in the Northern Midlands, TRANSlink encourages significant new opportunities and growth for the region.
2.4	Enable the early identification of new or emerging regional and global needs, trends, challenges, or opportunities.	The Northern Midlands Business Association continually demonstrates it is "ahead of the game" in defining and communicating important business trends and issues.
2.5	Support key industry sectors that have specific needs.	Key industry sectors in the Northern Midlands region receive tailored support programs to help them to flourish.

These strategies will be implemented through actions that may include:

- Developing a Northern Midlands Business Benefits Prospectus and associated Communications Strategy.
- Supporting business and employment programs for local young people.
- Undertaking activities to encourage new tenants to TRANSlink.
- Implementing a Decision-Making Framework.
- Initiating mechanisms to enable the collection of data and information on important business trends and issues, both current and future.
- Implementing a tailored approach to support key industry sectors.

Northern Midlands BUSINESS ASSOCIATION INC.

INTERNAL EXCELLENCE

Strategic Goal Three: *The Northern Midlands Business Association continues to be recognised as the best regional chamber of commerce in Tasmania.*

The Northern Midlands Business Association will build on its excellent reputation, strong regional and political connections, and dedication to achieving its outcomes. It will be widely recognised for how it supports the Northern Midlands business community to continue to thrive and prosper.

What strategies will we use?

#	STRATEGY	DESIRED OUTCOME
3.1	Increase Board membership to reflect the demographics and diversity of the Northern Midlands business community.	A Board that is continually and strategically renewed and is reflective of the business community of the region.
3.2	Increase access to sustainable funding and continue to ensure that funding and resources are strategically allocated.	Available resources are used to enable the Northern Midlands Business Association to achieve the organisation's goals.
3.3	Develop continual planning processes, drawing from relevant data to identify and inform the Association's programs and activities.	The highest priorities for the members of the Northern Midlands Business Association are identified, communicated, and actioned.
3.4	Implement a Marketing and Communications Plan.	There is a high level of awareness of the Northern Midlands Business Association, and the value it delivers to its members.

These strategies will be implemented through actions that may include:

- Implementing a campaign to attract new paid members to the Northern Midlands Business Association.
- Reviewing revenue streams and seek additional funding opportunities.
- Transitioning of the Agriclean Truck Wash to another provider.
- Implementing a Decision-Making Framework.
- Undertaking a brand redevelopment process.
- Implementing an annual planning process with continual analysis and refinement.
- Development of a Marketing and Communications Plan.

REGIONAL DEVELOPMENT

Strategic Goal Four: *The Northern Midlands Business Association advocates for any social, cultural, environmental, and economic development of the Northern Midlands region to benefit its members.*

Although the Northern Midlands Business Association is neither accountable nor responsible for regional development, it will actively participate in the regional development eco-system so that a successful operating environment exists for local businesses.

What strategies will we use?

#	STRATEGY	DESIRED OUTCOME
4.1	Actively work with regional development agencies and bodies to ensure consideration of the needs of Northern Midlands Business Association members is adequate.	Agencies and bodies accountable for regional development strategies that affect the Northern Midlands do so with input from the members of the Northern Midlands Business Association.
4.2	Actively identify opportunities to lobby and advocate for changes at a regional level.	The Northern Midlands Business Association is able to lobby for changes at a regional development level.
4.3	Take action, coordinate a response, or lobby and advocate, so that barriers in the regional development eco-system that are affecting Northern Midlands businesses are addressed.	Barriers that are affecting the ability of Northern Midlands businesses to prosper are addressed.
4.4	Take action, coordinate a response, or lobby and advocate, so that opportunities for regional development are enacted upon.	Opportunities that will enable Northern Midlands businesses to flourish are acted upon.

These strategies will be implemented through actions that may include:

- Coordinating or supporting consultation activities on behalf of regional development agencies, as well as local, state, and federal and governments.
- Continuing to lobby for and/or coordinate the mobile black spot program and NBN enhancement program.
- Continuing cyber risk and digital capability programs .
- Continuing to participate in the Red Tape Reform Project.
- Contributing to the Northern Midlands Council Economic Development Framework and resulting action plans.

Northern Midlands
BUSINESS ASSOCIATION INC.

Working for the Northern Midlands to be the most connected, resilient, and innovative business community in Tasmania.

CONTACT US

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Northern Midlands
BUSINESS ASSOCIATION INC.



NMBA Annual Report 2024

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Supporting more than 600 Member Businesses

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Highlights and achievements

MESSAGE FROM THE CHAIR

The year 2024 **has seen the delivery of major aspects of NMBA's five**-year Strategic Plan.

The goals of the NMBA Plan were set as aggressive targets for the organisation to strive towards, in order to challenge the Association.

Thanks to the innovation, enthusiasm and sheer hard work from the Board and the NMBA team, the organisation has delivered the following programs that significantly contribute to our vision for the Northern Midlands to have the most connected, resilient, and innovative business community in Tasmania.

The value of NMBA programs and projects for 2024 has contributed over $2,500,000 to Northern Midlands businesses and the local economy.

These major highlights include:

- A complete high-tech redevelopment of the NMBA Agriclean biosecurity livestock truck wash at Powranna, with the Association working to obtain Tasmanian Government funding of over $300,000. The project leveraged hundreds of hours of expertise of the volunteer Board in areas such as research, engineering and project management and was completed ahead of time and on budget.

- A new program of benefits provides support and promotional opportunities that deliver value to local businesses ranging from $950 per year for Free Members to over $35,000 per year for our highest level Leading Business members. These includes the NMBA digital billboard adjacent to Launceston Airport that is promoting all paid-member businesses starting at just $60 per year, at no additional cost.

- Inspiring the business owners and leaders of tomorrow with Tasmania's first combined schools "illuminate education" week with the participation of 200 students from 6 local schools.

- Tasmanian Government Red Tape and Regulation reforms described as **"generational"**, with NMBA being formally recognised as its "joint architect", These reforms have positively impacted more than 400 permits, applications and other interactions between businesses and government.

- Funding for an additional $2million+ mobile phone and data enhancement projects that have combined with NMBA achievements over recent years that have directly accelerated the elimination of black spots across the municipality.

- Establishing a Task Force of stakeholders lobbying the Tasmanian Government for $11.5million for additional electricity capacity for the TRANSlink airport business precinct that will enable its continued expansion and reputation as Tasmania's ideal location to establish a business.

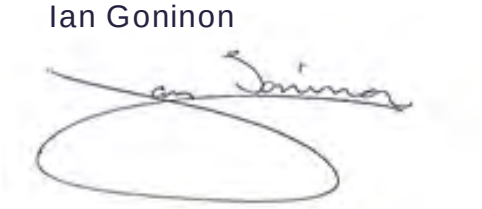
- State and Federal lobbying in cooperation with Northern Midlands Council and obtaining a commitment for long-term flood forecast data to be easily available so that businesses and the community have greater information and confidence in proceeding with expansion and development.

- In line with the Strategic Plan goal of Internal Excellence, NMBA now services its more than 600 registered members within 1100 supporters and stakeholders, with a suit of new in-house development management systems. While invisible to the outside world, these have been a massive enabler for a volunteer Board and small part-time team to deliver consistent, quality services to this customer base. The systems and processes include financials, member benefits delivery, online guide to free advice and consulting services with NMBA Partners, events, and quality control systems with automated reporting functions.

These achievements have taken place with NMBA receiving reduced funding from Council as part of its overall economies, and is a tribute the Volunteer Board of Management that donates hundreds of hours of expertise of incalculable value, and our incredibly talented and enthusiastic team that turns our Strategic Vision into reality every day.

I encourage all local businesses to engage with NMBA and take advantage of what it has to offer.

Ian Goninon



Chair, Northern Midlands Business Association

NMBA Strategic Plan – 2023/2028

NMBA VISION:

► The vision of the NMBA is for *The Northern Midlands region to have the most connected, resilient and innovative business community in Tasmania.*

NMBA VALUES:

► Collaboration - NMBA works as a partner with the Northern Midlands business community and any stakeholder that can contribute to the prosperity of the region.

► Relevance - NMBA's plans, projects, and programs deliver positive results to the Northern Midlands business community.

► Excellence - NMBA operates with the highest standard of quality and excellence.

► Diversity - NMBA represents all Northern Midlands businesses, irrespective of size, industry, or location.

► Independence - NMBA lobbies and advocates on behalf of the Northern Midlands business community.

NMBA OBJECTIVES:

► Deliver Member Value – provide clear, relevant benefits to local businesses that tangibly improve their prosperity and success.

► Foster Sustainable Growth – deliver projects and programs that promote expansion of current businesses and attract new businesses.

► Increase Regional Development – partner with relevant organisations and lobby for projects that put Northern Midlands at a competitive advantage, or directly take on projects where no existing stakeholders exist.

► Achieve Internal Excellence – Evaluate all that we do and how we do it, conduct critical analysis, and have a culture of continuous improvement.

NMBA Universal Membership Model

Whether you operate a small farm, home business, or are one of our biggest employers, every business in Northern Midlands is automatically a member of the NMBA. To receive the benefits, you need to be registered with up-to-date contact details in the online business directory at www.nmba.asn.au

Free membership is available to all businesses who have a business location in the Northern Midlands, or whose owners reside within the region.

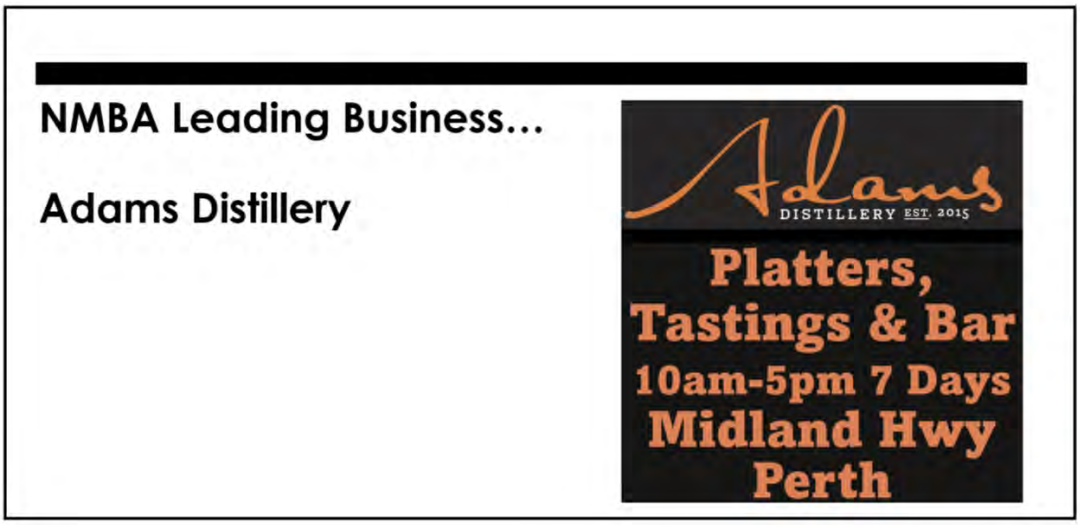
Paid membership is available to any organisation where the Northern Midlands is an important aspect of their business or community activity and contribution.

Rather than the traditional model where fees must be paid to become a member, NMBA assists every local business. Free members receive all communications, invitations, downloadable member certificate, inclusion on the Northern Midlands Online Business Directory, free specialist consulting and advice, and other benefits.

The Association encourages Free members to upgrade to Paid membership. Various levels of Paid Membership are available starting from $60.00 per year.

Paid members benefit from promotion to more than 600 registered members and 500 other subscribers of NMBA email bulletins, inclusion on the NMBA digital advertising billboard adjacent to Launceston Airport, receipt of many of the services of the Tasmanian Chamber of Commerce and Industry (TCCI) at no additional cost, and increased access to free specialist consulting services.

Paid NMBA members are also assured that as a not-for-profit with volunteer Board, every dollar of their paid membership goes to generating measurable benefits for the economy and entire business community of the Northern Midlands.



Northern Midlands
BUSINESS ASSOCIATION INC.

Which NMBA Membership is right for you?

Benefits	Free	Associate	Professional	Leading Business
Listing in Northern Midlands Online Business Directory	Basic listing with your business details	1 image and 100 words listed above Free Members	2 images and 200 words listed above Associate Members	2 images and 300 words listed above Professional Members
Regular E-News Bulletins	✓	✓	✓	✓
Printable Membership certificate	✓	✓	✓	✓
Free Entry to most NMBA events	Paid	Free	Free	Free
Free expert one on one business counselling, consulting and advice sessions	2 hours	3 hours	5 hours	5 hours
Free access to the legal, employment & business hotlines of the Tasmanian Chamber of Commerce & Industry plus discounts to other TCCI services, Business Tasmania hotline and other NMBA partners (see website for details	✓	✓	✓	✓
Voting rights at Annual General Meeting		✓	✓	✓
Standard advertisement in NMBA E-News Bulletins (valued at $70 per ad)		1	1	2
Feature article In NMBA E-News Bulletins (valued at $250 per article)				1
Feature on NMBA Website				✓
Feature on NMBA Facebook			✓	✓
Daily 1 minute advertisements on digital billboard adjacent to Launceston Airport		1	10	20
Membership value you receive	$950	$1500	$19,530	$36,940
Actual Membership fee per year (AUD, inclusive of GST)	**$0**	**$60**	**$290**	**$690**

NMBA Team



Ian Goninon,
Chair



Jemma Mackinnon,
Board Member



Jon Stagg,
Board Member



Colin Cook,
Board Member



Mike Armstrong,
Board Member



Russell Fyfe,
Board Member



Richard Duncan,
Board Member



Dan Aparekka,
Board Member



John West,
Board Member



Hayley Self,
Board Member



Gordon Williams,
Chief Executive



Amanda Sutherland,
Member Benefits



Nicole Schultz,
Networking/Communication



Steve Owen,
Finance/Administration

NMBA Paid Members & Supporters

Although the majority of the more than 600 NMBA members receive their benefits for free, the Association thanks its Paid Members (as at 5 September 2024) for their financial contribution that helps NMBA support all Northern Midlands businesses:

NMBA Leading Business Members:

NMBA thanks its Leading Business Members who each pay $690 per year and receive benefits and advertising to the value of $36,940:

- Adams Distillery
- Gourmet Gift Hampers Tasmania
- KEEN Partners
- Launceston Airport
- Launceston Drive Park Fly - Sultan Parking
- Northern Employment and Business Hub
- Senator Tammy Tyrrell - Independent Senator for Tasmania



NMBA Professional Members:

NMBA thanks its Professional Members who each pay $290 per year and receive benefits and advertising to the value of $19,530:

- Burlington Berries
- Chugg Electrical Tasmania
- Cosway Project Services
- Crisp Bros & Haywards - Steel Fabrication and Construction
- eProperty&Co
- External Property Maintenance
- Guy Barnett MP, Liberal Member for Lyons

- Harmony on High Street
- Harrison Agency
- Launceston Distillery Pty Ltd
- Longford Park Boarding Kennels & Cattery
- Mark Shelton MP
- Richard Duncan Fencing
- Second Office
- Sherriff Civil Contracting
- The Forager Food Co
- The Whole Sprout
- Upper Murray Seeds



NMBA Associate Members:

NMBA thanks its Associate Members who each pay $60 per year and receive benefits and advertising to the value of $1,500:

- adaptCARE
- Ben Lomand Alpine Resort
- Brickendon
- D.J. Downie & Co
- Font Publishing - The Northern Courier
- Jason L Horton
- Jo's #1 Takeaway
- Little Forest Gardens
- Longford Self Storage
- Mulch Management Pty Ltd
- NM ARM Pty Ltd
- Amanda Sutherland
- Blenheim Gallery and Garden
- Cyberwise
- Field Solutions Group
- Goodland's Stable Accommodation
- Jen Butler MP - Labor Member for Lyons
- Krank It Up MTB
- Longford Berries
- Mountford Berries
- Myrtlewood Pastoral
- Residential Project Management

- Savant Australia
- Senator Wendy Askew
- South Esk Art Gallery
- Tania Rattray MLC - Electorate: McIntrye
- Tasmanian Engineering
- TTMI - Partners in Machinery
- Selborne Biological Services
- SMT Auto Supplies
- Statewide Independent Wholesalers Limited
- Tas City Building PL
- The Church Campbell Town
- WestWood & Sharpening



Other NMBA Supporters and Sponsors

N**MBA's work is made possible through the support of the following organisations** that are dedicated to the prosperity and success of the Northern Midlands business community:

- Northern Midlands Council
- Tasmanian Government
- Tasmanian Chamber of Commerce & Industry
- Telstra
- nbnCo.

Audited Financial Statement

NMBA conducts an independent audit of its governance and financials each year which are available on request and posted on the association website at www.nmba.asn.au







NORTHERN MIDLANDS COUNCIL
POLICY MANUAL

DOG MANAGEMENT POLICY AND CODE OF RESPONSIBLE DOG OWNERSHIP

Originated Date: Adopted (as Policy 30)

Amended Date/s: Amended 23 April 2007 – Min. No. 111/07
Amended 15 December 2010 – Min. No. 351/10
Amended 27 June 2016 – Min. No. 173/16
Amended 20 August 2018 – Min. No. 222/18
Reviewed 19 August 2019 – Min. No. 242/19
Reviewed 19 August 2024 – Min. No. 24/0271
Reviewed XX XXX 2025 – Min. No. XXX

Applicable Legislation: *Dog Control Act 2000*
Local Government Act 1993
Dog Control Regulations 2021
Animal Welfare Act 1993
Animal Welfare (Dogs) Regulations 2016
Land Use Planning and Approvals Act 1993
Guide Dogs and Hearing Dogs Act 1967
Personal Information Protection Act 2004
Archives Act 1993
Law of Animals Act 1962
Disability Discrimination Act 1992

Objective The objectives listed in this section have been developed to guide the Dog Management Policy and to ensure that Council consistently and effectively fulfils its responsibilities under the *Dog Control Act 2000*, particularly with regard to the protection of residents' rights.

The objectives of the Policy are:

1. To ensure that owners of dogs comply with their obligations under the *Dog Control Act 2000.*
2. To prevent the danger caused by dogs to the public and to other dogs and animals.
3. To minimise the distress and nuisance caused by dogs to the public.
4. To actively promote the responsible ownership of dogs.
5. To provide for the reasonable exercise and recreational needs of dogs.
6. To Provide routine patrols during normal business hours.
7. To Provide an emergency after-hours dog management service to collect dogs at large provided that the dog has been secured.
8. To provide an emergency after-hours dog management service if a dog attack occurs.

Administration: Governance

Review Cycle/Date: Every five years in accordance with section 7(5) of the *Dog Control Act* 2000 or before if any change of legislation occurs

1. INTRODUCTION

Section 7 of the *Dog Control Act 2000* specifies that Council must implement a policy relating to dog management in the Northern Midlands. The Northern Midlands Council has identified a number of goals to ensure residents and visitors are protected, and to ensure Council consistently and effectively fulfils its responsibilities under the *Dog Control Act 2000*.

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2. DEFINITIONS

Where indicated (*), the definition is derived from section 3 of the *Dog Control Act 2000* (the Act):

- **Accredited Trainer:** A trainer accredited to train dogs in Level 3 and 4 obedience.
- **Adoption Dog:** Any dog adopted from the Dogs Home of Tasmania, RSPCA, Greyhound Adoption Program, or other recognised dog welfare facility.
- **Animal*:** Any live vertebrate animal other than a human being.
- **Animal Control Officers:** Council's Animal Control Officers of whom are delegated by the General Manager to manage animals within the Municipality.
- **Animal Welfare Act 1993:** Part 2 section 6 (Duty of Care) under that Act.
- **Annual due date:** In any given year, the date that dog registration fees are due.
- **Annual registration expiry date:** In any given year, the date that dog registrations expire.
- **Approved*:** Approved by the Director of the Local Government Division, Tasmanian State Government.
- **Assistance Dog:** A dog which is an *'assistance animal'* as defined in section 9 of the *Commonwealth Disability Discrimination Act 1992* (Commonwealth).
- **Attack***: Includes bite, menace or harass.
- **Authorised person or officer*:**
  - A Police Officer
  - A General Manager
  - A person appointed by a General Manager to be an authorised person
  - A person who is a ranger under the Nature Conservation Act 2002
  - A person who is a ranger under the National Parks and Reserves Management Act 2002, or
  - A person appointed as a bailiff of Crown lands under the Crown Lands Act 1976.
- **Concession dog:** A dog owned by a person who is an eligible pensioner as defined under Regulation 4 of the Local Government (Rates and Charges Remissions) Regulations 2014.
- **Companion Dog:** is a dog that is primarily kept for a person's company, protection, or entertainment rather than for work or breeding purposes.
- **Council:** The municipality of Northern Midlands Council.
- **Dangerous Dog*:** A dog declared dangerous under sections 29 or 30 of the Act.
- **Declared area*:** An area declared under Division 2 of Part 3 of the Act.
- **De-sexed dog*:** A dog that has been rendered permanently incapable of reproduction.
- **Dog*:** An animal of the species *Canis familiaris* or *Canis familiaris dingo*.
- **Domestic animal:** An animal kept as a domestic pet.
- **Effective Control*:** Effective control as referred to in section 4 of the Act.
- **Entire Dog:** A male or female dog that has not been de-sexed (neutered or spayed).
- **Exercise area*:** An area declared under section 20 of the Act.
- **Formal Notice of Complaint:** A complaint referred to under section 47 of the Act.
- **General Manager*:** The general manager of a council appointed under the Local Government Act 1993 (LG Act).

- **Guide dog*:** A guide dog as defined by the Guide Dogs and Hearing Dogs Act 1967, or a dog training to be a guide dog.
- **Hearing dog*:** A hearing dog as defined by the Guide Dogs and Hearing Dogs Act 1967, or a dog training to be a hearing dog.
- **Impound:** To confine a dog within an authorised dog transport vehicle, or at a dog impound facility.
- **Incentive:** A mechanism that motivates or encourages an individual to register a dog or comply with the Act.
- **Lead*:** A lead, leash, cord, or chain of sufficient strength to restrain a dog.
- **Licence*:** A licence to keep on premises:
  - more than 2 dogs over the age of 6 months, or
  - more than 4 working dogs over the age of 6 months.
- **Microchipping:** An identification chip inserted in a dog in an approved manner.
- **Owner of Dog*:** A person referred to under section 6 of the Act.
- **Pound*:** A pound established under the LG Act.
- **Premises*:** Includes land or any part of any premises or land.
- **Prohibited area:** An area declared under section 22 of the Act, which, despite anything in the Act, dogs other than guide dogs, hearing dogs or assistance dogs, are prohibited from entering.
- **Public notice*:** A notice published in a daily newspaper.
- **Public Place*:** A public place as defined by the Police Offences Act 1935; a road; or a road-related area.
- **Recognised animal welfare organisation:** An animal welfare organisation recognised by Council.
- **Register*:** A register kept under section 15 of the Act.
- **Registered dog*:** A dog registered under the Act.
- **Registration disc*:** A disc or tag referred to under section 10 of the Act.
- **Relevant registration period:** Refers to a current registration year.
- **Residential zone:** Residential Zone [i.e., the General Residential Zone, the Inner Residential Zone, or the Low-Density Residential Zone as defined under the Tasmanian Planning Scheme – Northern Midlands (as amended)].
- **Restricted area (at all times):** An area declared under section 23 of the Act, which, despite anything in the Act, dogs other than guide dogs, hearing dogs or assistance dogs, are restricted from entering at all times.
- **Road*:** An area that is developed for, or has as one of its main uses, the driving or riding of motor vehicles and is open to, or used by, the public; a part of the kerb; or an unsealed part of a sealed road.
- **Road-related area*:** An area that divides a road; a footpath or nature strip adjacent to a road; or a footpath or track that:
  - is not a road,
  - is designed for use by cyclists or pedestrians, and
  - is open to the public
- **Shopping centre*:** A collection of shops in an enclosed area covered by a roof or forming a courtyard or square, excluding any area provided for the parking of vehicles.
- **Training area*:** An area declared under section 21 of the Act.

- **Treatment:** Veterinary attention or surgery provided to a dog.
- **Veterinary surgeon:** A person registered as a veterinary surgeon under the *Veterinary Surgeons Act 1987*.
- **Working dog*:** A dog used principally for:
  - droving or tending livestock
  - detecting illegal substances
  - searching, tracking, or rescuing, or
  - working with police officers.
- **Young Dog:** A de-sexed and microchipped dog under 12 months of age, voluntarily presented to Council for registration.

3. ~~2~~ CODE OF RESPONSIBLE DOG OWNERSHIP

Council is committed to promoting responsible dog ownership and has adopted the Code of Responsible Dog Ownership ("the Code") to outline best practice principles and reflect community expectations. The Code provides clear guidance on what responsible ownership means within the Northern Midlands community, underpinned by a practical approach to dog choice, care, respect for others, and compliance with regulations. Its purpose is to help dog owners and prospective owners understand the importance of responsible ownership and to ensure a caring, safe environment where dogs are healthy, well-trained, and do not negatively impact the community. This Code requires dog owners to:

- Ensure that the dog is kept under control at all times and when in a public place it must be on a lead not exceeding 2 metres.
- Ensure that the dog is registered in accordance with the *Dog Control Act 2000*, with a financial incentive provided for owners to de-sex dogs that are not being kept for intentional breeding purposes
- Ensure that the dog receives necessary care and attention in accordance with good veterinary practice, and is supplied with adequate food, clean water and shelter.
- Ensure that the dog receives adequate exercise.
- Ensure the dog, by age 6 months, has an approved microchip implanted.
- Take all reasonable steps to ensure that a dog does not cause a nuisance to any other person, whether by persistent or loud barking/ howling or by any other means.
- Take all reasonable steps to ensure that a dog does not injure, endanger, intimidate, or otherwise cause distress to any person.
- Take all reasonable steps to ensure that a dog does not injure, endanger, or cause distress to any stock, poultry, domestic animal, or protected wildlife.
- Take all reasonable steps to ensure that a dog does not damage or endanger any property belonging to any other person.
- Comply with all regulations under the *Dog Control Act 2000*, including the requirement for the person in charge of a dog to immediately remove and dispose of faeces left by the dog in a public place or in a place not owned by the person.

To ensure that prospective dog owners or carers are aware of their responsibilities, the following statement will be included on both the paper and online Dog Registration Forms:

> *"I have read and understand my rights and obligations as a responsible dog owner and will abide by the rules and regulations set out in the Northern Midlands Council dog policy, and The Dog Control Act 2000. I will abide by the rules relating to effective control of dogs on and off a lead.*
> *Information relating to the Northern Midlands Council Dog Policy and The Dog Control Act 2000 can be found at the following link: https://northernmidlands.tas.gov.au/living/animals/dog-control."*

NORTHERN MIDLANDS COUNCIL

NORTHERN MIDLANDS COUNCIL
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4. ~~3.~~ EDUCATION

Council makes available a pamphlet which includes information on:

- the requirements of the *Dog Control Act 2000*;
- the code of responsible dog ownership;
- the role and function of Council and Council's responsibilities to the community regarding dog management;
- services available to assist community members to be responsible dog owners.

Council Officers will, upon request, visit local schools to make presentations to students on dog ownership issues and responsibilities.

5. ~~4.~~ FEE STRUCTURE

Council strives to set dog registration fees that are affordable for dog owners, yet provide a return for the costs associated with the delivery of dog control services.

Dog owners are encouraged to register their dogs early in the financial year. Encouragement in this regard is offered by the way of a discount if registration fees are paid prior to the 31st of August each year.

In developing registration fees each year Council utilises the following principles:

- Owners of de-sexed dogs are levied an amount as affordable as possible.
- Owners who choose to keep entire dogs (either male or female) are required to pay a higher level of fees.
- Pensioners are provided with an opportunity to register their first dog at a discounted rate.
- Owners with disabilities who keep either guide dogs or hearing dogs are not charged.
- Owners of dogs kept for breeding purposes and registered with the Tasmanian Canine Association are levied a fee that recognises the purpose for which they are kept. The fee will, however, be discounted from that which would normally apply to an entire animal.
- Owners of Greyhounds registered with the Tasmanian Greyhound Racing Board are provided with an opportunity to register the animal at a discounted rate.
- Owners of working dogs are provided with an opportunity to register the animal at a discounted rate.
- Owners of certified hunting dogs are provided with an opportunity to register the animal at a discounted rate.

Owners seeking concessional registration need to produce written evidence of eligibility as prescribed in the Act. In the case of working dogs, a demonstration of working stock may be required. Breeders must produce a current Stud Prefix issued by the TCA.

Council sets its dog fees at its ordinary Council meeting held in May of each year. The fees are advertised and standard renewal notices are provided to all those who have registered a dog previously.

6. ~~5.~~ DECLARED AREAS – OFF LEAD

Under the Act, Council can declare dog exercise areas on land solely under the jurisdiction of the Council, where dogs can be exercised off the lead if under effective control at all times. (You must be able to demonstrate that your dog is immediately responsive to your commands in an off leash area.)

The following areas have been declared:-

Avoca:	Area near river - Storys Creek Road
Campbell Town:	Open area to North of Blackburn Park
Cressy:	Stock Route (Longford end only as signposted)
Evandale:	Honeysuckle Reserve (off Leighlands Road) Saddlers Court Reserve
Longford:	Union Street (fenced area between Union Street and Railway line) Coronation Park (Catherine Street)
Perth:	Mulgrave Street Reserve (fenced land between Mulgrave Street and Arthur Street)
Ross:	Community Sports Ground (excluding the playing oval)

Council will continue to investigate the suitability of these and other areas and their facilities for this purpose and undertake upgrades or declare new sites as needed.

7. ~~6.~~ MUNICIPAL DOG POUND

Council has a contract arrangement with a local dog pound to meet its obligations under the *Dog Control Act 2000*.

After 3 days, if the owner cannot be identified, every effort is made to secure an alternative home for dogs which are impounded and have not been claimed. However, dogs will be euthanised as a last resort when required.

When a dog owner has lost their dog, they are encouraged to call Council in the first instance on 6397 7303 during business hours, or the after hours Animal Control on call number.

8. ~~7.~~ KENNEL LICENCES

Under the *Dog Control Act 2000*, a person must apply to Council's General Manager for a kennel licence if more than two dogs over the age of six months, or more than four working dogs over the age of six months, are to be kept on their premises.

Council requires a kennel licence applicant to advertise the licence application, including the specific number of dogs and their breed/kind, in the Examiner newspaper. Any person residing within 200 metres of the boundary of the premises may object against the granting of the licence. Council will ~~also letterbox drop~~ inform by letter all residences within 200 metres of the premises applying for the licence and will inform by letter owners of properties within the 200 metre range who do not live at the property.

Kennel Licences must be renewed annually, prior to the start of the financial year. If there is a significant change in the breed/type or number of dogs kept since the last licence was issued, the licence holder must submit a new application. Upon payment of the prescribed fee, Council may renew the licence and will carry out random inspections to ensure ongoing compliance with the licence conditions.

Under sections 50 and 51 of the *Dog Control Act 2000*, any person wishing to keep more than two dogs (or more than four working dogs) must apply to the General Manager for a Kennel Licence. Upon request, Animal Control Officers may conduct a preliminary site assessment and provide advice to potential applicants before they lodge a formal application.

Applicants who rent their property must provide written approval from the landlord (or their authorised agent) confirming that they are permitted to keep the number and type of dogs stated in the application.

Council will not consider a Kennel Licence application until 28 days have passed following the publication of the public notice in the local newspaper or other required advertisement under the Act, and all objections have been reviewed and

addressed.

Council reserves the right to refuse a Kennel Licence application where a breach of the *Dog Control Act 2000* has previously been identified, subject to sections 54 and 55(1) of the Act.

When processing applications, Council will take into account the number and type of dogs proposed in relation to the size and suitability of the premises. To ensure the physical and psychological welfare of all dogs involved, Council may also consult authorised officers of the RSPCA where relevant, particularly in relation to any known breaches of the *Animal Welfare Act 1993*.

An initial property inspection will be conducted to confirm compliance with Kennel Licence requirements. The following conditions will be assessed and enforced during the inspection:

- The premises are suitable for housing the number and type of dogs specified in the application;
- Provisions for the health, welfare, and control of the dogs are adequate and sustainable;
- No nuisance is likely to be caused to neighbouring properties;
- Only the dogs listed in the licence are being kept on the property; and
- All dogs over six months of age are registered and microchipped.

Kennel Licence inspections may be conducted randomly or by appointment, at Council's discretion.

If granted, a Kennel Licence will expire on 30 June each year and must be renewed annually to remain valid.

8.1. Objections to Kennel Licence Applications

Under section 52 of the Act, persons residing or owning land within 200 metres of the boundary of the premises to which a Kennel Licence application relates, may object to the granting of a licence. Any objection is to be made within fourteen (14) days of the public notice being published. It is to be in writing to the General Manager and outline detailed and valid reasons for objection.

Council will consider and address objections received in accordance with standard operating procedures and the Act.

8.2. Kennel Licence Categories and Conditions

For the purposes of applying for a Kennel Licence, a ***companion dog*** is defined as a dog primarily kept for a person's company, protection, or entertainment, rather than for work or breeding purposes. A ***commercial kennel*** refers to a facility that boards dogs for profit. Accordingly, the following categories of Kennel Licence apply:

KENNEL LICENCE NAME	DESCRIPTION
Kennel Licence 1 (KL1) – Companionship	It is the Licence required for the housing of more than **2 companion dogs or 4 working dogs** and includes both companion dogs and working dogs
Kennel Licence 2 (KL2) – Commercial	It is the Licence required for the housing of more than **30 dogs (Boarding facilities only)** which occupy a commercial kennel.
Kennel Licence 3 (KL3) – Breeding	It is the Licence required when more than **2 litters in an 18-month period** are being bred from the property

Northern Midlands Council views that there is a balance between maintaining control over the numbers of dogs kept in an ever-increasing higher density urban environment. Council considers the reasonable peace and amenity of adjacent neighbours, as well as the general health and wellbeing of dogs. Accordingly, the following Kennel Licence restrictions

apply:

- ***Kennel Licence 1 (KL1) – Companionship*** – Dog numbers exceeding **2 companion dogs or 4 working dogs** will not be permitted in a Residential Zone (i.e., the General Residential Zone, the Inner Residential Zone, or the Low-Density Residential Zone as defined under the Tasmanian Planning Scheme – Northern Midlands Council [as amended]).
- ***Kennel Licence 2 (KL2) – Commercial* and *Kennel Licence 3 (KL3)*** – *Breeding* will not be permitted in a Residential Zone (i.e., the General Residential Zone, the Inner Residential Zone, or the Low-Density Residential Zone as defined under the Tasmanian Planning Scheme – Northern Midlands Council [as amended]).
  - licensees currently holding a *Kennel Licence 2 (KL2) – Commercial* or a *Kennel Licence 3 (KL3) – Breeding* category in a Residential Zone (as at the time of Council's endorsement of this Policy) are required to reduce the numbers of dogs kept to within allowable limits by natural attrition of existing animals
- Kennel Licences will not be granted for properties less than a total of 400 square metres in property size, and
  - licensees currently holding a kennel licence in respect of a property less than 400 square metres dimension are required to reduce the number of dogs kept to a minimum of two, by natural attrition of existing animals.

8.3. Cancellation of a Kennel Licence

Under section 58 of the Act, the General Manager or delegate may notify a Kennel Licence holder of intention to cancel a licence, if satisfied that:

- the provisions of the Act, or any other relevant Act are not being complied with
- any conditions of the licence are not being complied with
- the situation or condition of the premises is creating a nuisance, and/or
- it is in the public interest that the licence be cancelled.

Before cancelling a Kennel Licence, the General Manager will give:

- to the Kennel Licence Holder one (1) month's notice in writing to show cause why the licence should not be cancelled; and
- consider any representations which the holder may make in that respect.

Under section 59 of the Act, should Northern Midlands Council notify a licensee that it has cancelled or refused to renew a licence, an applicant or licensee may make an appeal to the Tasmanian Magistrates Court (Administrative Appeals Division) for a review of that decision.

An applicant should seek guidance directly from the Magistrates Court and further

information is available on the Court's website: www.magistratescourt.tas.gov.au.

8.4. Temporary Exemptions for Kennel Licences

The General Manager or delegate may grant a temporary exemption of a licence of up to three (3) months for the keeping of more than the allowed number of dogs, if in the opinion that in doing so will not cause a nuisance or breach under the Act which may negatively impact another person.

8.5. Kennel Construction Requirements

Generally, this section is not applicable to applicants who intend to provide portable standalone dog kennels as shelter for dogs with regard to applying for a Kennel Licence.

If a kennel is being constructed to allow for larger fixed dog housing, in addition to any requirements under the Tasmanian Planning Scheme – Northern Midlands Council (as amended), the following specifications are considered the minimum

requirements for the construction of kennels (or retro-fitted sheds) on licensed premises - these requirements also apply on premises where a Kennel Licence is not held:

- the kennel or enclosure **must** be at least one (1) metre from any boundary of the premises on which the yard is constructed,
- the premises **must** be enclosed in such manner so as to contain any dogs kept in the kennel or enclosure,
- the kennel or enclosure **must** be constructed in such way as to provide effective methods of cleaning and disinfection,
- the kennel or enclosure **must** be constructed or situated in a manner that ensures the health and welfare of dogs in respect of adverse weather conditions,
- there **must** be sufficient room to allow reasonable freedom of movement for all dogs,
- there **must** be a raised (50mm) weatherproof sleeping area for dogs,
- adequate ventilation and insulation **must** be provided to maintain a comfortable internal temperature free from condensation and adverse heat, and
- a sanitary method of disposal of excreta and waste **must** be provided.

Council **may** issue a Kennel Licence for the keeping of a specified number of dogs on a premise which does not meet with some or all of the above minimum specifications, provided that, the General Manager or delegate is satisfied that:

- legislative requirements are being met,
- adequate provisions for the health, welfare and control of the dogs is provided, and that no nuisance is likely to occur to any other person in any other premise.

9. DOG AT LARGE

It is a requirement of the *Dog Control Act 2000* that a dog be under effective control at all times whilst in a public place. This means on a lead held by a person able to control the dog or, if in an area where a lead is not required, the dog is within sight of the person and is immediately responsive to the person's commands.

A dog that is not under effective control within a public place or is in or on premises without the consent of the occupier is considered a 'dog at large'.

Whilst Council will, on first offence, seek to reunite dogs at large with their owners with no penalty. However, fees and charges will apply where after hours call out or impounding are required. Subsequent offences may incur further penalties in accordance with the regulations to the *Dog Control Act 2000*.

10. DANGEROUS DOGS

The *Dog Control Act 2000* makes specific provision for dogs that may be considered a danger to other animals or persons within the community. A dog may be declared dangerous by the General Manager if it has caused serious injury to a person or another animal or there is reasonable cause to believe that the dog is likely to cause such injury.

Council's Animal Control Officer will undertake an investigation of any alleged incident or assertion that such an incident is likely. Matters such as the temperament of the dog, physical evidence, witness and participant statements and past history will inform the investigation. Based on the investigation, the Animal Control Officer will make a recommendation to the General Manager in regard to the making, or otherwise, of a dangerous dog declaration and the application of any other penalties.

If a dog is declared dangerous, the General Manager will serve a notice on the owner of the dog advising of the declaration, the reasons for it and the owners appeal rights before the Magistrates Court.

When a dog is declared dangerous, the owner or person in charge of the dog has to meet specific control provisions in

accordance with the *Dog Control Act 2000*.

Animal Control Officers will perform random inspections each year to ensure a declared dog is being kept in accordance with the requirements of housing a dangerous dog.

11. POLICY REVIEW PERIOD

This dog management policy will be reviewed in accordance with the *Dog Control Act 2000 Section 7(4).* Council is to review its dog management policy at least once every 5 years**,** or before if any change of legislation occurs.

Northern Midlands Council Account Management Report

Income & Expenditure Summary for the Period Ended 31 May 2025 (92% Year Completed)

Line Item Summary Totals	0.983515049		1.030130617		0.996731005		0.846659593		0.980563298				
	Operating Statement												
	Governance		Corporate Services		Regulatory & Community Services		Development Services		Works & Infrastructure Services		Total Operating Statement		%
	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	2023/24 Budget	2023/24 Actual	of Budget
1 Wages	662,665	651,741	1,569,699	1,616,995	265,525	264,657	628,621	532,228	2,314,230	2,269,249	5,440,740.00	5,334,870.00	98.05%
2 Material & Services Expenditure	736,476	698,755	997,503	1,233,264	129,084	106,195	393,896	334,017	4,850,041	4,591,193	7,107,000.00	6,963,424.00	97.98%
3 Depreciation Expenditure	94,179	51,154	135,479	73,585	33,872	18,398	21,999	11,949	7,371,369	3,673,364	7,656,898.00	3,828,450.00	50.00%
4 Government Levies & Charges	10,298	10,298	1,035,224	875,324	3,750	2,811	0	0	192,741	189,737	1,242,013.00	1,078,170.00	86.81%
5 Interest Expenditure	0	0	22,225	0	0	0	0	0	0	0	22,225.00	0.00	0.00%
7 Councillors Expenditure	225,424	221,648	0	701	0	0	0	0	0	0	225,424.00	222,349.00	98.64%
9 Other Expenditure	124,956	142,246	560,060	603,237	275,740	198,227	12,063	28,872	74,430	66,310	1,047,249.00	1,038,892.00	99.20%
11 Oncost	331,384	312,114	752,627	773,895	137,961	124,257	311,721	250,721	1,079,419	980,827	2,613,112.00	2,441,814.00	93.44%
12 Internal Plant Hire/Rental	614	4,355	30,920	8,985	31,940	3,706	22,290	2,347	1,075,420	999,299	1,161,184.00	1,018,692.00	87.73%
13 Internal Rental/Rates	0	0	2,020	0	0	0	0	0	7,480	0	9,500.00	0.00	0.00%
10 Other Internal Transfers Expenditure	0	301	21,400	0	0	1,276	0	0	138,000	80,345	159,400.00	81,922.00	51.39%
14 Oncosts Paid - Payroll	154,300	168,422	349,785	392,547	53,860	43,036	149,347	148,940	604,111	524,210	1,311,403.00	1,277,155.00	97.39%
15 Oncost Paid - Non Payroll	219,992	190,757	422,057	424,361	77,589	40,277	205,782	187,810	810,903	652,997	1,736,323.00	1,496,202.00	86.17%
16 Plant Expenditure Paid	6,600	3,495	27,220	24,490	9,000	7,644	20,530	14,211	538,050	652,824	601,400.00	702,664.00	116.84%
	2,566,888	2,455,286	5,926,219	6,027,384	1,018,321	810,484	1,766,249	1,511,095	19,056,194	14,680,355	30,333,871.00	25,484,604.00	84.01%
17 Rate Revenue	0	0	(13,030,254)	(12,926,522)	0	0	0	0	(1,617,924)	(1,600,675)	(14,648,178.00)	(14,527,197.00)	99.17%
18 Recurrent Grant Revenue	8,000	(10,298)	(2,260,627)	(1,079,713)	0	0	0	(14,263)	(3,373,492)	(557,128)	(5,626,119.00)	(1,661,402.00)	29.53%
19 Fees and Charges Revenue	(399)	(10,675)	(1,572,358)	(1,609,837)	(195,103)	(194,797)	(626,658)	(687,167)	(737,885)	(854,693)	(3,132,403.00)	(3,357,169.00)	107.18%
21 Interest Revenue	(799,225)	(642,711)	(83,200)	(83,863)	0	0	0	0	0	0	(882,425.00)	(726,574.00)	82.34%
22 Reimbursements Revenue	(2,075)	(128,118)	(21,452)	(49,286)	(9,000)	(13,528)	(77,244)	0	(19,119)	(13,983)	(128,890.00)	(204,915.00)	158.98%
Interest Expenditure Reimbursed	0	0	(22,225)	0	0	0	0	0	0	0	(22,225.00)	0.00	0.00%
Oncost Recoveries - Internal Tfer	(355,021)	(387,277)	(756,118)	(802,444)	(126,087)	(40,926)	(350,459)	(333,436)	(1,383,045)	(1,070,647)	(2,970,730.00)	(2,634,730.00)	88.69%
Plant Hire Income - Internal Tfer	(12,500)	0	(45,775)	0	0	0	(44,990)	0	(1,425,910)	(1,290,736)	(1,529,175.00)	(1,290,736.00)	84.41%
10 Other Internal Transfers Income	0	0	(598,897)	47,601	0	0	0	(1,549)	(219,218)	(51,235)	(818,115.00)	(5,183.00)	0.63%
23 Other Revenue	(568,100)	(357,500)	(282,379)	(300,603)	(117)	(931)	62,244	214	(55,928)	(191,147)	(844,280.00)	(849,967.00)	100.67%
	(1,745,320)	(1,536,579)	(18,673,285)	(16,804,667)	(330,307)	(250,182)	(1,037,107)	(1,036,201)	(8,832,521)	(5,630,244)	(30,618,540.00)	(25,257,873.00)	82.49%
Underlying (Surplus) / Deficit Before	821,568	918,707	(12,747,066)	(10,777,283)	688,014	560,302	729,142	474,894	10,223,673	9,050,111	(284,669)	226,731	
20 Gain on sale of Fixed Assets	0	0	0	(1,830)	0	(2,636)	0	0	0	(82,376)	0	(86,842)	
6 Loss on Sale of Fixed Assets	0	0	0	0	0	0	0	0	418,967	60,919	418,967	60,919	
Net Loss On Disposal of Fixed Assets	0	0	0	(1,830)	0	(2,636)	0	0	418,967	(21,457)	418,967	(25,923)	
Underlying (Surplus) / Deficit	821,568	918,707	(12,747,066)	(10,779,113)	688,014	557,666	729,142	474,894	10,642,640	9,028,654	134,298	200,808	
Capital Grant Revenue	0	0	0	0	(50,000)	0	(112,000)	(112,100)	(14,282,447)	(5,866,867)	(14,444,447)	(5,978,967)	
Subdivider & Capital Contributions	0	0	0	0	0	0	0	0	(375,608)	0	(375,608)	0	
	0	0	0	0	(50,000)	0	(112,000)	(112,100)	(14,658,055)	(5,866,867)	(14,820,055)	(5,978,967)	
Operating (Surplus) / Deficit	821,568	918,707	(12,747,066)	(10,779,113)	638,014	557,666	617,142	362,794	(4,015,415)	3,161,787	(14,685,757)	(5,778,159)	

Northern Midlands Council Account Management Report		Annual Budget $	YTD Actual $	Annual Budget		
2024/25 for year to 31 May 2025				**Spent %**	**MAY**	**JUN**
Capital Expenditure - Governance						
Fleet, Plant & Equipment, Land and Buildings						
780033	Property - Road Reserve - 1 Punt Road	-	1,033	0%		
		-	1,033	0%		
Capital Expenditure - Corporate Services						
Equipment & Buildings -Corporate Services						
700007	Fleet - F7 Pool Vehicle	21,000	38,039	181%		
715300	Corp - Computer System Upgrade	187,139	136,192	73%		
	Total Equipment & Buildings - Corporate Services	208,139	174,231	84%		
		208,139	174,231	84%		
Capital Expenditure - Regulatory and Community and Development Services						
Fleet, Plant & Equipment						
104231	Property - Cemetery	-	10,000	0%		
104232	Property - 99 Main Street, Perth	-	-	0%		
700002	Fleet - F2 Pool Vehicle	33,000	38,039	115%		
700027	Fleet - F27 Animal Control	34,000	-	0%		
	Total Fleet, Plant & Equipment	67,000	48,039	72%		
	Total Capital Expenditure - Regulatory and Community Services	67,000	48,039	72%		
Capital Expenditure - Works Department						
Fleet, Plant & Depot						
700005	Fleet - F5 Works Manager Vehicle	25,000	70,514	282%		
700011	Fleet - F11 Light Truck	89,000	-	0%		
700012	Fleet - F12 Light Truck Litter Collection North	40,000	57,762	144%		
700014	Fleet - F14 Building Service Light Truck	60,000	-	0%		
700016	Fleet - F16 Light Truck Gardner	41,000	72,521	177%		
700018	Fleet - F18 Utility	62,000	-	0%		

700021	Fleet - F21 Utility	34,000	51,607	152%
700024	Fleet - F24 Light Truck Reserves	91,000	-	0%
700025	Fleet - F25 Utility Vehicle	32,000	-	0%
700029	Fleet - F29 Utility	32,000	47,009	147%
700031	Fleet - F31 Utility	29,000	-	0%
700038	Fleet - F38 Light Truck	32,000	47,872	150%
700044	Fleet - F44 Grader	355,000	449,378	127%
700051	Fleet - F51 Backhoe	75,000	-	0%
700061	Fleet - F61 Tractor	150,000	161,500	108%
700069	Fleet - F69 Compactor Truck	270,000	289,821	107%
700132	Fleet - F132 Tilt Trailer (Parks & Reserves)	16,300	16,289	100%
700134	Fleet 134 - Trailer - Parks & Reserves	18,000	-	0%
700182	Fleet - F182 Mitsubishi Triton - Works	29,000	-	0%
700195	Fleet - F195 Ride On Mower	50,000	-	0%
700205	Fleet 205 - GPS Receiver	30,000	22,428	75%
715320	Works - Purchase Small Plant	45,000	15,129	34%
720200	Works - Longford Depot Improvements	200,000	50,426	25%
720201	Works - Ctown Depot Improvements	-	23,796	0%
	Total Fleet, Plant & Depot	1,805,300	1,376,052	76%
All Areas - Town Entrance Landscape/Beautification				
751614	Lfd - Entrance Roundabout Landscaping	209,090	20,790	10%
707899	BUDGET ONLY NO ORDERS All Areas - Signage Projects	40,000	-	0%
	Total All Areas - Town Entrance Landscape/Beautification	249,090	20,790	8%
All Areas - Street Furniture				
715255	BUDGET ONLY NO ORDERS All Areas - Street Furniture	105,288	29,446	28%
715255.15	Lfd- Street Furniture Mill Dam Longford	-	-	0%
715255.18	Ross - Recreation Ground Street Furniture	-	3,281	0%
715255.19	Ctown - War Memorial Oval Street Furniture	-	6,563	0%
715255.21	Pth - Perth Recreation Ground seating	-	8,650	0%
		105,288	47,940	46%
Recreation				
707740	Pth - Rec Ground Cricket Net Extention & Fence	-	-	0%
707965	Lake Leake - Caretakers House and Amenties Upgrade	-	9,455	0%
707978.5	Evan - Recreation Ground - Cricket Pitch Cover	10,000	7,231	72%

707980	Lfd - Cemetery Improv to Road Irrigation, Seats, new Sheaths	25,000	20,503	82%
707982	Longford - Victoria Square Christmas Tree Lighting	15,000	10,344	69%
		50,000	47,533	95%
Cressy Recreation Ground Redevelopment				
707926.7	Cry - Recreation Ground Carpark area and dump point	213,681	164,662	77%
		213,681	164,662	77%
Lfd-Rec Ground Amenities Redevelopment				
707717	Lfd - Rec Ground Training Oval Place fill and Formation	261,240	34,028	13%
707835	Lfd - Recreation Ground and Little Athletics Topdressing	50,000	19,634	39%
720122	Lfd - Recreation Ground Cricket Nets Upgrade	21,600	-	0%
		332,840	53,662	16%
Other Recreation Projects				
706973	Ctown - Conara Park Improvements	20,000	-	0%
706974	Cry - Pool Irrigation	10,000	398	4%
706975	Ctown - Harold Gatty Reserve improvements	10,000	1,481	15%
706976	Lfd - Bicycle Committee Infrastructure Improvements	50,000	14,555	29%
706977	Pth - Napoleon Street Playground incl design	10,000	41,688	417%
706978	Pth - William Street Reserve, Small Boat Ramp	25,405	380	1%
706979	Ctown - Pool Junior Playground	53,097	71,698	135%
706988	Pth - Recreation Ground Junior Soccer Field	164,421	349,518	213%
707724.5	Ross - Pool Roller System	10,000	-	0%
707737.5	Ctown - Valentine Park Irrigation	40,000	-	0%
707801	All Areas - Private Power Pole Replacement	50,000	-	0%
707877.5	Ctown - Bus Stop - Conara - 23 Panec Street	10,000	17,847	178%
707877.6	Pth - Bus Stop - 96A Main Road	7,750	-	0%
707877.7	Pth - Bus Stop - 81 Main Road	7,750	-	0%
707889	BUDGET ONLY NO ORDERS All Areas - Playground Shelters	75,000	-	0%
707924	Cry - Pool Solar Blanket Replacement	50,000	73,000	146%
708031	Ctown - Recreation Ground Top Dressing	50,000	51,050	102%
708045	Lfd - Road Safety Park St Georges Square	18,404	17,754	96%
708048.5	Evan - Morven Park toilet floor upgrade	35,000	32,650	93%
708049	Lfd - Railway Bridge Pillar Restoration Project	50,000	-	0%
708060	Cry - Macquarie Street River Reserve Fencing Carpark and Picnic Tables	40,000	34,496	86%
708063	Evan - Pioneer Park Play Equipment and Masterplan Upgrades	250,000	-	0%
708068	Pth - Bicentenial Dog Park Culvert	15,000	-	0%
708069	Pth - Mural Project	-	-	0%

708072	Ross - Pool Work Health and Safety Upgrades	8,210	7,330	89%	
708073	All Areas - Dog Parks Upgrades Noticeboards and Fencing Upgrades	15,000	-	0%	
708075.1	Lfd - Laycock/Wellington Street Playground - Preliminaries	500,768	564,272	113%	
708078.5	Ctown - Pool Irrigation	15,000	9,915	66%	
708082.5	Ross - Recreation Ground electrical upgrade	13,797	12,955	94%	
708085	Cry - Batholomew Park, play equipment and shelter upgrade	84,144	88,727	105%	
708089	Lfd - Bruce Place subdivision	-	6,294	0%	
708090	Lfd - Basketball Court (Half)	32,258	30,552	95%	
708091	Cry - Basketball Court (Half)	36,126	31,224	86%	
708092	Pth - Basketball Court (Half)	63,764	35,141	55%	
708093	Ross - Basketball Court (Half)	36,550	500	1%	
708094	Evan - Saddlers Court Playequipment	-	-	0%	
715255.4	Pth - William St Reserve BBQ	-	-	0%	
715255.6	Pth - Train Park BBQ Shelter & Toilet Maintenance	-	3,081	0%	
720134.2	Pth - Seccombe Street, Playground Irrigation	40,000	-	0%	
	Total - Other Recreation Projects	1,897,444	1,496,505	79%	
	Total Recreation	2,848,343	1,831,092	64%	
Buildings					
706970	Pth - Charles Berryman Reserve, toilet upgrade	100,000	-	0%	
706971	Ctown - Blackburn Park, single toilet	120,000	-	0%	
706972	Lfd - St George's Square, toilet replacement	200,000	9,120	5%	
707758	Lfd - Caravan Park Amenities Improvement	725,915	761,205	105%	
707867	Avoca - Public Toilets Upgrade of Septic Tank, Gates and Building	250,000	8,764	4%	
707954	Evan- Renovations / Upgrades Murray St Units	55,000	665	1%	
707954.5	Evan Ctown - Residential Units, design for 4 additional units E 2 at CT	100,000	-	0%	
708039	Pth - Recreation Ground Amenities Painting and Crack Repairs	150,000	118	0%	
708056	Ross - Mens Shed Building Upgrades	220,374	158,696	72%	
720145	Evan - Honeysuckle Banks Reserve Toilet, Dump Point, Improvements	205,172	28,414	14%	
		2,126,461	966,982	45%	
Ctown - War Memorial Oval Amenities Upgrade					
707805.71	Ctown - War Memorial Recreation Ground CCTV	35,000	-	0%	
707805.84	Ctown - War Memorial Recreation Ground - Building Hot Water Improvements	60,000	-	0%	
707805.9	Ctown - War Memorial Oval Amenities Furniture & Fittings	17,500	11,095	63%	
	Total Ctown - War Memorial Oval Amenities Upgrade	112,500	11,095	10%	

Lfd - Longford Community Sports Centre Redevelopment					
707752.98	Lfd - Sports Centre Gym - Stadium floor upgrade and basketball backboards	27,971	3,245	12%	
707752.985	Lfd - Sports Centre, Basketball Back Boards	30,000	-	0%	
707990.4	Lfd - Sports Centre - Gym Stage 4 - Level 1 User Ready Including Lift	133,686	57,773	43%	
707990.64	Lfd - Sports Centre, Energy Upgrade Grant Application (Solar)	75,661	-	0%	
	Total Lfd - Longford Community Sports Centre Redevelopment	267,318	61,017	23%	
Other Buildings					
706980	Cry - Pool Shade replacement	40,000	-	0%	
707766.5	Lake Leake - BBQ	-	-	0%	
707775	Avoca - Hall Toilet Upgrade	50,000	71,521	143%	
707872	Evan - Falls Park Pavillion Improvements Painting	30,817	37,839	123%	
707872.5	Evan - Falls Park Electrical Box Upgrade	615	5,987	973%	
707920	All Areas - Public Buildings Asbestos Removal	-	-	0%	
707933	Rossarden - Public Toilet Improvements	15,000	-	0%	
707955	Evan - Community & Visitor Centre Roof Works	20,000	-	0%	
708051	Ross - Drill Hall Roof Replacement	60,000	-	0%	
708079	Ctown - King Street Hall, heating and painting and kitchenette	63,279	28,584	45%	
708081	Lfd - Council Offices - Improvements doors to C&D, bin enclosure, cracking repairs	45,000	-	0%	
708081.5	Lfd - Queens Walk, brick wall restoration	15,000	2,285	15%	
708083	All Areas - Registered Key Locking System 2	63,299	14,523	23%	
708087	Lfd - Town Hall - improvements incl foyer dampness	50,000	27,013	54%	
708087.5	Lfd - Town Hall, replacement of front doors	25,000	2,416	10%	
715345	Public Building and Amemites Projects - Administration	100,000	152,971	153%	
715350	All Areas - Public Building Improvements not yet allocated	150,000	42,252	28%	
715361.5	Rden - Rossarden BBQ Shelter Noticeboard	2,000	-	0%	
720134.5	Pth - Seccombe St Reserve Shade Shelter	-	-	0%	
720135	Evan - Pioneer Park Toilets Upgrade Male and Disabled	-	19,100	0%	
720137	Evan - Medical Centre Extension Investigations	300,000	-	0%	
	Total Other Buildings	1,030,010	404,489	39%	
	Total Buildings	3,536,289	1,443,584	41%	
Longford Memorial Hall & Main Street Project					
707987.001	Lfd - Main Street Project - Footpath - Abel Tasman Avenue (Legend Walk)	-	79,898	0%	
707987.1302	Lfd - Main Street Project - Footpath - Union Street (Latour St Flood Levee to boat	4,944	129,634	2622%	
707987.1612	Lfd - Main Street Project - Footpath - Union Street Reserve (to Railway Bridge)	12,258	18,841	154%	
707987.1613	Lfd - Main Street Project - Footpath - Union St (Wellington to Flood Levee)	-	18,502	0%	
707987.2	Lfd - Main Street Project - Victoria Square Memorial Hall Upgrade Preliminaries	-	43,826	0%	

707987.25	Lfd - Main Street Project - Victoria Square Memorial Hall setup goods	-	16,227	0%	
707987.3	Lfd - Main Street Project - Road Infrastructure Upgrade Preliminaries	58,443	54,876	94%	
707987.4	Lfd - Main Street Project - BBQ Upgrades Preliminaries	198,541	212,281	107%	
707987.5	Lfd - Main Street Project - Victoria Square Additional Toilet Preliminaries	-	1,459	0%	
707987.7	Lfd - Main Street Project - Jumbo Bins	-	36,879	0%	
	Total Longford Main Street Project	274,186	612,422	30	
Waste Management					
712950	Recycling - MGB Purchase (Replacements Only)	-	10,088	0%	
712951	Recycling - Bin Purchase (New Services)	17,500	507	3%	
712952	Waste - Bin Purchase (Replacements Only)	17,500	5,382	31%	
712953	Waste - MGB Purchase (New Services Only)	-	2,770	0%	
714846.8	Ross - Exercise Play Equipment old school ground	21,277	29,243	137%	
	Total Waste Management	56,277	47,990	85%	
Roads					
LFD - Main Street Program					
707987	Lfd - Urban Street Design Wellington StmFootpaths Outstands Landscaping	1,413,594	200,849	14%	
707987.1	Lfd - Main Street Project - Preliminaries	-	-	0%	
707987.0016	Lfd - Main Street Project - Footpath - Archer Street (Wellington to Latour)	6,655	6,249	94%	
707987.0738	Lfd - Main Street Project - Footpath - Lyttleton Street (Hall to Latour)	19,550	53,605	274%	
		1,439,799	260,702	0%	
Lfd - Wellington Archer to Smith (West) Verge					
751491.5	Lfd - Wellington Archer to Smith (West) Verge Seal	-	3,530	0%	
		-	3,530	0%	
Lfd - Woolmers Lane Ch6.150 to 7706 - Reconst Road					
751416	Lfd - Woolmers Lane Ch6.150 to 7706 - Reconst Road	-	99,551	0%	
		-	99,551	0%	
Perth Main Street & Bypass - Associated Works					
751425	Pth - Youl Road K&G Seal Verge and Bike Track from Phillip	350,000	14,134	4%	
751489.5	Lfd - Wellington William to Lyttleton (West) Verge Seal	-	3,889	0%	
752015	Perth - Bypass Associated Works	21,743	24,031	111%	
752016	Perth Bypass - Vegetation Corridors Land	-	386,802	0%	
752017.1	Perth Bypass Roundabout Landscaping - Eskleigh	-	-	0%	

752025	Pth - Main Street Program	2,141,000	1,027,915	48%	
752025.7	Pth - Main Street Project - Jumbo Bins	-	-	0%	
	Perth Bypass - Associated Works	2,512,743	1,456,771	58%	
Ross - Church Street Badjos to High					
750277.6	Ross - Church St - Badajos to High Footpath	-	15,383	0%	
		-	15,383	-	
Resealing Program					
715005	Roads - Resealing All Areas	855,387	51,572	6%	
715005.0141	Lfd - Reseal Blackwood Creek Rd 0.885 to 1.560	-	20,663	0%	
715005.0295	Evan - Reseal - Clarendon Station Road - Nile Road to 1760	-	43,832	0%	
715005.0307	Ctown - Reseal - Conara Road	-	15,368	0%	
715005.0344	Evan - Reseal Deddington Rd Ch 6.790 to 8.102	-	68,202	0%	
715005.0345	Evan - Reseal Deddington Rd Ch 8.102 to 9.124	-	31,242	0%	
715005.0353	Evan - Reseal Deddington Rd Ch 13.323 to 13.546	-	5,027	0%	
715005.0355	Evan - Reseal Deddington Rd Ch 14.653 to 14.850	-	4,337	0%	
715005.0417	Reseal - English Town Road Chn 5.945 to Chn 6.100	-	4,797	0%	
715005.0433	Pth - Reseal Fairtlough St Midlands Highway to Eliz	-	53,327	0%	
715005.0523	Cry - Reseal Green Rises Rd 6.730 to 8.300	-	37,974	0%	
715005.0625	Ctown - Reseal - Isis Rd 13.775 to 14.025	-	6,520	0%	
715005.0752	Cry - Reseal Macquarie River Road	-	31,455	0%	
715005.0761	Ctown - Reseal Macquarie Rd, Ch 17.200 to Ch 18.780	-	34,459	0%	
715005.0762	Ctown - Reseal Macquarie Rd, Ch 18.780 to Ch 20.180	-	31,731	0%	
715005.0763	Ctown - Reseal Macquarie Rd, Ch 20.180 to Ch 21.095	-	23,300	0%	
715005.0764	Cry - Reseal Macquarie River Rd Ch 21.095 to 22.795	-	41,292	0%	
715005.0765	Cry - Reseal Macquarie River Rd Ch 22.795 to 24.0	-	29,586	0%	
715005.0772	Ctown - Reseal Macquarie Rd Ch 31.020 to 31.625	-	14,671	0%	
715005.086	Avoca - Reseal Merrywood Rd Ch1.182-1.461	-	5,044	0%	
715005.0862	Avoca - Reseal Merrywood Road Royal George Rd to end of Seal	-	5,930	0%	
715005.0865	Avoca - Reseal Merrywood Rd Ch5.49-5.69	-	5,904	0%	
715005.0912	Pth - Reseal Myrtle Pl Cootamundra to Ch 0.037	-	23,384	0%	
715005.1049	Evan - Reseal Relbia Rd White Hills to Ch 1.375	-	38,426	0%	
715005.1078	Avoca - Reseal Royal George Rd St Pauls to Ch 0.520	-	17,954	0%	
715005.1079	Avoca - Reseal Royal George Rd Ch 0.520 to 0.720	-	6,771	0%	
715005.108	Avoca - Reseal Royal George Rd Ch 0.720 to Ch 2.065	-	42,782	0%	
715005.1214	Ross - Reseal Tooms Lake Rd Ch 3.160 to Ch 3.510	-	7,030	0%	
715005.1341	Ross - Reseal Waterloo St Ch 1.310 to The Boulevards	-	5,127	0%	
715005.1382	Evan - Reseal White Hills Rd Relbia Rd 4.840 to seal change 5.650	-	31,390	0%	

715005.1587	Pth - Mulgrave St - from 763 to end of bowl 816	-	17,754	0%	
	Total Resealing Program	855,387	756,854	88%	
Resheeting Program					
715125	Southern - Resheeting	258,867	35,768	14%	
715460	Roads Northern - Resheeting	258,867	22,837	9%	
	Total Resheeting Program	517,734	58,605	11%	
Footpath Construction Program					
707805.83	Ctown - War Memorial Oval - Footpaths (Ambulance area to front of clubrooms	-	30,360	0%	
750000	BUDGET ONLY NO ORDERS All Areas - Asphalt Footpath Replacements	135,000	-	0%	
750181.6	Ctown - Bridge Street, High to Peddar footpath	15,000	-	0%	
750458.6	Pth - Footpath Frederick St, Scone to Clarence North Side	-	8,198	0%	
750507.6	Lfd - Goderich St William to Archer Footpath	22,000	-	0%	
750531.6	Evan - Hartnoll Place, Berresford Place to 7 Coachmans Road	15,000	-	0%	
750542.6	Ctown - High St Bridge to Church Footpath (near underpass)	-	13,800	0%	
750977.6	Lfd - Pakenham St Hobhouse to Bulwer footpath eastern side	60,000	111,346	186%	
751139	Lfd - Smith Street, Latour to Wellington - footpath	-	108,324	0%	
751305	Lfd - Union Street Footpath - Nth side near cnr of Wellington Street	-	11,373	0%	
751345.5	Lfd - Wellington Mason to Smith (West) Verge Seal	-	11,540	0%	
750575.6	Lfd - Hobhouse St, Marlborough to Laycock Footpath Nth Side	35,000	62,536	179%	
751614.6	W/Junct - Hobart Road Shared Path Way	873,000	58,651	7%	
750797.6	Cry - Main St Foopaths, Church to King three Sections	76,290	-	0%	
750905.6	Cry - Murfett Street, Church to Saundridge Road	45,000	-	0%	
752028.6	Ross - Railway Crossing High Street - footpath crossing	60,000	35,749	60%	
752186.6	Ross - Bridge Street to Pool - footpath	-	62,503	0%	
	Total Footpath Construction Program	1,336,290	514,380	38%	
Ashby Road Reconstruction					
750041	Ross - Ashby Road Chn 0.8 to 0.320	568,910	13,898	2%	
750041.1	Ross - Ashby Road Chn 0.8 to 0.320 Excavation	5,209	35,183	675%	
750041.2	Ross - Ashby Road Chn 0.8 to 0.320 Subbase	130,741	134,279	103%	
750041.3	Ross - Ashby Road Chn 0.8 to 0.320 Base	-	41,183	0%	
750041.4	Ross - Ashby Road Chn 0.8 to 0.320 Prep for Seal	262	31,310	11950%	
750041.5	Ross - Ashby Road Chn 0.8 to 0.320 Seal	-	122,237	0%	
750041.8	Ross - Ashby Road Chn 0.8 to 0.320 Driveways	1,206	7,678	637%	
750041.9	Ross - Ashby Road Chn 0.8 to 0.320 Other	9,502	67,598	711%	
750041.91	Ross - Ashby Road Chn 0.8 to 0.320 Stormwater	93,565	155,917	167%	

750046	Ross - Ashby Road, Chn 3.321 to 5.765	581,581	14,482	2%
750046.1	Ross - Ashby Road, Chn 3.321 to 5.765 - Excavation	-	40,338	0%
750046.2	Ross - Ashby Road, Chn 3.321 to 5.765 - Subbase	-	360,401	0%
750046.3	Ross - Ashby Road, Chn 3.321 to 5.765 - Base	-	255,541	0%
750046.4	Ross - Ashby Road, Chn 3.321 to 5.765 - Prep for Seal	-	35,750	0%
750046.5	Ross - Ashby Road, Chn 3.321 to 5.765 - Seal	-	122,816	0%
750046.8	Ross - Ashby Road, Chn 3.321 to 5.765 - Driveways	-	10,713	0%
750046.9	Ross - Ashby Road, Chn 3.321 to 5.765 - Other	-	54,715	0%
750046.91	Ross - Ashby Road, Chn 3.321 to 5.765 - Stormwater	-	104,376	0%
750050.1	Ross - Ashby Road Chn 5.765 to 7.690 Excavation	-	205	0%
750050.3	Ross - Ashby Road Chn 5.765 to 7.690 Base	-	333	0%
750050.91	Ross - Ashby Road Chn 5.765 to 7.690 Stormwater	-	4,836	0%
	Total Footpath Construction Program	1,390,976	1,613,788	116%
Elphinstone Road Reconstruction				
780403	Cry - Elphinstone Road, Chn 610 to 1660	230,000	1,537	1%
780403.1	Cry - Elphinstone Road, Chn 610 to 1660 - Excavation	-	15,248	0%
780403.2	Cry - Elphinstone Road, Chn 610 to 1660 - Subbase	-	61,100	0%
780403.3	Cry - Elphinstone Road, Chn 610 to 1660 - Base	-	83,399	0%
780403.4	Cry - Elphinstone Road, Chn 610 to 1660 - Prep for Seal	-	12,192	0%
780403.5	Cry - Elphinstone Road, Chn 610 to 1660 - Seal	-	44,977	0%
780403.8	Cry - Elphinstone Road, Chn 610 to 1660 - Driveways	-	2,538	0%
780403.9	Cry - Elphinstone Road, Chn 610 to 1660 - Other	-	17,570	0%
780403.91	Cry - Elphinstone Road, Chn 610 to 1660 - Stormwater	-	38,247	0%
781583	Cry - Elphinstone Road, Chn 0 to 610	135,000	-	0%
781583.1	Cry - Elphinstone Road, Chn 0 to 610 - Excavation	-	4,189	0%
781583.2	Cry - Elphinstone Road, Chn 0 to 610 - Subbase	-	1,687	0%
781583.3	Cry - Elphinstone Road, Chn 0 to 610 - Base	-	1,493	0%
781583.4	Cry - Elphinstone Road, Chn 0 to 610 - Prep for Seal	-	3,420	0%
781583.5	Cry - Elphinstone Road, Chn 0 to 610 - Seal	-	26,244	
	Total Footpath Construction Program	365,000	313,842	86%
Other Road Projects				
750181	Ctown - Bridge Street, High to Peddar, K&G	85,000	-	0%
750222	Lfd - Burghley Street, Wilmores to Cemetery	40,000	-	0%
750222.1	Lfd - Burghley Street, Wilmores to Cemetery Excavation	-	2,303	0%
750222.2	Lfd - Burghley Street, Wilmores to Cemetery Subbase	-	34,102	0%
750222.3	Lfd - Burghley Street, Wilmores to Cemetery Base	-	35,056	0%
750222.4	Lfd - Burghley Street, Wilmores to Cemetery Prep for Seal	-	3,520	0%

750222.5	Lfd - Burghley Street, Wilmores to Cemetery Seal	-	22,731	0%	
750222.8	Lfd - Burghley Street, Wilmores to Cemetery Driveways	-	342	0%	
750222.91	Lfd - Burghley Street, Wilmores to Cemetery	-	20,467	0%	
750544	Ctown - Main Street Project	9,486,426	329,937	3%	
750579	Lfd - Hobhouse St Reconstruction Catherine to Burghley	130,394	370	0%	
750836.91	Lfd - Marlborough St William to Vets - Pedestrian Outstands	50,000	-	0%	
750837	Lfd - Marlborough St Traffic Island Corner of High	50,000	-	0%	
751403.6	Cry - Wilson St Main to Archer St Footpath	-	107,588	0%	
751404.6	Cry - Wilson St Archer to Gate end Footpath	-	26,752	0%	
751424	Pth - Youl Road Edwardto Drummond road closure, 500m shared pathway, k&g, c	130,000	78,735	61%	
751612.9	Pth - Seccombe St Main Rd to Minerva Drive - Speed reducing device	-	1,440	0%	
751615	Lfd - Waste Transfer Station Sealing of Entrance & Ramps plus Eastern Security Fe	85,000	4,469	5%	
780179	Ctown - Bridge Street, school entrance improvements	150,000	147,031	98%	
780381	Pth - Drummond Street, Youl to western end, k&g, road reconstruction	283,320	12,913	5%	
780788	Cry - Macqurie Street, seal to end, reconstruction and seal	80,000	6,800	8%	
780788.3	Cry - Macquarie Street, seal to end, reconstruction - base	-	4,507	0%	
780788.4	Cry - Macquarie Street, seal to end, reconstruction - Prep for Seal	-	11,492	0%	
780788.5	Cry - Macquarie Street, seal to end, reconstruction - Seal	-	20,694	0%	
780788.8	Cry - Macquarie Street, seal to end, reconstruction - Driveways	-	213	0%	
780788.91	Cry - Macquarie Street, seal to end, reconstruction and seal - Other	-	9,883	0%	
780797	Cry - Main Street, No 65 to 97, k&g and verge reconstruction	56,800	1,159	2%	
781365.1	Ctown - West Street Excavation	-	425	0%	
781139	Lfd - Smith Street, Wellington to Latour, k&g verge reconstruction	37,500	-	0%	
781365	Ctown - West Street	80,000	-	0%	
781386.9	Ctown - William St - Highway to East - Other	-	4,169	0%	
781402	Lfd - Wilmores Lane, intersection improvements with Bishopsbourne Road	80,000	-	0%	
781750	Pth - Napoleon Street, Edward to Frederick, k&g road reconstruction footpath	102,280	11,618	11%	
781751	Pth - Napoleon Street, Frederick to Drummond, k&g road reconstruction, footpatl	135,830	-	0%	
788639	Pth - Oakmount Street Drummond to end, k&g, verge reconstruction	95,400	1,153	1%	
	Total Other Road Projects	11,157,950	899,868	8%	
	Total Roads	19,575,879	5,993,275	31%	
Bridges					
740050	All Areas - Bridge Guard Rail Replacement Allocation (Budget Only)	200,000	21,819	11%	
741172	Lfd - Bridge 1172: Blackwood Crk Road, Brumbys	-	-	0%	
743972	Lfd - Bridge 3972: Bulwer St Back Creek	250,000	-	0%	
744927	Lfd - Bridge 4927 - Liffey Road - Over Bates Creek replace culverts with bridge	-	-	0%	
745474	Ctown - Bridge: 5474 Ashby Rd	-	303	0%	

748860	Cry - Bridge 8860:Stoneycroft Rd, Westons Rivulet	-	14,907	0%
745919	Pth - Drummond Street, bridge replacement over Sheepwash Creek	934,971	52,530	6%
748888	Pth - Western Railway Line Culvert Replacement, over sheepwash creek	933,205	19,978	2%
749921.1	Pth - Edward Street, culvert over Sheepwash Creek	731,757	-	0%
749999.2	Pth - Cromwell Street, culvert extension over Sheepwash Creek	731,757	-	0%
,	**Total Bridges**	3,781,690	109,536	3%
Urban Stormwater Drainage				
788575	BUDGET ONLY NO ORDERS Storm Water Drainage - Unallocated Projects	50,000	-	0%
788672	Cry - Gatenby Street Stormater extension	-	24,229	0%
788601	Evan - Stormwater Translink 4a Gatty Street Detention Basin	45,000	2,811	6%
788628	Pth - Stormwater Main Replacement Frederick St Perth Norfolk to No 65	-	12,970	0%
	Evan - Stormwater Barclay St Subdivision Contribution	437,064	80,336	18%
788633	All Areas - Stormwater Side Entry Pit Renewals Program	50,000	1,498	3%
788640.1	Wjuct - 47 Translink Avenue, detention basin extension	530,000	200,000	38%
788640.5	Wjuct - Translink North, Gross Pollutant Trap	60,000	2,119	4%
788646	Pth - Stormwater - Arthur Street detention	50,000	704	1%
788648	Ctown - Stormwater High St Esplanade Humceptor Installation	974	870	89%
788649	Ross - Stormwater Waterloo St Culvert	31,108	14,158	46%
788655	Ctown - Stormwater Recreation Ground Humceptor Installation	45,000	330	1%
788656	Ctown - Stormwater High St west of 1a Bond Street - culvert upgrade	30,000	-	0%
788657	Ctown - Stormwater High St Esplanade Humceptor Installation	90,879	825	1%
788658	Ctown - Stormwater Church/High Streets - Duplicate culvert upgrade pits and inst	128,595	27,485	21%
788660	Lfd - Stormwater Carins Street, Union to end, instal low flow pipes and v-pits, resh	1,928	1,810	94%
788661	Pth - Stormwater CCTV West Perth	60,000	14,125	24%
788662	Pth - Stormwater - Frederick Street, Cromwell to Napoleon, Realign open drain an	2,874	2,566	89%
788663	Pth - Stormwater Perth Recreation Ground northern side drainage	-	-	0%
788663.1	Pth - Recreation Ground drainage near goal posts	30,000	23,127	77%
788665	Pth - Stormwater DRF Sheepwash Creek Flood Mitigation Project	120,944	121,944	101%
788667	Lfd - CCTV Stormwater System	30,000	-	0%
788668	Ctown - 12 West Street, Culvert inlet and outlet headwalls	20,000	-	0%
788669	Ctown - King Street, From No. 10 to 14 Sth side	40,000	702	2%
788670	Pth - Norfolk Street, WSUD	200,000	-	0%
788671	Lfd - Stormwater Model Calibration	-	14,302	0%
788673	Ross - Stormwater Park Street between High and Badajos western side - pipe drai	-	23,062	0%
	Total Urban Stormwater Drainage	2,054,366	569,974	28%
	Total Capital - Works Department	33,932,330	11,983,925	35%

Total Capital Works All Departments	34,207,469	12,207,228	36%

Northern Midlands Council

Budget Report 2025/2026







NORTHERN MIDLANDS COUNCIL

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BUDGET OVERVIEW

It is with pleasure that the Northern Midlands Council presents the 2025-26 Estimates to the community. The 2025-26 Operating Budget has been framed to keep abreast of the falling interest rate economy, the need for more labour resources, cost escalation of materials, services, waste management services, and growing depreciation cost for assets. Unfortunately, this year Council will deliver a Budgeted Deficit Operating result with a stage one reset of 7.95 percent general rate in the dollar of AAV increase, and a 10 percent increase kerbside waste service charge, and a $50general waste charge to assist with costs of running Waste Transfer Stations for removal of general waste.

Federal Grant operating revenue has been increased by approximately 4.0 percent, provision made for TasWater dividends to continue at current levels, fees and charges increased by 3.5 percent, and bank interest revenue calculated at a weighted average return of 4.0 percent based on current investment rates. There is no provision at this stage for sale of properties held for sale, such as the Campbell Town Hall, and if sold they are not expected to result in a substantial operating gain/loss in this financial period.

Expenditure on wages has been indexed in line with current negotiation of a new EBA agreement, materials, plant hire, services and contractors indexed by 3.5 percent, and depreciation indexed by 3.5 percent or in line with actual movements for new or revalued assets.

Some operating expenditure savings built into the budget include reducing legal costs by $42,000, and weed management by $10,000.

Council staff resources have been boosted over the last 24 months to fund the employment of two additional full time Executive Officers, a second IT Officer, an expansion of Childcare services, a Senior Engineer and GIS officer, and additional WTS site attendants, Pool Supervisors, Parks & Reserves, and general road maintenance staff.

Apart from the increased employee resources existing service levels will be maintained, only a small number of new initiatives will be funded, and funds will continue to be allocated to renew municipal infrastructure – resulting in an underlying deficit of $0.9 million.

Estimates include a small number of new projects/initiatives including:

- General Revaluation $40,000 (1/6th of cost)
- SES Rescue Unit contribution $15,000
- Workforce Planning Strategy $12,500

A significant amount of Government Capital Grants revenue will be received this year amounting to $8.4 million. The council's total capital works program will be $25.5 million in 2025-26, including some carry forward projects from the 2024-25 year, and provides $5m supplementary projects which will be held over for further investigation, design and funding.

Highlights of the 2025-26 Capital Works program include:

- Roads ($14.3 million) –
  Main Street Urban Design works at Campbell Town and Perth ($8.6m). Reconstruction and seal of rural sections of Ashby Road at Ross ($1.5m). Kerb and reconstruction of urban sections of Youl Road, Drummond and Napoleon Streets at Perth ($1.3m), Willaim Street and Bridge Street (High to Pedder) at Campbell Town ($415,000), Main Street (No. 65 to 79) at Cressy ($56,800). Improvements to pedestrian outstands in Marlborough Street at Longford ($100,000), annual road reseal and resheeting programs ($1.3m), and footpath construction / improvements ($1.3m).
- Bridges ($3.5 million) –
  Construction of new or extended Bridges/Culverts over Sheepwash Creek at Perth in Drummond Street, Western Rail Line, Edward Street and Phillip Street ($3.5m).
- Stormwater ($1.2million) –
  Including extension of the Translink Avenue detention basin, a gross pollutant trap in Translink North, and an overland flow path at Western Junction ($740,000), installation of humeceptor at the Recreation Ground, and a

culvert upgrade in High Street at Campbell Town ($75,000); construction of a Norfolk Street WUSD ($200,000), continuation of CCTV pipe investigations in Perth, and other sundry minor stormwater upgrades.

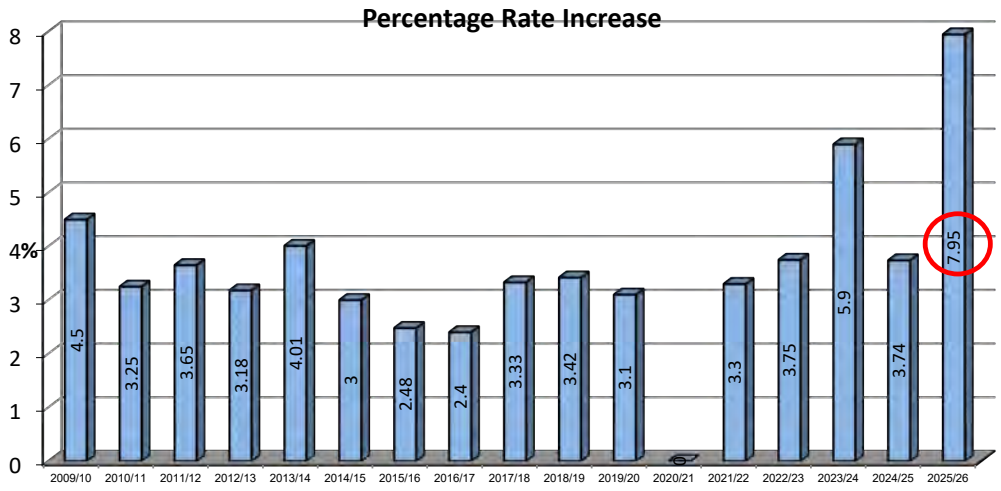
- Buildings ($1.8 million) –
  Improvement to amenities at the Longford Depot ($150,000), installation of a weigh bridge at the Longford Waste Transfer Station ($140,000), replacement/improvements to public toilet facilities ($745,000), and an allocation of $0.8m for renovations and other minor improvements to several buildings throughout the municipal area.
- Recreation ($1.7million) -
  Major recreational projects include construction of a new public open space area in Napoleon Street at Perth ($650,000), improvements at Pioneer Park at Evandale ($350,000); and other sporting facility minor upgrades.
- Plant & Equipment ($2.3 million) –
  Installation of new street furniture, play equipment and minor plant purchases and replacements ($295,000), information technology upgrades ($387,000), scheduled replacement of fleet vehicles, plant and equipment ($1.0m), and other sundry equipment purchases/upgrades.

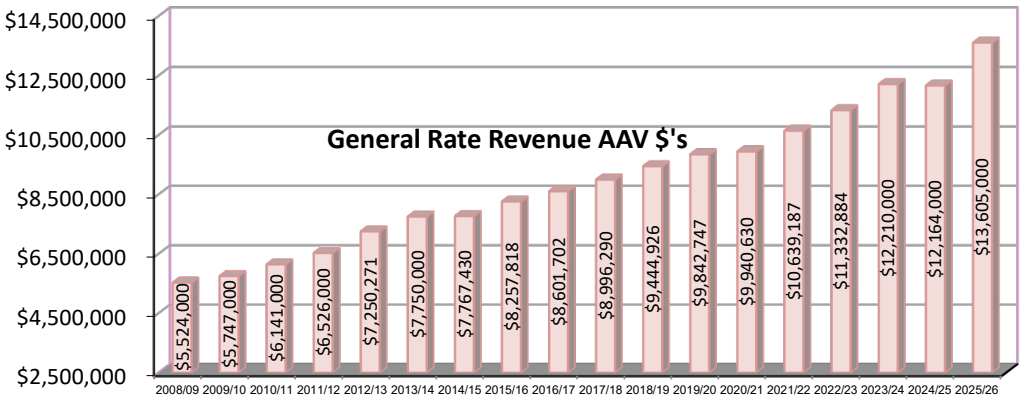
These estimates were developed through a rigorous budget process. Council has prepared the Estimates for the 2025-26 financial year which seeks to balance the demand for new services and infrastructure, with the community's capacity to pay with the current rising cost of living pressures. Council endorses them as financially responsible long term given the challenging economy and the need for supporting the community.

Key estimates information is provided below about the rate levels, operating result, cash and investments, and capital works.

(i) Rate Revenue

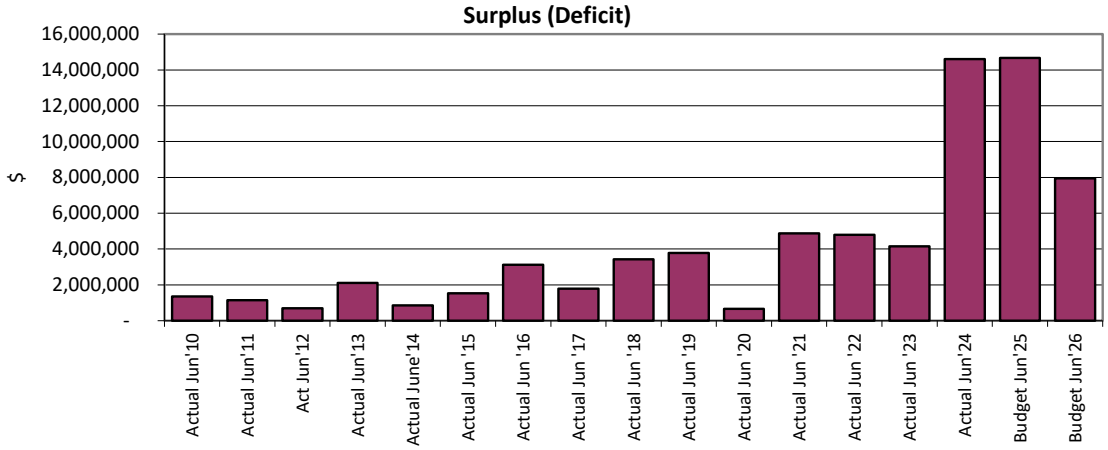
General rate revenue will total $13.6 million in 2025-56, which represents a 7.95 percent increase in the rate in the dollar of assessed annual value and the $50 per property waste management charge, plus a further 2 percent in revenue for development over the last 12 month period.



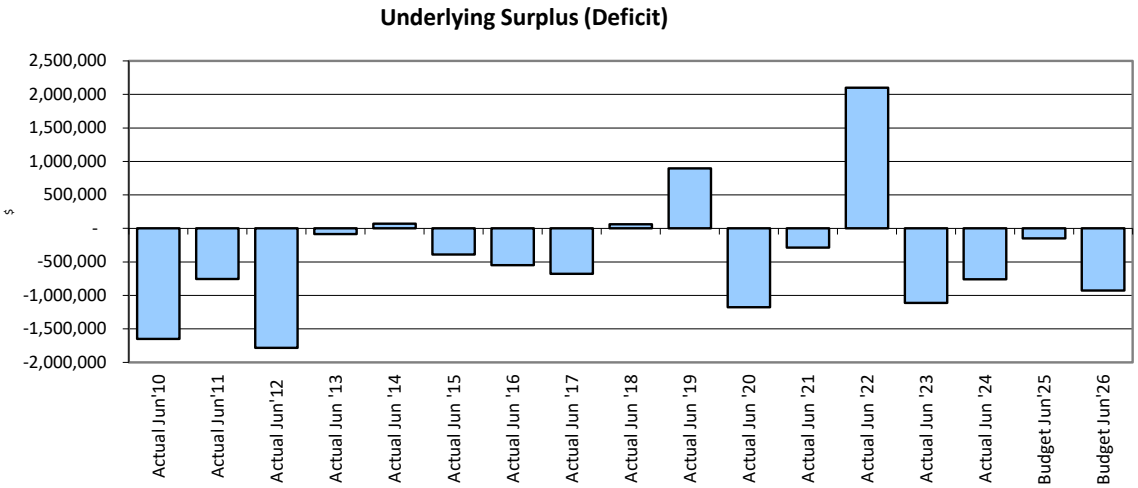


(ii) Operating Result

There is an expected overall operating surplus for the 2025-26 year of $7.9m. Mainly due to the large amount of capital revenue for large infrastructure projects including $5.2m for the Campbell Town, Longford and Perth Main Street Projects, $1.4m for Sheepwash Creek stormwater infrastructure upgrades, $1.5m for local roads and footpath projects, and $0.3 for community infrastructure projects.

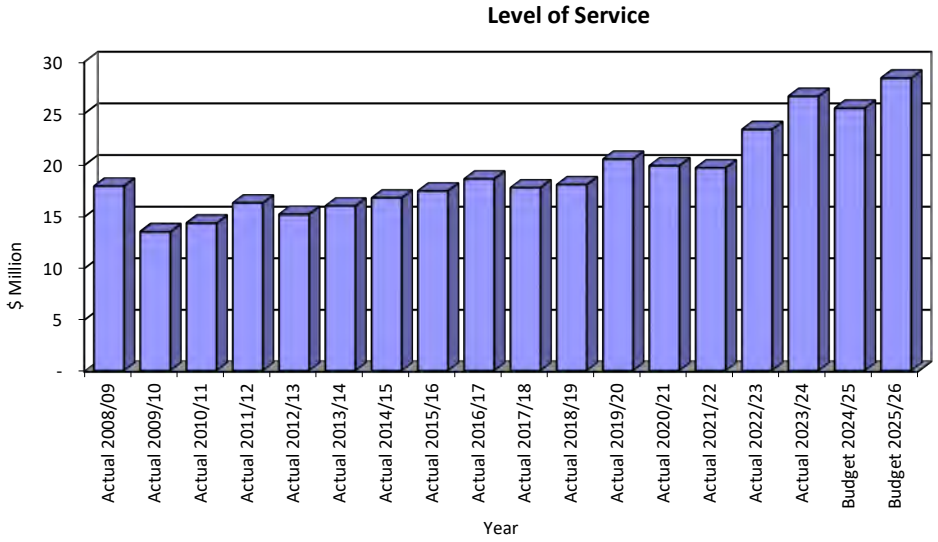


The underlying result, which excludes items such as capital grants and non-cash contributions, there is a deficit of $0.929 million. The main reason for the deficit is the higher growth in expenses especially depreciation, wage growth, waste contractor payments, and general materials and services.



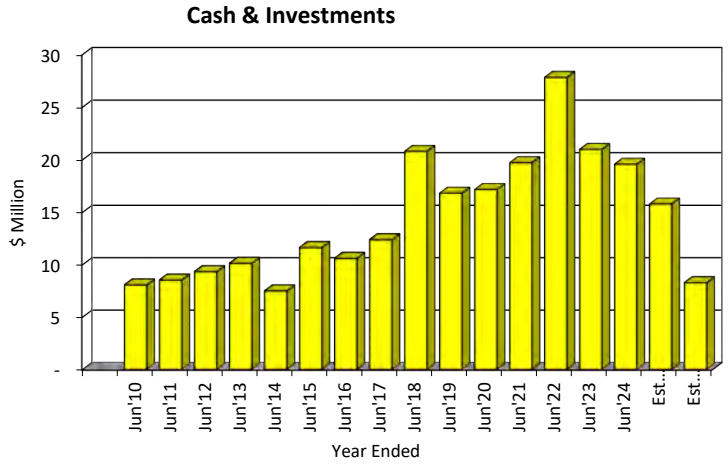
(iii) Level of Service

The net cost of services delivered to the community for the 2025-26 year is expected to be $28.3 million which is a budget increase of 11.3 percent from last year, largely due to wage growth, indexation of expenses, and higher asset depreciation rates. Service levels have generally been maintained from last year except for a small increase in staff, and only a very small number of new initiatives proposed this year.



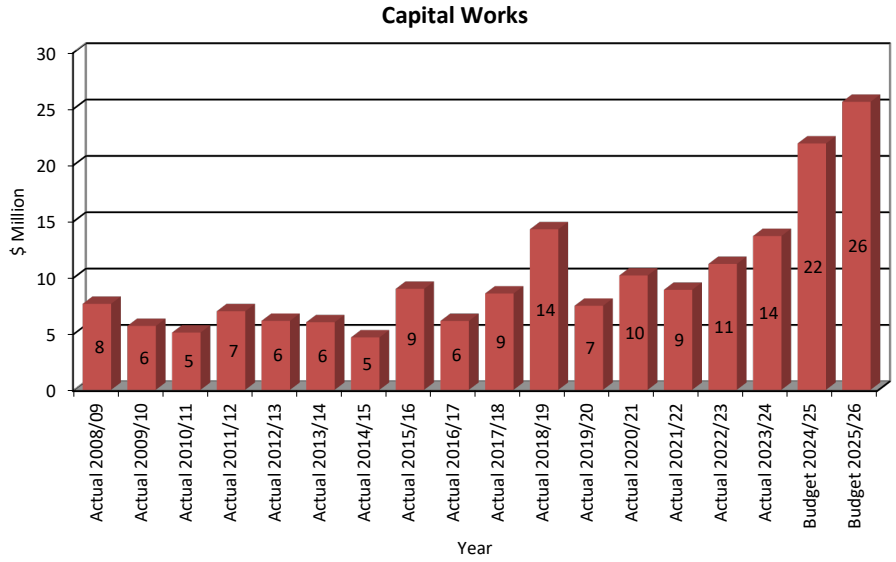
(iv) Cash and Investments

Cash and investments are expected to decrease by $9.5 million during the year to approximately $8.3 million as at 30 June 2026 (or approximately $0.8 m net of reserve funding and other commitments) with completion of the capital works program. This decrease is due to the number of major capital works planned for 2025-26.



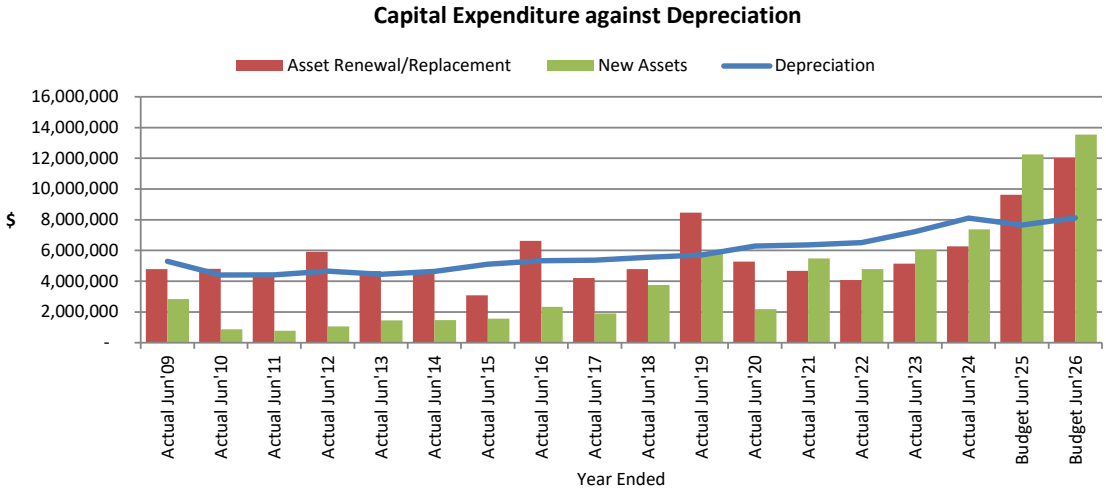
(v) Capital Works

The Capital Works program for the 2025-26 year is expected to be $25.5 million including some carried forward projects. The Capital Works program is categorized into renewal/upgrades and new assets.



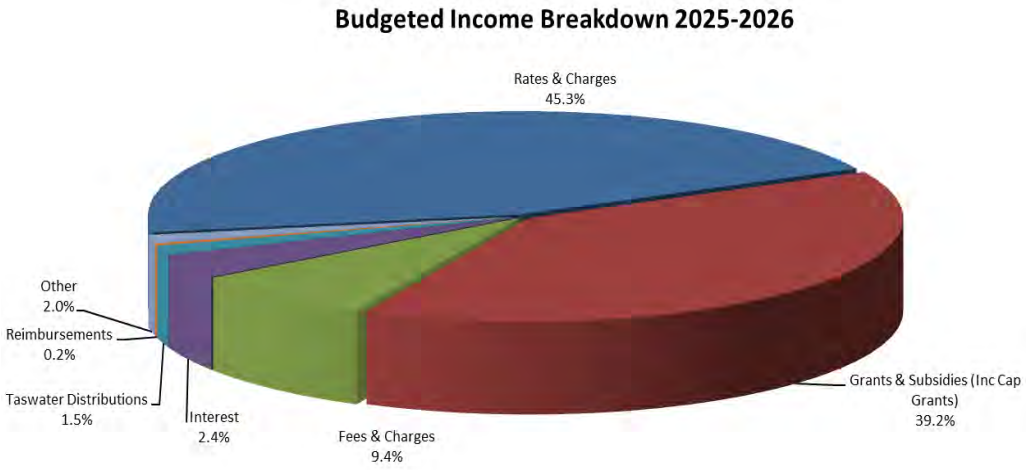
(vi) Asset Renewal

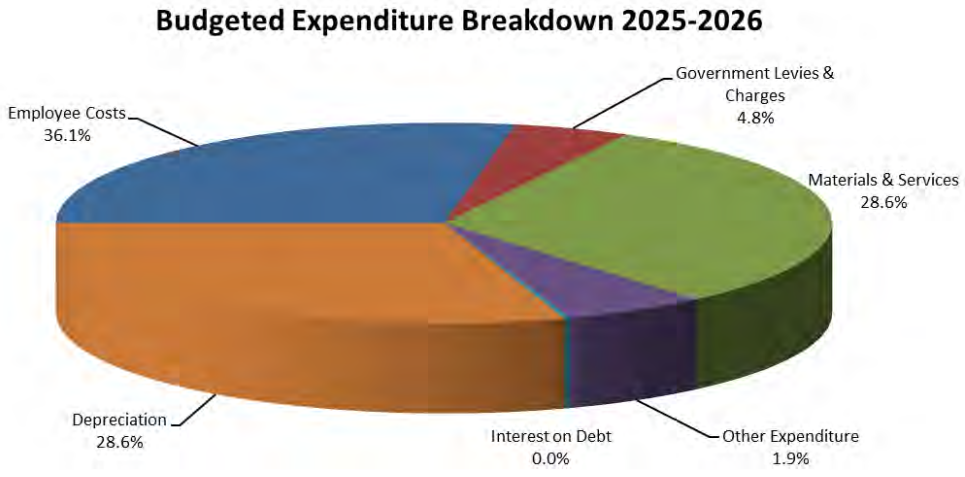
The depreciation expense compared to the level of the renewal and creation of new assets indicates the extent to which Council is funding its future asset replacement.



(vii) Income & Expenditure Breakdown

The following graphs provide an indication of the breakdown of income and expenditure for Council services.





1. BUDGET PROCESS

The annual budget is prepared for the financial year (1 July 2025 to 30 June 2026) and includes information about rates and charges that Council intends to levy as well as a range of other financial information, and details of planned works (further details of works are included in Council's Annual Plan 2025-2026).

The 2025-2026 Budget is to be submitted in accordance with Section 82 of the *Local Government Act* 1993 for Council adoption by absolute majority prior to 31 August 2025 but not more than one month before the start of the financial year.

The Budget process is as follows:

- Issue a memo in February to Councillors and staff to list projects/capital works for consideration and costing
- Place the Budget on Local District Committee agenda's
- List all major or new works/projects that have been considered by Council for consideration in the Budget process
- Set Budget parameters prior to drafting budget
- Draft Budget prepared having regard to:
  (i) Strategic Planning
  (ii) Budget parameters
  (iii) Local District Committee requests
  (iv) Capital Works programs
  (v) Departmental management and operational requirements
- Council's Annual Tour was held on Wednesday 16th April 2025
- Council workshops to consider and review Draft Budget
- Present Budget to Council Meeting for adoption on 23rd June 2025
- Advertise new rates and charges
- Levy Rates and Charges by 31 July 2025
- Provide Director of Local Government with a copy of the rating resolution, Rates & Charges Policy and Annual Plan within 21 days.

The Budget has been drafted under the following Business Unit Structure:

- Governance
- Corporate Services
- Community & Development Services
- Infrastructure & Works.

2. STRATEGIC PLANNING FRAMEWORK

The Strategic Plan summarises the financial and non-financial impacts of the Council's objectives and strategies. The annual estimates are then framed within the Strategic Plan, taking into account the activities and initiatives included in that Plan. The strategic planning process that Council follows is:

- Long Term Planning (10 years +) Long Term Financial Plan and Asset Management Plans
- Medium Term Planning (4-5 years) Strategic Plan
- Short Term Planning (1 Year) Annual Plan & Budget
- Accountability (Year End) Audited Statements
- Rating Resolution Rating Policy

3. BUDGET INFLUENCES

3.1 Snapshot of Northern Midlands

The Northern Midlands Council is situated on the southern edge of Launceston. It covers an area of 5,130 square kilometers which is one of the largest and most diverse municipal areas in Tasmania. The population of the Northern Midlands is approximately 14,279 (2.5% of the estimated State population). Northern Midlands Council was created on 2nd April 1993 from a merger of the former Longford, Evandale, Campbell Town, and Ross Councils together with the townships of Rossarden, Avoca and Royal George from Fingal municipal area.

3.2 Legislative Requirements

Under the Local Government Act 1993, Council is required to prepare and adopt an Annual Plan and estimates for each financial year. The estimates are required to include estimated revenue, expenditure, borrowings, capital works and any other detail required.

The 2025-26 estimates which are included in this report are for the year 1 July 2025 to 30 June 2026 and are prepared in accordance with the Act. They also include detailed information about the rates and charges to be levied, the capital works program to be undertaken and other financial information required by Council to make an informed decision about the adoption of the estimates.

3.3 External & Internal Influences

In preparing the 2025-26 budget, a number of external influences have been taken into consideration, because they are likely to impact significantly on the service delivery of Council in the budget period. These include:

- Continuation and extension of Roads to Recovery Infrastructure grant funding programs to 2029
- EBA wage indexation, wage growth and current negotiations for new EBA
- Rising prices for goods and services due to inflationary pressures
- Bank interest rates being reviewed on a frequent basis and forecast rate decreases
- Rise in prices for goods and services due to inflationary pressures
- Waste Management price escalation and change from Council management of WTS's
- Slow down of development in area especially planned subdivisions in Evandale, Longford, Perth & Western Junction
- Capital projects in progress and their associated grant commitments, and
- Ratepayer's capacity to pay rates.

3.4 Budget Parameters

Council adopted the following budget parameters for 2025-26 at its ordinary Council meeting held in February 2025.

Base parameters

- Ongoing operational expenditure to be funded by annual rate income where possible.
- Government grants to be expended in the specific areas for which they are received (i.e. untied road grants spent on roads) for capital or special projects. Untied Financial Assistance grants expended on capital or special projects if possible.
- New services to be funded from new rates raised.
- User pay principle to be used/introduced where possible.
- Cash reserve funds to be quarantined or committed to specific planned projects as far as practical. Stimulus loan repayments to be allocated on an annual basis.
- Service levels to be maintained at 2024-25 levels with emphasis on innovation and efficiency.

3.5 Financial parameters

- Wages indexed in line with EBA (subject to current negotiations for new EBA effective from 1 July 2025).
- General Operating expenses being indexed calculated on the LGAT local government prediction for the next financial year, or with the Reserve Bank Headline Inflation Forecast for 2025-26 of approximately 3.5 percent, and Wage Price Index forecast for 2025-26 of 3.6%.
- Contract payments increased as per agreement provisions.
- Interest on investments calculated at 4.0 percent.
- Ongoing base grant funding increased by 4.0 percent.
- Existing fees and charges increased 3.5%.
- No borrowing from external sources for operating expenditure.
- New operating revenues and expenses arising from new capital projects to be included.
- Minimise any annual Asset Renewal shortfall.
- General rate increases be modelled on a relationship to the expected Consumer Price Indexation for Tasmania for the Budget period, plus the following but now yet achieved
  - any percentage determined in the LTFP for long term sustainability, and
  - for Asset Management renewal funding if required.
- Budget operating surplus of 3-5% of rate revenue (however this is not yet achievable).

4. OPERATING BUDGET

Council has budgeted operating revenue of $36.2 million, and operating expenditure of $28.3 million (depicted in the table below) which results in an operating surplus of $7,940,451 or an underlying deficit of $929,075 after eliminating capital grants (including Roads to Recovery), and developer subdivision contributions.

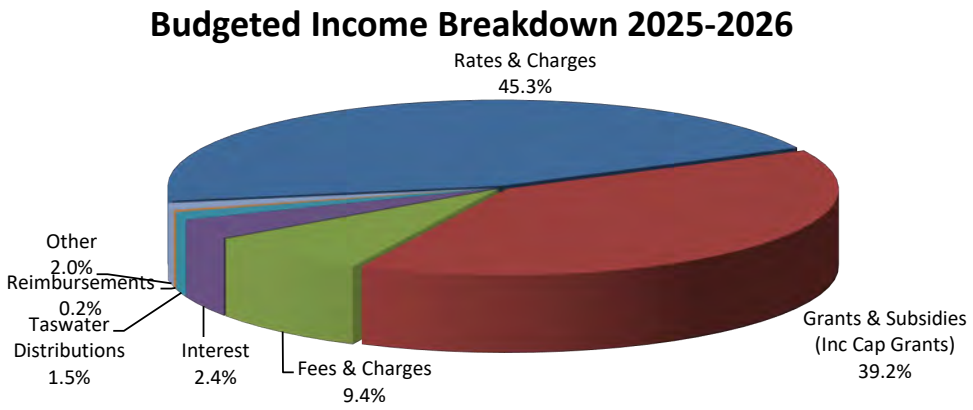
Included in the operating expenditure is $8.1 million depreciation that represents approximately 28.5 percent of operating expenditure. Following asset indexation and revaluation adjustments to the projected depreciation cost during 2024-25 end of year processes the estimated depreciation may need to be amended for 2025-26.

Council has a $25.5 million capital works program in 2025-26 including carried forward projects. Due to the large capital works program Council will reduce its cash holdings this year by $9.5 million.

OPERATING STATEMENT			
	Budget	**Actual (29/04)**	**Budget**
Underlying Surplus/(Deficit) Calculation	**2025/26**	**2024/25**	**2024/25**
Revenue			
Rates & Charges	16,375,653	14,527,197	14,648,178
Grants and Property (Including Capital)	14,224,872	11,798,267	20,070,566
Fees & Charges	3,429,109	2,780,958	3,132,403
Interest General Funds and Rates Outstanding	876,112	586,098	860,200
Interest Stimulus Funds	0	0	22,225
Stimulus Package Interest Reimbursements	0	0	22,225
Other Reimbursements	54,701	152,137	66,646
Investment in TasWater	561,600	351,000	561,600
Other	714,773	505,084	720,532
	36,236,820	30,700,741	40,104,575
Expenditure			
Employee Costs	10,248,429	7,033,268	8,488,466
Materials & Services	8,065,260	6,651,579	7,708,400
Government Levies & Charges	1,351,867	824,825	1,242,013
Depreciation	8,092,350	3,828,450	7,656,898
Stimulus Package Interest Expense	0	0	22,225
Other Expenditure	538,463	540,023	316,816
	28,296,369	18,878,145	25,434,818
Operating Surplus/(Deficit)	**7,940,451**	**11,822,596**	**14,669,757**
Adjustments :			
Less Capital Grants and Property	8,491,599	5,888,967	14,444,447
Less Subdivider Contributions	377,927	0	375,608
Underlying Operating Surplus/(Deficit)	**(929,075)**	**5,933,629**	**(150,298)**

** Before completion of asset recognition and end of year accruals.*

4.1 Operating Income Items



4.1.1 *Rates & Charges*

RATE BUDGET					
	Budget		Actual (29/04)		Budget
Rate	2025/26		2024/25		2024/25
General Rate (Incl	13,605,000	83.1%	12,163,929	83.7%	12,276,000
Fire Levy	780,653	4.8%	762,592	5.2%	754,254
Waste Manageme	1,990,000	12.2%	1,600,675	11.0%	1,617,924
Sub Total	**16,375,653**		**14,527,196**		**14,648,178**
Rate Discount	29,170		25,264		28,930
Rate Remissions	10,000		11,300		10,000
Pension Rebates (	571,341		602,333		552,020
Pension Rebates F	(571,341)		(572,987)		(552,020)
Net Rate Revenu	**16,336,483**		**14,461,286**		**14,609,248**

4.1.2 For Council to respond to the current financial pressure it is proposed that the budgeted General Rate revenue be increased in 2025-26 by 7.95%, and a $50 waste management charge will be introduced for general revenue of $13.6 million. Total rates and charges in 2025-26 (including Fire levy and Kerbside Waste charges will be $16.3 million compared to $14.5 million last year net of development. See further details in section 9.

4.1.3 Grants & Subsidies

Grants and subsidies include all monies received from State and Federal sources for funding the delivery of services to ratepayers and creation of assets. Advance payment of Base financial grants of $4.012m was received in June 2024 for the 2024-25 financial period, however no indication has been received to date if this practice of prepayment will continue.

4.1.4 *Fees & Charges*

Fees and charges revenue relate mainly to the recovery of service delivery costs through the charging of fees to users of Council services, or statutory fees relating to fees and fines levied in accordance with legislation. User fees include building, planning, waste management, childcare, rental, and hire. Statutory fees include dog licences, food licences, liability certificate fees etc.

It is highlighted that the following alterations in 2025-26 will apply

- General increase of 3.5 percent
- Some targeted Planning, Building and Health fees adjusted to reflect review
- Cemetery fee levels increase in line with other nearby councils or 10 percent
- A number of Committee run facilities fees are not indexed, as fees only increased on advice from Committees.

The Fees & Charges Schedule 2025-26 is available on Council's web site and can also be inspected at the Council Chambers.

4.1.5 *Interest*

Interest revenue relates to bank interest (4.0%), and interest earned on outstanding debtor accounts (6.5%).

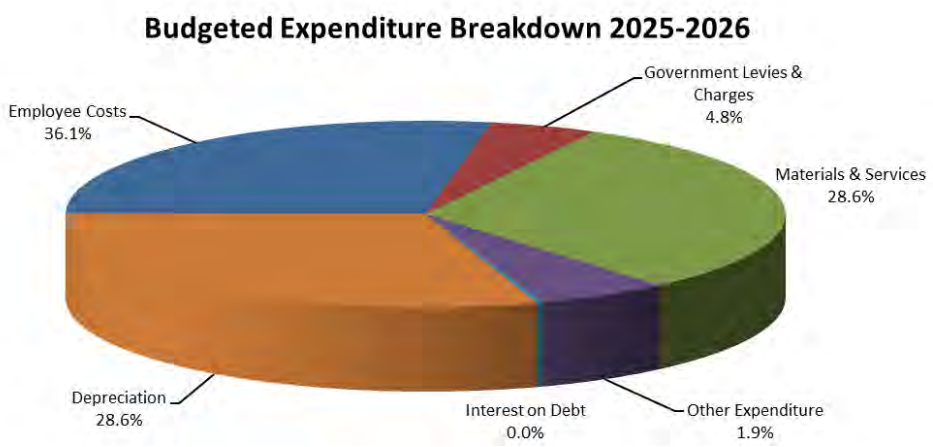
4.1.6 *Reimbursements*

Reimbursement revenue relates to a range of items including the debt collection costs, insurance claims, and funding for special projects.

4.1.7 *Other Revenue*

Other Revenue relates to a range of unclassified items such as private works, and other miscellaneous income.

4.2 Operating Expenditure



4.2.1 *Employee Costs*

Employee costs include all labour related expenditure such as wages and salaries and oncosts, allowances, leave entitlements, superannuation, payroll tax, worker compensation insurance etc.

Employee wages have been increased in line with current negotiations for a new Enterprise Bargaining Agreement. In dollar terms, staff costs have increased by a total of $1,760,000 compared to last year, this is due to indexation and service level increases in the Governance, Corporate Services, Engineering and Works areas of the Council.

4.2.2 *Materials & Services*

The majority of materials & services are forecast to increase 3.5 percent where applicable. Budgeted fleet operating expenses have also increased by 3.5 percent.

4.2.3 *Government Levies*

Government levies include statutory fees payable including land tax, fire levy, building construction and permit levies, environmental licenses etc. – which have mostly been indexed this year by 4.0 percent, however the fire levy increased 6 percent.

4.2.4 *Depreciation*

Depreciation relates to the usage of Council's assets including property, plant, and infrastructure such as roads, bridges, and storm water and has been indexed 3.5 percent or adjusted as per revaluation.

4.2.5 *Other Expenditure*

Other expenses relate to a range of unclassified items including contributions to community groups, bank fees, FBT, councillor expenses etc.

4.3 New Initiatives in the Operating Expenditure Budget

New allocations have been made for the Community including

1. General Revaluation $40,000 (1/6th of cost)
2. SES Rescue Unit contribution $15,000
3. Workforce Planning Strategy $12,500

4.4 Underlying Result

The Underlying result is the net surplus or deficit for the year adjusted for capital contributions, and other once-off adjustments. It is a measure of financial sustainability as it is not impacted by non-recurring or once-off items of revenues and expenses which can often mask the operating result.

The budgeted underlying result for the 2025-26 year is a deficit of $0.929 million. Council will review its Long Term Financial plan to increase rates above inflation and erode this deficit result into the future.

OPERATING STATEMENT			
	Budget	**Actual (29/04)**	**Budget**
Underlying Surplus/(Deficit) Calculation	**2025/26**	**2024/25**	**2024/25**
Adjustments :			
Less Capital Grants and Property	8,491,599	5,888,967	14,444,447
Less Subdivider Contributions	377,927	0	375,608
Underlying Operating Surplus/(Deficit)	**(929,075)**	**5,933,629**	**(150,298)**

5. CASH POSITION AS AT 30 JUNE 2025

Council's cash position has been strong due to the substantial level of reserves held over past years. It is forecast that Council will hold approximately $17.8 million as at 30th June 2025. Overall total cash is forecast to decrease by $9.5 million to approximately $8.3 million as at 30 June 2025, reflecting Council's strategy of using cash to enhance existing and create new infrastructure. The majority of these cash reserves held as at 30 June 2026 will be committed/ quarantined for specific purposes including:

5.1 Contractual Reserves ($0.7m money held in trust)

These funds must be applied for specific contractual requirements, whilst these funds earn interest revenue for Council; they are not available for other purposes.

5.2 Infrastructure Reserves ($5.3m bridges, roads, building, plant replacement)

These funds are reserved for emergency replacement and improvement of basic road, stormwater infrastructure, property and plant.

5.3 Provision Reserves ($1.5m)

These funds are separately identified as restricted to ensure there is sufficient funds to meet Council's long term employee and carry forward obligations.

5.4 General Discretionary Reserves ($0.8m)

These funds are free of all specific Council commitments and represent funds available to meet daily cash flow requirements and unexpected short-term needs. It is planned that a reasonable level of these funds are maintained to ensure that it can meet commitments as and when they fall due without borrowing for operating expenses.

5.5 Cash Budget

CASH BUDGET			
	Budget	Actual (29/04)	Budget
Cash Surplus/(Deficit) Calculation	**2025/26**	**2024/25**	**2024/25**
Cash Receipts			
Rates & Charges	16,375,653	14,527,197	14,648,178
Grants and Property (Including Capital)	14,224,872	16,810,267	20,070,566
Fees & Charges	3,429,109	3,337,150	3,132,403
Interest General Funds and Rates Outstanding	876,112	703,318	860,200
Interest Stimulus Funds	0	0	22,225
Stimulus Package Interest Reimbursements	0	0	22,225
Other Reimbursements	54,701	152,137	66,646
Investment in TasWater	561,600	561,600	561,600
Other	714,773	606,101	720,532
	36,236,820	36,697,769	40,104,575
Cash Payments			
Employee Costs	10,248,429	8,707,856	8,488,466
Materials & Services	8,065,260	8,868,772	7,708,400
Government Levies & Charges	1,351,867	1,099,767	1,242,013
Depreciation	0	0	0
Stimulus Package Interest Expense	0	0	22,225
Other Expenditure	538,463	540,023	316,816
Operating Budget	20,204,019	19,216,417	17,777,920
FAGS grant advance change	0	0	0
Loan Funds Received	0	0	0
Capital Budget (Excluding Bfwd Expend)	25,564,786	14,968,000	21,867,215
Cash Surplus/(Deficit)	**(9,531,985)**	**2,513,352**	**459,440**
Adjustments for non cash items included above:			
Less Net Gain/Loss on Disposal of Assets	(433,630)	15,153	(418,967)
Less Subdivisions & contributed assets	377,927	0	375,608
Cash Surplus/(Deficit)	**(9,476,282)**	**2,498,199**	**502,799**
Opening Cash	17,752,199	15,254,000	15,254,000
Closing Cash	**8,275,917**	**17,752,199**	**15,756,799**

6. Debt Level

The council has no borrowings at this stage.

7. CAPITAL WORKS

The objective of the Capital Works program is to determine priority projects for 2025-26 and provide guidance on capital budgeting over the next 5 year period.

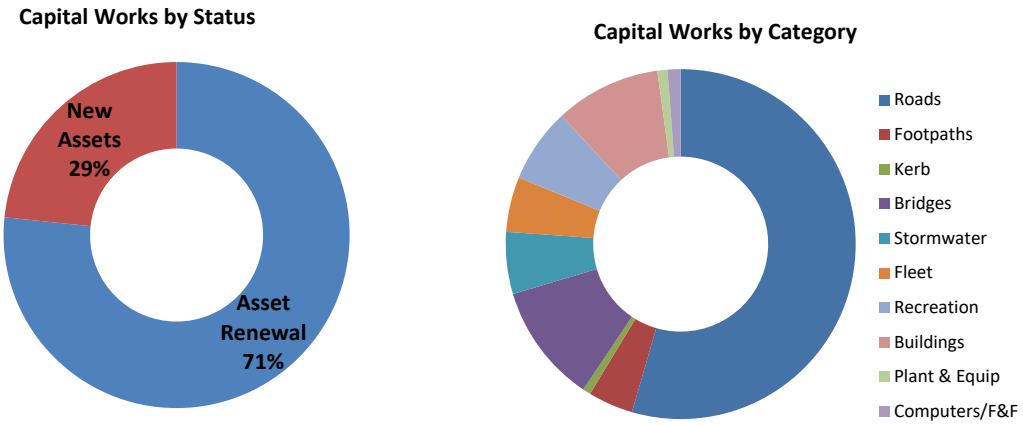
Council's Capital Works program is largely made up of projects listed in Strategic Master plans, Asset Management plans, local district committee priorities, staff and members of the public input. Projects are assessed and prioritized by staff and are listed for Council consideration as part of the budget deliberations.

It should be noted that cost estimated are preliminary and may vary when planning and design is finalized.

The attached report shows the proposed projects scheduled for the 2025-26 capital works program for each asset category after assessment and amendment by staff during the year from asset plans and upgrade programs.

The following table provides a summary of the capital works programmed for the 2025-26 year and includes a breakdown of asset renewals and new assets.

ESTIMATED CAPITAL WORKS STATEMENT	
Capital Works Areas	
Roads	14,354,900
Footpaths	1,312,647
Kerb	Incl in roads
Bridges	3,527,027
Stormwater	1,225,000
Fleet	1,073,000
Recreation	1,711,050
Buildings	1,764,661
Plant & Equip	295,000
Computers/F&F	301,500
Total Capital Works	25,564,786
Represented by:	
Asset Renewal	18,169,491
New Assets	7,395,295
Total Capital Works	25,564,786
Reconciliation of net movement in property, plant and equipment	
Total Capital Works	25,564,786
Asset revaluation increment	0
Depreciation	-8,092,350
Written down value of assets sold	0
Donated assets	0
Recognition of previously unrecognised assets	0
Net movement in property, plant and equipment	$17,472,436



To maintain the current level of capital assets, Council should invest in capital renewal expenditure at least equal to the annual depreciation for each year. Budgeted depreciation expense for 2025-26 is expected to be in the vicinity of $8 million. Capital expenditure above the annual depreciation amount must be funded from other funding sources such as capital grants (special grants, roads to recovery, black spot road grants, vulnerable road user grants), cash reserves, loan funds, operating surplus etc.

Council prioritises required renewal of existing assets over expenditure on new assets wherever possible.

Capital Works Ratios to be considered

Capital Expenditure to Depreciation Ratio – This ratio is the total capital expenditure as a percentage of depreciation expense. With a ratio of 100% council is replacing the service potential that has been used up during the year. With a ratio of over 100% it will reflect that council is growing its asset base. Council aims for a ratio of at least 100%.

Renewal Ratio – This ratio is the capital expenditure on renewing existing assets expressed as a percentage of depreciation expense. If Council is to maintain all of its assets at their current service level, then over the longer term this ratio should trend towards 100%, however because the age profile of Council's assets is not evenly distributed, there will be years when this ratio is significantly less or more than 100%.

Capital Works Category summary

7.1 Roads ($14.3 million)

Main Street Urban Design works at Campbell Town and Perth ($8.6m). Reconstruction and seal of rural sections of Ashby Road at Ross ($1.5m). Kerb and reconstruction of urban sections of Youl Road, Drummond and Napoleon Streets at Perth ($1.3m), Willaim Street and Bridge Street (High to Pedder) at Campbell Town ($415,000), Main Street (No. 65 to 79) at Cressy ($56,800). Improvements to pedestrian outstands in Marlborough Street at Longford ($100,000), annual road reseal and resheeting programs ($1.3m), and footpath construction / improvements ($1.3m).

7.2 Bridges ($3.5 million)

Construction of new or extended Bridges/Culverts over Sheepwash Creek at Perth in Drummond Street, Western Rail Line, Edward Street and Phillip Street ($3.5m).

7.3 Stormwater ($1.2m)

Including extension of the Translink Avenue detention basin, a gross pollutant trap in Translink North, and an overland flow path at Western Junction ($740,000), installation of humeceptor at the Recreation Ground, and a culvert upgrade in High Street at Campbell Town ($75,000); construction of a Norfolk Street WUSD ($200,000), continuation of CCTV pipe investigations in Perth, and other sundry minor stormwater upgrades.

7.4 Plant & Equipment ($2.3m)

Installation of new street furniture, play equipment and minor plant purchases and replacements ($295,000), information technology upgrades ($387,000), scheduled replacement of fleet vehicles, plant and equipment ($1.0m), and other sundry equipment purchases/upgrades.

7.5 Buildings ($1.8 million)

Improvement to amenities at the Longford Depot ($150,000), installation of a weigh bridge at the Longford Waste Transfer Station ($140,000), replacement/improvements to public toilet facilities ($745,000), and an allocation of $0.8m for renovations and other minor improvements to several buildings throughout the municipal area.

7.6 Recreation ($1.7m)

Major recreational projects include construction of a new public open space area in Napoleon Street at Perth ($650,000), improvements at Pioneer Park at Evandale ($350,000); and other sporting facility minor upgrades.

A complete list of projects is detailed in the **2025-26 Capital Works Program.**

8. GOVERNMENT GRANTS

It is forecast that Council will receive Base Financial Assistance Grants and Road Grants indexed by 4.0 percent during 2025-26.

Additional Roads to Recovery/Community Infrastructure grants will be provided by the Australian Government to assist Council's with aging infrastructure again during 2025-26.

Government Grants have been allocated as follows:

		Actual 2024-25		Budget 2025-26	
Base Grants					
100250	Grants	1,532,411		1,500,000	
325000	Grants - Roads	2,288,049		2,435,000	
326200	Grants - Bridges	980,592		1,000,000	
	Total Base Grants		4,801,052		4,935,000
Specific Purpose Operating Grants					
204500	Grants - Pension Remissions	552,020		571,341	
201105	Grants - Employment Training				
325050	Grants - State Heavy Vehicle Motor Tax	77,401		77,401	
325060	Grants - Emergency Flooding				
325037	Grants - Blackspot				
501300	Grants - Rural & Remote Child Care	176,196		149,531	
319700	Grant Income - Waste	-		-	
	Total Specific Purpose Operating Grants		805,617		798,273
	Total Operating Grants		**5,606,669**		**5,733,273**
Capital Grants					
325010	Grants - Roads (Road to Recovery Project)	960,936		1,537,504	
509031	Grant Income - Community Infrastructure DITRD&C (Phase 3)	99,384			
509032	Grant Income - Community Infrastructure DITRD&C (Phase 4a)	354,846			
509033	Grant Income - Community Infrastructure DITRD&C (Phase 4b)	554,290			
515780	Grant Income - Lfd - Main Street Projects National Grant	1,393,628		393,628	
325038	Grant Income– Vulnerable Road Users	164,418			
325046	Grant Income – Vulnerable Road Users	25,000			
505037	Grant Income - Longford Rail Bridge Restoration Group	50,000		50,000	
515785	Grant Income – Perth Rec Cricket Net Upgrade	20,000			
518028	Grant Income – Social Cohesion	1,950			
509042	Grant Income - Perth Junior Soccer Ground	70,000		-	
325048	Grant Income - Blackspot Wilmores lane Intersection	53,600		-	
325049	Grant Income - Main Street Projects Perth & Campbell Town	8,000,000		4,800,000	
326605	Grant Income - Perth Urban Stormwater Management	1,847,514		1,397,636	
326606	Grant Income - Western Junction Stormwater Management	265,000		265,000	
509041	Grant Income - Macquarie Reserve Cressy	120,000		-	
509043	Grant Income - Half Basketball Courts	100,002		30,002	
509044	Grant Income - Mens Shed Ross	200,000		-	
509045	Grant Income - Longford Sports Centre Solar	37,829		17,829	
	Grant Income – C'Town School road entrance improvements	112,000		-	
	Total Capital Grants		**14,463,897**		**8,491,599**
	Total Grants		**20,070,566**		**14,224,872**

9. RATES AND CHARGES

General Rates and Charges are the most important source of revenue accounting for 59% of the total annual revenue received by Council (excluding Capital grants). Planning for future rate increases is a significant factor in the Long Term Financial Modeling process and it is important to balance the rate revenue as a funding source with community sensitivity to increases.

9.1 Property Values

Council has established a rating structure which is comprised of two key elements. These are:

- Property values based on assessed annual value; and
- User pays component to reflect usage of services provided.

Having received land, capital and assessed annual values Council continues along with most other Tasmanian councils, to apply the Assessed Annual Value (AAV) to determine the property value component of rates on the grounds that it provides the most equitable distribution of rates across the municipal area.

9.2 Valuation

All properties within the Northern Midlands area were revalued in 2019 and the new valuations provided by the Valuer General were used to calculate rates for the first time in July 2019. No adjustment factors were issued by the Valuer General in 2021 due to the Covid pandemic, but were applied from 1 July 2022 and 2024. No Adjustment factors will be applied from 1 July 2025 however a General Revaluation will occur during the year ready for the next rating period.

Council will continue to use Differential Rating for different land use categories to raise a similar amount of revenue as the previous year within each land use category (plus development).

In May 2025 (Supplementary 290) Assessed Annual Value for Northern Midlands amounted to $298,658,453 which represents a change of $4,928,506. There is an additional 2 percent general rate revenue attributable to development over the last twelve months. Values by locality following adjustment factors being applied as at 1 July 2025 are illustrated in the following table.

Revaluation	Land Value	Capital Value	Assessed Annual Value
Longford	908,545,500	3,627,723,200	144,494,985
Evandale	470,208,300	2,033,656,000	93,141,879
Campbell Town	223,311,000	836,612,200	35,540,901
Ross	107,211,000	421,948,000	16,968,695
Avoca	57,366,500	207,154,100	8,511,993
Total	1,766,642,300	7,127,093,500	298,658,453
Total 2024/2025	1,752,181,300	7,021,629,100	293,729,947
Change	14,461,000	105,464,400	4,928,506

Council has 7,997 properties with 219 exempt properties (including Tooms Lake & Lake Leake Shack Sites).

9.3 General Rate

In 2007 Council adopted a fully differential rating option to raise the same general rate revenue in each land use category as under the previous revaluation. In 2008 the system was refined by moving vacant industrial land to an industrial vacant land category. In 2009 the Council considered the introduction of a further land use category for Residential properties located in a Rural planning zone.

In 2013-14 following receipt of the 2013 revaluation and after consideration of rate modeling the following rating policy adjustments were made:

- The minimum rate in $AAV was adopted and larger blocks of vacant land were charged the equivalent to Primary Industry land;
- Low Density Residential and Rural Residential land use categories were charged the same rate in $AAV;

Due to the Revaluation in 2019, there has been a general percentage increase in assessed annual value of 11.79%. The increase varied across land use categories, and generally there was an increase in assessed annual value of Commercial properties by 23.99%, Industrial by 18.56%, Primary Production by 14.72%, Residential by 5.96%, Community by 5.63% and all other land an increase by 9.98%.

As a result, Council reduced the rate in the dollar to raise the same amount of rate revenue as the previous year plus indexation for each land use category.

In 2020-21 in order to adhere to Council's Covid19 Recovery & Care Package the general rate in the dollar of assessed annual value did not increase.

In 2021-22 in order to recover from the financial shock of the pandemic the general rate in the dollar of assessed annual value increased by 3.3 percent.

In 2022-23 to continue to recover from the pandemic financial shock the general rate in the dollar of assessed annual value increased 3.75 percent.

In 2023-24 to respond to inflationary pressures and rising interest rates the general rate in the dollar of assessed annual value increased 5.9 percent.

In 2024-25 to Council set the general rate in the dollar of assessed annual value increase to 4.74 percent.

During 2025-26 to respond to substantial wage growth, deprecation increases and inflationary pressures the general rate in the dollar of assessed annual value will increase by 7.95 percent, and a $50 waste management charge will be applied to each parcel of land raising a total general rate of $13,605,000 during the year. The total General Rate revenue raised for 2025-26 will include $237,000 attributable to Development and rating policy changes within the last 12 months.

Rate in $AAV rates to be applied on 1 July 2025 are:

- 9.572 cents in the $AAV for land used for industrial purposes
- 8.779 cents in the $AAV for land used for public purpose
- 8.431 cents in the $AAV for land used for quarries and mining
- 7.765 cents in the $AAV for land used for commercial purposes
- 7.163 cents in the $AAV for land used for sport and recreation
- 6.340 cents in the $AAV for land used for residential purposes
- 5.711 cents in the $AAV for land used for the purpose of low density residential
- 5.711 cents in the $AAV for land used for residential purposes in the rural zone
- 2.757 cents in the $AAV for other non used (vacant) land, except for commercial and industrial land
- 2.276 cents in the $AAV for land used for primary production.

It is recommended that there be no change in the minimum rates of

- $639 for land used for residential, commercial and industrial/ quarry/ mining purposes, and
- $420 for land used for rural, vacant, public purpose and sport and recreation purposes.

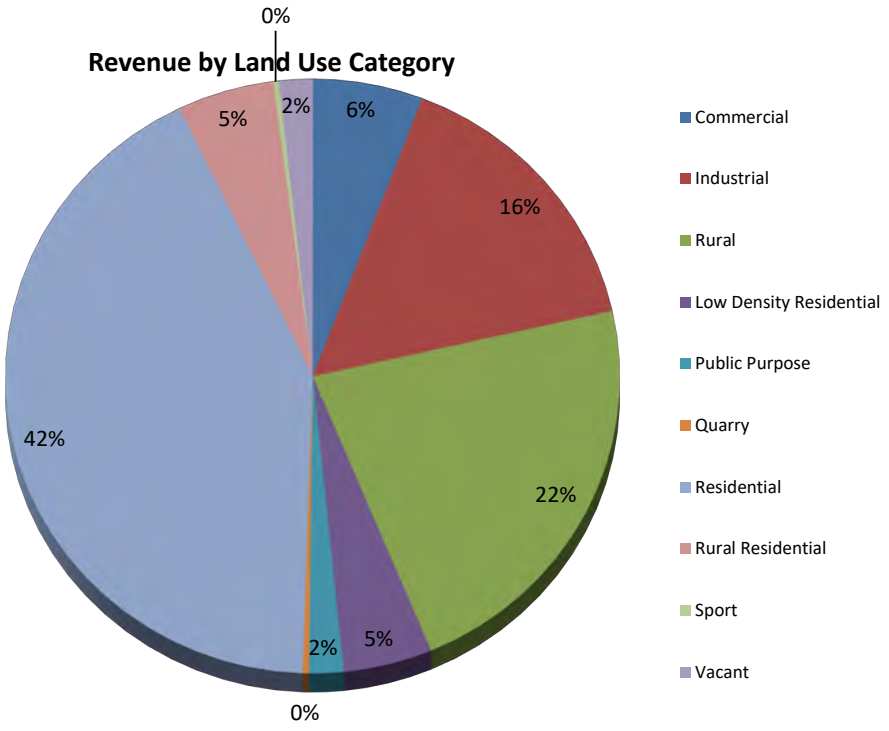
The amount of General Rates raised in past years is listed in the following table.

Year	General Rate	Rate in $ AAV
2008/09	$5,523,000	(7.06 R)
2009/10	$5,726,000	(6.95 R)
2010/11	$6,076,000	(7.20 R)
2011/12	$6,371,000	(6.73 R)
2012/13	$7,250,000	(7.00 R)
2013/14	$7,752,000	(6.68 R)
2014/15	$7,964,000	(6.88 R)
2015/16	$8,258,000	(6.89 R)

Year	General Rate	Rate in $ AAV
2016/17	$8,595,000	(7.06 R)
2017/18	$8,925,000	(6.82 R)
2018/19	$9,445,000	(7.05 R)
2019/20	$9,856,000	(6.98 R)
2020/21	$9,797,181	(6.98 R)
2021/22	$10,639,187	(7.21 R)
2022/23	$11,322,594	(5.99 R)
2023/24	$12,210,000	(6.34 R)
2024/25	$12,164,000	(5.872 R)
2025/26	$13,605,000	**(6.340 R)**

Under the differential rating system the following rates are raised in the individual land use categories (less development revenue during year predictions), and the negative/positive relationship is shown for each category in relation to the level of the Residential category.

Land Use Code	No. of Properties	Rates 2025-26	LUC %	Rates 2024-25	LUC %	Inc/Dec $	Inc/Dec %
Commercial	234	767,742	5.8%	702,344	5.8%	9.3%	0.0%
Industrial	188	2,077,236	15.7%	1,820,850	15.1%	14.1%	0.6%
Rural	887	2,951,229	22.3%	2,733,854	22.7%	8.0%	-0.4%
Low Density Residential	406	620,187	4.7%	548,094	4.5%	13.2%	0.1%
Public Purpose	111	239,831	1.8%	218,694	1.8%	9.7%	0.0%
Quarry	3	43,495	0.3%	40,293	0.3%	7.9%	0.0%
Residential	4,927	5,614,905	42.3%	5,124,099	42.5%	9.6%	-0.1%
Rural Residential	444	670,709	5.1%	616,343	5.1%	8.8%	-0.1%
Sport	39	39,240	0.3%	37,107	0.3%	5.7%	0.0%
Vacant	539	237,049	1.8%	221,981	1.8%	6.8%	-0.1%
	7,778		100%	12,063,660	100%	9.9%	0.0%
TOTAL		13,261,624					



9.4 Kerbside Collection Rate

Fortnightly Mobile Garbage Bin and Recycling Services for roadside waste collection were introduced on 1 July 1997. The roadside waste collection services were reviewed during 2001-02 and the services were extended to some 300 rural properties in December 2001.

An initiative of the Evandale Local District Committee was for an additional collection service to be held in the Christmas/New year period. This was introduced in 2008-09 for all towns at a cost of approximately $20,000.

In 2010-11 a 240 litre wheelie bin waste recycle service was introduced replacing the 50 litre crate service.

During 2013-14 the Avoca/Royal George collection area extension was introduced, and in 2018-19 the collection service was extended to Rossarden/Kalangadoo and Lake Leake areas.

Collection service charges were adjusted for cost indexation of 10 percent in 2021-22.

The State Waste Levy was increased from $7.50 to $20 per tonne during 2022-23 and increased on 1 July 2023 to $21.36 per tonne. To offset some of the waste disposal and new state levy cost a Food Organics and Garden Organics (FOGO) kerbside collection was introduced from early 2023 to all urban collection services.

During 2023-24 charges increased by 20 percent to assist with funding the increased contractor payments.

The 2024-25 charges will be increased 20 percent to assist funding the increased waste disposal contractor payments as there has not been a noticeable decrease in the amount of general waste following the introduction of the FOGO service.

In 2025-26 charges will be increased by 10 percent to assist funding the increased waste disposal contract payments.

Fortnightly Collection Service	2022/23	2023/24	2024/25	2025/26
140lt MGB + 240lt Recycle MGB	$146	$175	$210	$231
240lt MGB + 240lt Recycle MGB	$212	$255	$300	$330
Recycling – each additional service	$100	$120	$144	$158

Replacements			2022/23	2023/24	2024/25	2025/26
140 litre MGB			$86	$100	$110	$110
240 litre MGB			$88	$100	$110	$110

9.5 Fire Levy

The State Fire Levy contribution that the Commission requires Council to pay in 2025-26 has increased 6 percent and is calculated as follows:

	2022/23	2023/24	2024/25	% Inc	2025/26	% Inc
Cressy, Campbell Town, Longford, Perth and Evandale						
Volunteer Brigade Rating District	355,744	364,500	377,139	*3.5%*	390,576	*3.56*
General Land	329,045	350,714	375,695	*7.1%*	407,854	*8.56*
	684,789	**715,214**	**752,834**	***5.3%***	**798,430**	***6%***

The minimum Fire Levy will increase $1 to $50 per property in 2025-26.

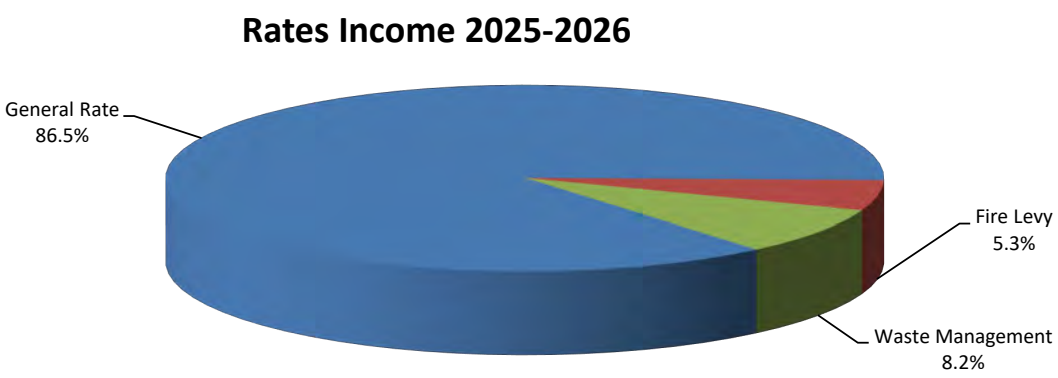
The balance of the Fire Levy will be raised via a rate in the $AAV for the Volunteer District of 0.33 cents, and a rate in the $AAV for the General Land District of 0.24 cents the same as last year.

History of charges over previous years

Total Levy		Rate in $ Charge			
		Urban	Country	Volunteer	General
2007/08	$299,756			0.35 Min $31	0.275 Min $31
2008/09	$346,430			0.399 Min $32	0.318 Min $32
2009/10	$357,867			0.399 Min $33	0.267 Min $33

	Total Levy	Rate in $ Charge			
		Urban	Country	Volunteer	General
2010/11	$361,731			0.3825 Min $34	0.264 Min $34
2011/12	$376,370			0.31 Min $35	0.24 Min $35
2012/13	$398,170			0.345 Min $36	0.27 Min $36
2013/14	$416,382			0.282 Min $36	0.321 Min $36
2014/15	$453,359			0.328 Min $37	0.35 Min $37
2015/16	$486,760			0.355 Min $38	0.34 Min $38
2016/17	$520,478			0.378 Min $38	0.36 Min $38
2017/18	$553,452			0.388 Min $39	0.36 Min $39
2018/19	$585,041			0.4116 Min $40	0.3752 Min $40
2019/20	$616,641			0.3820 Min $41	0.35 Min $41
2020/21	$616,641			0.3820 Min $41	0.35 Min $41
2021/22	$644,912			0.3720 Min $42	0.375 Min $42
2022/23	$684,789			0.3150 Min $44	0.2500 Min $44
2023/24	$715,214			0.3300 Min $48	0.2800 Min $48
2024/25	$752,834			0.3150 Min $49	0.2200 Min $49
2025/26	$798,430			0. 3300 Min $50	0.2400 Min $50

9.6 Rate Revenue Breakdown



10. Payment Options

The cash interest rate is currently set at 3.85 percent and in the current economic climate it is expected to slightly reduce over the next 12 months. Council's current early rate payment discount of 0.5 percent is equivalent to ratepayer paying average residential rates, having a similar amount of cash in the bank at 2.0 percent over the instalment period. Given the low level of 0.5 percent discount it is an opportunity to discontinue to allow discounts instead of increasing the discount rate. In the past, Council has retained the discount to encourage up-front rate payments for cash flow advantages, however the majority of Councils no longer offer discount. Council has opted to retain the 0.5 percent discount in 2025-26 as to abandon it would mean a further 0.5 percent increase for those ratepayers that usually take advantage of the discount benefit.

Instalment payment dates for 2025-26 will be:

- Payment by one (1) instalment by 31 August (to take advantage of 0.5 percent discount)
- Payment by 3 instalments due on 31 August, 30 November and 28 February.

No change is recommended for

- Ratepayers on default of instalment payments, to be charged daily interest of 0.0178% (or 6.5% per annum) in accordance with Section 128 of the Local Government Act 1993
- a late payment penalty of 5 percent will apply on all Rates & Charges, outstanding as at 1st April.

11. SUMMARY OF RATES & CHARGES

RATE BUDGET							
	Budget		Actual (29/04)		Budget		Budget 25/26
Rate	2025/26		2024/25		2024/25		less budget 24/25
General Rate (Incl	13,605,000	83.1%	12,163,929	83.7%	12,276,000	83.8%	1,329,000
Fire Levy	780,653	4.8%	762,592	5.2%	754,254	5.1%	26,399
Waste Manageme	1,990,000	12.2%	1,600,675	11.0%	1,617,924	11.0%	372,076
Sub Total	**16,375,653**		**14,527,196**		**14,648,178**		**1,727,475**
Rate Discount	29,170		25,264		28,930		240
Rate Remissions	10,000		11,300		10,000		0
Pension Rebates (	571,341		602,333		552,020		19,321
Pension Rebates F	(571,341)		(572,987)		(552,020)		(19,321)
Net Rate Revenu	**16,336,483**		**14,461,286**		**14,609,248**		**1,727,235**

Rate Levies & Ch	2025/26 Charge	2025/26 Rate (Cents in $AAV)	2024/25 Charge	2024/25 Rate (Cents in $AAV)
General Rate	**$**	**7.95% Increase**	**$**	
Industrial		9.572		8.867
Public Purpose		8.779		8.133
Quarry		8.431		7.810
Commercial		7.765		7.194
Residential		6.334		5.872
Sport		7.163		6.636
Low Density Residential		5.711		5.291
Rural Residential		5.711		5.291
Rural		2.276		2.108
Vacant		2.757		2.554
Overall Minimum -	$639			$592
Overall Minimum -	$420			$389
General Waste Ma	$50			
Garbage Collection				
140lt MGB	231		210	
240lt MGB	330		300	
Recycling	158		144	
Fire Levy				
General	50	0.24	49	0.22
Volunteer	50	0.33	49	0.315

12. RATE SAMPLES & OVERALL VARIANCES

Typical overall rate bills are expected to vary from the previous year as below:

Residential		Average Property Value $	Rates 2024-25 $	Rates 2025-26 $	Increase in Rates Bill $	Increase in Rates Bill %
Longford		$568,000	$1,455	$1,622	$167	10.8%
Perth		$528,000	$1,410	$1,574	$164	11.6%
Evandale		$504,000	$1,384	$1,546	$162	11.7%
Campbell Town		$232,000	$1,114	$1,254	$140	12.6%
Cressy		$392,000	$1,185	$1,331	$146	12.3%
Devon Hills		$1,280,000	$2,721	$2,986	$264	9.7%
Ross		$408,000	$1,207	$1,355	$148	12.3%
Avoca		$248,000	$949	$1,076	$127	13.4%
Conara		$184,000	$851	$970	$119	14.0%
Epping		$232,000	$922	$1,046	$125	13.5%
Vacant Land		$724,500	$804	$918	$114	14.2%
Vacant Land		$310,500	$438	$520	$82	18.7%
Low Density Residential		$864,000	$1,905	$2,107	$202	10.6%
Residential in Rural Zone		$712,000	$1,397	$1,555	$158	11.3%
Rossarden		$136,000	$851	$970	$119	14.0%
Rural A						8.5%
Rural B						9.2%
Commercial A						7.9%
Commercial B						7.9%
Industrial A						7.9%
Industrial B						7.8%
GENERAL RATE REVENUE INCREASE				**7.95%**		

13. COMMUNITY GRANTS

The **Special Community Grant** allocation in 2025-26 is $50,000 compared to $35,100 last year. These grants are allocated to sporting, community and non-profit organisations for minor infrastructure improvement projects in accordance with Council guidelines. For further information please refer to attached summary of applications.

Applicant/Organisation	Project Details	Grant Recommended
Woolmers Foundation Incorporated	Computer hardware and software	$2,000
Longford RSL Memorial Club	Furniture upgrades	$1,000
Morven Park Management Committee	Sound system for video Screen (Score Board)	$1,371
Morven Park Management Committee	Scorers Room heat pump	$2,500
Avoca Museum & Info Centre	Portable Sound System	$1,500
Longford Legends Committee	Continuation of legends in Stokes Park	$5,000
Ross Local District Committee	Contribution towards Street signage improvements	$5,000
Evandale Community Centre & Hall Ctee	Hand dryers, brochures	$5,000
Mr Samuel Diprose Adams	Contribution towards Perth Memorial gun relocation and signage	$4,000
Evandale Tennis Club	Toilet upgrade (design only)	$2,629
Campbell Town Facility Booking Officer	King Street Hall - Acoustics improvements	$5,000
Campbell Town Swimming Pool	Lifeguard shed improvements	$5,000
Campbell Town Football Club	Goal Netting	$5,000
Longford Football Club	Goal Netting	$5,000
Total Special Project Allocation		$50,000

An allocation of $77,630 which is the same as last year has been allocated to **Festivals, Events & Promotions** held throughout the municipal area. For further information please refer to attached summary of applications.

Management Committee Grants allocated in 2025-26 amount to $62,153

(increased 3.5%) as detailed in the attached summary.

NORTHERN MIDLANDS COUNCIL

APPENDIX A

BUDGET - FINANCIAL REPORT

2025/2026

June 2025

OPERATING STATEMENT			
	Budget	Actual (29/04)	Budget
Underlying Surplus/(Deficit) Calculation	**2025/26**	**2024/25**	**2024/25**
Revenue			
Rates & Charges	16,375,653	14,527,197	14,648,178
Grants and Property (Including Capital)	14,224,872	11,798,267	20,070,566
Fees & Charges	3,429,109	2,780,958	3,132,403
Interest General Funds and Rates Outstanding	876,112	586,098	860,200
Interest Stimulus Funds	0	0	22,225
Stimulus Package Interest Reimbursements	0	0	22,225
Other Reimbursements	54,701	152,137	66,646
Investment in TasWater	561,600	351,000	561,600
Other	714,773	505,084	720,532
	36,236,820	30,700,741	40,104,575
Expenditure			
Employee Costs	10,248,429	7,033,268	8,488,466
Materials & Services	8,065,260	6,651,579	7,708,400
Government Levies & Charges	1,351,867	824,825	1,242,013
Depreciation	8,092,350	3,828,450	7,656,898
Stimulus Package Interest Expense	0	0	22,225
Other Expenditure	538,463	540,023	316,816
	28,296,369	18,878,145	25,434,818
Operating Surplus/(Deficit)	**7,940,451**	**11,822,596**	**14,669,757**
Adjustments :			
Less Capital Grants and Property	8,491,599	5,888,967	14,444,447
Less Subdivider Contributions	377,927	0	375,608
Underlying Operating Surplus/(Deficit)	**(929,075)**	**5,933,629**	**(150,298)**

OPERATING STATEMENT - SENSITIVITY ANALYSIS						
	Budget	Sensitivity	Budget Impact	Budget		
Underlying Surplus/(Deficit) Calculation	2024/25	+ / -	2024/25	2025/26	Variance	
Revenue						
Rates & Charges	14,648,178	6.00%	15,527,069	16,375,653	848,584	7.95% plus $25
Grants & Subsidies (Operating only)	5,626,119	2.00%	5,738,641	5,733,273	(5,368)	
Fees & Charges	3,132,403	3.50%	3,242,037	3,429,109	187,072	Childcare
Interest General Funds and Rates Outstanding	904,650	4.00%	940,836	876,112	(64,724)	
Other Reimbursements	628,246	0.00%	628,246	616,301	(11,945)	
Other	344,924	0.00%	344,924	336,846	(8,078)	
	25,284,520		26,421,753	27,367,294	945,541	
Expenditure					0	
Employee Costs	8,488,466	6.00%	8,997,774	10,248,429	1,250,655	
Materials & Services	7,708,400	3.50%	7,978,194	8,065,260	87,066	
Government Levies & Charges	1,242,013	3.50%	1,285,483	1,351,867	66,384	Inc, General Reval $40k
Depreciation	7,656,898	3.50%	7,924,889	8,092,350	167,461	Incl road reval
Other Expenditure	339,041	0.00%	339,041	538,463	199,422	Incl oncost changes
	25,434,818		26,525,382	28,296,369	1,770,987	
Operating Surplus/(Deficit)	(150,298)	0	(103,629)	(929,075)	(825,446)	

CASH BUDGET			
	Budget	Actual (29/04)	Budget
Cash Surplus/(Deficit) Calculation	**2025/26**	**2024/25**	**2024/25**
Cash Receipts			
Rates & Charges	16,375,653	14,527,197	14,648,178
Grants and Property (Including Capital)	14,224,872	16,810,267	20,070,566
Fees & Charges	3,429,109	3,337,150	3,132,403
Interest General Funds and Rates Outstanding	876,112	703,318	860,200
Interest Stimulus Funds	0	0	22,225
Stimulus Package Interest Reimbursements	0	0	22,225
Other Reimbursements	54,701	152,137	66,646
Investment in TasWater	561,600	561,600	561,600
Other	714,773	606,101	720,532
	36,236,820	36,697,769	40,104,575
Cash Payments			
Employee Costs	10,248,429	8,707,856	8,488,466
Materials & Services	8,065,260	8,868,772	7,708,400
Government Levies & Charges	1,351,867	1,099,767	1,242,013
Depreciation	0	0	0
Stimulus Package Interest Expense	0	0	22,225
Other Expenditure	538,463	540,023	316,816
Operating Budget	20,204,019	19,216,417	17,777,920
FAGS grant advance change	0	0	0
Loan Funds Received	0	0	0
Capital Budget (Excluding Bfwd Expend)	25,564,786	14,968,000	21,867,215
Cash Surplus/(Deficit)	**(9,531,985)**	**2,513,352**	**459,440**
Adjustments for non cash items included above:			
Less Net Gain/Loss on Disposal of Assets	(433,630)	15,153	(418,967)
Less Subdivisions & contributed assets	377,927	0	375,608
Cash Surplus/(Deficit)	**(9,476,282)**	**2,498,199**	**502,799**
Opening Cash	17,752,199	15,254,000	15,254,000
Closing Cash	**8,275,917**	**17,752,199**	**15,756,799**

Note 1	
788,919	General
0	Loan Repayment Provision
640,000	Monies Held in Trust (Including Special Committee Cash Balar
50,000	Grants Received in Advance
1,476,719	Provisions and Rate Revenue and User Charges in Advance
5,320,280	Infrastructure
8,275,917	Cash

RATE BUDGET

Rate	Budget 2025/26		Actual (29/04) 2024/25		Budget 2024/25		Budget 25/26 less budget 24/25
General Rate (Incl	13,605,000	83.1%	12,163,929	83.7%	12,276,000	83.8%	1,329,000
Fire Levy	780,653	4.8%	762,592	5.2%	754,254	5.1%	26,399
Waste Manageme	1,990,000	12.2%	1,600,675	11.0%	1,617,924	11.0%	372,076
Sub Total	**16,375,653**		**14,527,196**		**14,648,178**		**1,727,475**
Rate Discount	29,170		25,264		28,930		240
Rate Remissions	10,000		11,300		10,000		0
Pension Rebates (	571,341		602,333		552,020		19,321
Pension Rebates F	(571,341)		(572,987)		(552,020)		(19,321)
Net Rate Revenu	**16,336,483**		**14,461,286**		**14,609,248**		**1,727,235**

Rate Levies & Cl	2025/26 Charge	2025/26 Rate (Cents in $AAV)	2024/25 Charge	2024/25 Rate (Cents in $AAV)
General Rate	**$**	**7.95% Increase**	**$**	
Industrial		9.572		8.867
Public Purpose		8.779		8.133
Quarry		8.431		7.810
Commercial		7.765		7.194
Residential		6.334		5.872
Sport		7.163		6.636
Low Density Residential		5.711		5.291
Rural Residential		5.711		5.291
Rural		2.276		2.108
Vacant		2.757		2.554
Overall Minimum -	$639			$592
Overall Minimum -	$420			$389
General Waste Ma	$50			
Garbage Collection				
140lt MGB	231		210	
240lt MGB	330		300	
Recycling	158		144	
Fire Levy				
General	50	0.24	49	0.22
Volunteer	50	0.33	49	0.315

Northern Midlands Council Account Management Report

Income & Expenditure Summary for the Budget Estimated 2025-26

Line Item Summary Totals				63,652			334,148			49,285			107,791			881,178					
	Operating Statement																				
	Governance			Corporate Services			Regulatory & Community Services			Development Services			Works			Total					
	2024/25 Budget	2024/25 Actual	2025/26 Budget	2024/25 Budget	2024/25 Actual	2025/26 Budget	2024/25 Budget	2024/25 Actual	2025/26 Budget	2024/25 Budget	2024/25 Actual	2025/26 Budget	2024/25 Budget	2024/25 Actual	2025/26 Budget	2024/25 Budget	2024/25 Actual	2025/26 Budget			
1 Wages	662,665	577,252	726,317	1,569,699	1,403,337	1,903,847	265,525	228,656	314,810	628,621	473,618	736,412	2,314,230	2,016,346	2,897,524	5,440,740	4,699,210	6,578,910			
2 Material & Services Expenditure	736,476	631,205	698,160	1,017,603	1,147,637	1,204,240	129,084	79,734	139,877	403,896	298,238	385,955	4,819,941	4,104,115	5,016,998	7,107,000	6,260,929	7,445,230			
3 Depreciation Expenditure	94,179	51,154	97,900	135,479	73,585	140,180	33,872	18,398	35,050	21,999	11,949	22,770	7,371,369	3,673,364	7,796,450	7,656,898	3,828,450	8,092,350			
4 Government Levies & Charges	10,298	10,298	10,660	1,035,224	668,995	1,129,237	3,750	1,866	3,880	0	0	0	192,741	143,666	208,090	1,242,013	824,825	1,351,867			
5 Interest Expenditure	0	0	0	22,225	0	0	0	0	0	0	0	0	0	0	0	22,225	0	0			
7 Councillors Expenditure	225,424	187,041	233,300	0	701	0	0	0	0	0	0	0	0	0	0	225,424	187,742	233,300			
8 Competitive Neutrality Expenditure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9 Other Expenditure	124,956	129,454	127,129	565,060	596,245	579,311	275,740	193,227	283,390	12,063	28,065	12,480	69,430	54,206	164,260	1,047,249	1,001,197	1,166,570			
11 Oncost	331,384	277,792	363,158	752,627	675,940	934,354	137,961	107,018	162,860	311,721	223,321	385,525	1,079,419	876,617	1,342,640	2,613,112	2,160,688	3,188,537			
12 Internal Plant Hire/Rental	614	4,355	5,600	30,920	8,462	33,690	31,940	2,757	33,070	22,290	2,347	23,070	1,075,420	880,554	1,178,169	1,161,184	898,475	1,273,599			
13 Internal Rental/Rates	0	0	0	2,020	0	1,300	0	0	0	0	0	0	7,480	0	7,740	9,500	0	9,040			
10 Other Internal Transfers Expenditure	0	0	0	21,400	0	22,140	0	176	0	0	0	0	138,000	80,345	0	159,400	80,521	22,140			
14 Oncosts Paid - Payroll	154,300	137,594	171,547	349,785	330,757	433,154	53,860	30,771	58,874	149,347	124,833	188,349	604,111	418,470	614,851	1,311,403	1,042,425	1,466,775			
15 Oncost Paid - Non Payroll	219,992	167,679	265,187	422,057	362,595	583,789	77,589	35,254	82,833	205,782	163,794	270,956	810,903	562,311	999,979	1,736,323	1,291,633	2,202,744			
16 Plant Expenditure Paid	6,600	2,796	6,830	27,220	21,681	25,750	9,000	7,159	9,320	20,530	10,882	21,250	538,050	348,132	556,880	601,400	390,650	620,030			
	2,566,888	2,176,620	2,705,788	5,951,319	5,289,935	6,990,992	1,018,321	705,016	1,123,964	1,776,249	1,337,047	2,046,767	19,021,094	13,158,126	20,783,581	30,333,871	22,666,745	33,651,092			
															1,592,838						
17 Rate Revenue	0	0	0	(13,030,254)	(12,926,522)	(14,385,653)	0	0	0	0	0	0	(1,617,924)	(1,600,675)	(1,990,000)	(14,648,178)	(14,527,197)	(16,375,653)			
18 Recurrent Grant Revenue	8,000	(10,298)	0	(2,210,627)	(848,443)	(2,220,872)	0	0	0	0	(14,263)	0	(3,423,492)	(558,721)	(3,512,401)	(5,626,119)	(1,431,724)	(5,733,273)			
19 Fees and Charges Revenue	(399)	(10,514)	(437)	(1,572,358)	(1,221,707)	(1,725,130)	(195,103)	(190,927)	(209,741)	(626,658)	(587,992)	(643,591)	(737,885)	(769,818)	(850,210)	(3,132,403)	(2,780,958)	(3,429,109)			
21 Interest Revenue	(799,225)	(509,212)	(790,000)	(83,200)	(76,886)	(86,112)	0	0	0	0	0	0	0	0	0	(882,425)	(586,098)	(876,112)			
22 Reimbursements Revenue	(2,075)	(81,709)	(1,000)	(21,452)	(49,286)	(38,682)	(9,000)	(7,159)	(9,315)	(77,244)	0	0	(19,119)	(13,983)	(5,704)	(128,890)	(152,137)	(54,701)			
Interest Expenditure Reimbursed	0	0	0	(22,225)	0	0	0	0	0	0	0	0	0	0	0	(22,225)	0	0			
Oncost Recoveries - Internal Tfer	(355,021)	(348,411)	(415,550)	(756,118)	(702,433)	(997,943)	(126,087)	(35,621)	(135,223)	(350,459)	(296,690)	(445,543)	(1,383,045)	(957,222)	(1,583,955)	(2,970,730)	(2,340,377)	(3,578,214)			
Plant Hire Income - Internal Tfer	(12,500)	0	(13,020)	(45,775)	0	(47,380)	0	0	0	(44,990)	0	(46,560)	(1,425,910)	(1,003,479)	(1,475,820)	(1,529,175)	(1,003,479)	(1,582,780)			
10 Other Internal Transfers Income	0	0	0	(598,897)	48,701	(587,359)	0	0	0	0	(1,549)	0	(219,218)	(51,235)	(40,000)	(818,115)	(4,083)	(627,359)			
23 Other Revenue	(568,100)	(351,000)	(561,600)	(282,379)	(264,181)	(268,466)	(117)	(920)	(121)	62,244	214	0	(55,928)	(165,705)	(68,259)	(844,280)	(781,592)	(898,446)			
	(1,729,320)	(1,311,144)	(1,781,607)	(18,623,285)	(16,040,757)	(20,357,597)	(330,307)	(234,627)	(354,400)	(1,037,107)	(900,280)	(1,135,694)	(8,882,521)	(5,120,838)	(9,526,349)	(30,602,540)	(23,607,645)	(33,155,647)			
Underlying (Surplus) / Deficit Before	837,568	865,476	924,181	(12,671,966)	(10,750,822)	(13,366,605)	688,014	470,389	769,564	739,142	436,767	911,073	10,138,573	8,037,288	11,257,232	(268,669)	(940,900)	495,445			
20 Gain on sale of Fixed Assets	0	0	0	0	(1,830)	0	0	(2,636)	0	0	0	0	0	(70,026)	0	0	(74,492)	0			
6 Loss on Sale of Fixed Assets	0	0	0	0	0	0	0	0	0	0	0	0	418,967	59,339	433,630	418,967	59,339	433,630			
Net (Gain)/loss on Disposal of Fixed Assets	0	0	0	0	(1,830)	0	0	(2,636)	0	0	0	0	418,967	(10,687)	433,630	418,967	(15,153)	433,630			
Underlying (Surplus) / Deficit	837,568	865,476	924,181	(12,671,966)	(10,752,652)	(13,366,605)	688,014	467,753	769,564	739,142	436,767	911,073	10,557,540	8,026,601	11,690,862	150,298	(956,053)	929,075			
Capital Grant Revenue	0	0	0	0	0	0	(50,000)	0	(50,000)	(112,000)	(112,100)	0	(14,282,447)	(5,776,867)	(8,441,599)	(14,444,447)	(5,888,967)	(8,491,599)			
Subdivider Contributions	0	0	0	0	0	0	0	0	0	0	0	0	(375,608)	0	(377,927)	(375,608)	0	(377,927)			
	0	0	0	0	0	0	(50,000)	0	(50,000)	(112,000)	(112,100)	0	(14,658,055)	(5,776,867)	(8,819,526)	(14,820,055)	(5,888,967)	(8,869,526)			
Operating (Surplus) / Deficit From continuing operations	837,568	865,476	924,181	(12,671,966)	(10,752,652)	(13,366,605)	638,014	467,753	719,564	627,142	324,667	911,073	(4,100,515)	2,249,734	2,871,336	(14,669,757)	(6,845,020)	(7,940,451)			

NORTHERN
MIDLANDS
COUNCIL

Budget Report

Round 1 - 2025-26 Budget

by

Operating Statement

at Account level

for 2025/2026

NORTHERN MIDLANDS COUNCIL

Governance Function

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Function Management				
Function Management				
Function Management				
Revenue				
Other Income				
Interest Income - Cash and Investments	100300	(777,000)	(790,000)	(641,227)
Other Income (GST Applicable)	100301	0	0	(81,240)
Other Income (GST Free)	100302	0	0	(3,193)
Interest Income - Stimulus Fund Investments	100303	(22,225)	0	1,710
Insurance for Council Facilities	100310	(2,075)	(1,000)	(933)
Income on Investment in Tas Water	100330	(561,600)	(561,600)	(351,000)
Right to Information Request / Code of Conduct Complaint	100340	(132)	(137)	(10,187)
Total Other Income		(1,363,032)	(1,352,737)	(1,086,071)
Total Revenue		(1,363,032)	(1,352,737)	(1,086,071)
Expenditure				
Assets Management				
Assets Management	100400	75,080	81,710	41,411
Total Assets Management		75,080	81,710	41,411
Personnel Management				
Personnel Management	100500	142,110	157,059	152,214
Total Personnel Management		142,110	157,059	152,214
General Expenditure				
General Expenditure - Governance Management	101000	1,045,479	1,102,221	1,116,937
Governance - Purchase of Stationery	101001	7,270	10,000	10,200
General Expenditure - Governance Code of Conduct Expenses	101002	10,000	10,000	13,348
Staff Support & Special Projects	101010	16,000	20,000	0
Pth - Perth Main Street Plan	101010.047	0	0	750
Climate Change Emergency Strategy - Stage 1	101010.053	29,759	30,000	29,759
NTRLUS Climate Project	101010.054	0	0	13,585
Campbell Town - King Street Reserve Master Plan	101010.055	0	0	1,776
Lfd - Laycock Street Park Master Plan	101010.058	0	0	1,680
Independent Review - Governance & Meeting Procedures	101010.068	39,800	0	39,800
Perth Preccinct Plan	101010.07	5,300	0	5,300
Cressy Park & Childcare Centre extension Masterplan	101010.071	0	0	20
Total General Expenditure		1,153,608	1,172,221	1,233,155
GM's Special Expenditure				
GM's Special Expenditure	101050	20,000	21,000	16,402
Audit Committee	101055	11,640	15,000	3,909
Total GM's Special Expenditure		31,640	36,000	20,311
Audit				
Audit - Council Financial Statements	101060	38,000	50,000	12,355
Audit - Travel Fees, Projects & Project Acquittals	101065	7,260	7,500	2,712
Total Audit		45,260	57,500	15,067
Accounts Receivable				
Accounts Receivable - Remissions Rates	101070	20,000	10,000	11,150
Accounts Receivable - Remissions Sundry Debtors	101075	0	10,000	210
Accounts Receivable - Discount	101080	24,900	25,000	21,850
Total Accounts Receivable		44,900	45,000	33,210
Total Expenditure		1,492,598	1,549,490	1,495,369
		129,566	196,753	409,298
Total Function Management		129,566	196,753	409,298
Total Function Management		129,566	196,753	409,298

NORTHERN MIDLANDS COUNCIL

Governance Function

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Employee Oncosts				
Employee Oncosts				
Employee Oncosts				
Revenue				
Oncosts Recovered				
Oncosts Recovered	101100	(355,021)	(415,550)	(402,133)
Total Oncosts Recovered		(355,021)	(415,550)	(402,133)
Total Revenue		(355,021)	(415,550)	(402,133)
Expenditure				
Annual Leave				
Annual Leave	101300	76,283	84,367	83,118
Total Annual Leave		76,283	84,367	83,118
Public Holidays				
Public Holidays	101400	42,200	46,671	47,238
Total Public Holidays		42,200	46,671	47,238
Sick Leave				
Personal Leave - Governance	101500	28,572	32,509	40,511
Reimburse Government Paid Parental Leave - Governance	101550	0	0	1,957
Total Sick Leave		28,572	32,509	42,468
Long Service Leave				
Long Service Leave - Governance	101600	20,867	23,079	0
Total Long Service Leave		20,867	23,079	0
Superannuation				
Superannuation	101650	112,682	143,622	124,549
Total Superannuation		112,682	143,622	124,549
Workers Compensation				
Workers Compensation	101700	21,629	24,325	22,402
Total Workers Compensation		21,629	24,325	22,402
Training/Conferences				
Training/Conferences/Workshops - Governance	101850	14,490	16,000	14,528
Employee Health & Wellbeing Policy Expenditure	101860	1,000	1,226	99
Total Training/Conferences		15,490	17,226	14,627
Other Expenditure				
Other Expenditure - Governance Employee Oncosts	101900	50,894	59,751	53,448
Total Other Expenditure		50,894	59,751	53,448
Total Expenditure		368,617	431,550	387,850
		13,596	16,000	(14,283)
Total Employee Oncosts		13,596	16,000	(14,283)
Total Employee Oncosts		13,596	16,000	(14,283)
Fleet Administration				
Fleet Administration				
Fleet Administration				
Revenue				
Cost Recoveries - Governance Fleet				
Cost Recoveries - Governance Fleet	101950	(12,500)	(13,020)	0
Total Cost Recoveries - Governance Fleet		(12,500)	(13,020)	0
Total Revenue		(12,500)	(13,020)	0
Expenditure				
Running Expenses - Governance Fleet				
Running Expenses - Governance Fleet	101970	6,600	6,830	3,660
Total Running Expenses - Governance Fleet		6,600	6,830	3,660
Other Expenditure - Governance Fleet				
Depreciation of Fleet - Governance	101985	5,976	6,190	3,246
Total Other Expenditure - Governance Fleet		5,976	6,190	3,246
Total Expenditure		12,576	13,020	6,906
		76	0	6,906
Total Fleet Administration		76	0	6,906
Total Fleet Administration		76	0	6,906

NORTHERN MIDLANDS COUNCIL

Governance Function

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Council				
Council				
Council				
Revenue				
Other Income - Council				
Other Income - Council (GST Free)	102055	(267)	(300)	(46,433)
Total Other Income - Council		(267)	(300)	(46,433)
Total Revenue		(267)	(300)	(46,433)
Expenditure				
Councillors				
Councillors Expenses & Allowances Paid via Payroll	102100	236,564	244,810	237,289
Total Councillors		236,564	244,810	237,289
Elections				
Elections	102200	10,298	10,660	10,298
Total Elections		10,298	10,660	10,298
Receptions & Presentations				
Receptions & Presentations	102300	4,750	10,000	15,543
Total Receptions & Presentations		4,750	10,000	15,543
Conferences & Seminars				
Training/Conferences/Seminars - Councillors	102400	17,630	18,500	14,866
Total Conferences & Seminars		17,630	18,500	14,866
Representative Bodies				
LGAT	102500	47,380	49,000	45,653
NTD	102600	58,770	59,403	58,525
NTD - Profile .id	102602	13,870	14,360	11,178
Local District Committees	102650	5,780	6,000	3,070
Total Representative Bodies		125,800	128,763	118,426
Meeting Support				
Meeting Support	102700	10,370	10,800	11,675
Total Meeting Support		10,370	10,800	11,675
Section 77				
Section 77 (Donations)	102900	15,560	16,100	12,055
Total Section 77		15,560	16,100	12,055
Other Expenditure - Council & Councillo				
Other Expenditure - Council & Councillors	102950	52,090	53,500	59,330
Communication Equipment Allowance	102960	4,150	4,300	4,622
Total Other Expenditure - Council & Councillors		56,240	57,800	63,952
Total Expenditure		477,212	497,433	484,105
		476,945	497,133	437,672
Total Council		476,945	497,133	437,672
Total Council		476,945	497,133	437,672
Public Relations				
Public Relations				
Public Relations				
Expenditure				
Media				
Media	103700	40,440	44,500	31,898
Total Media		40,440	44,500	31,898
Total Expenditure		40,440	44,500	31,898
		40,440	44,500	31,898
Total Public Relations		40,440	44,500	31,898
Total Public Relations		40,440	44,500	31,898

NORTHERN MIDLANDS COUNCIL

Governance Function

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Sundry Cultural Activities				
Sundry Cultural Activities				
Sundry Cultural Activities				
Revenue				
Grants Income				
Grant Income - Australia Day Events	104450	(8,000)	0	(10,298)
Total Grants Income		(8,000)	0	(10,298)
Total Revenue		(8,000)	0	(10,298)
Expenditure				
Citizenships				
Citizenships	104700	740	1,000	962
Australia Day - Grant Expenditure	104901	8,000	0	8,006
Total Citizenships		8,740	1,000	8,968
Heritage Assets				
Depreciation of Assets - Heritage	105185	13,123	10,000	7,128
Total Heritage Assets		13,123	10,000	7,128
Total Expenditure		21,863	11,000	16,096
		13,863	11,000	5,798
Total Sundry Cultural Activities		13,863	11,000	5,798
Total Sundry Cultural Activities		13,863	11,000	5,798
Youth Program				
Youth Program				
Youth Program				
Revenue				
Fees Income				
Donation Income - Youth Programs	502938	(6,500)	0	(6,500)
Total Fees Income		(6,500)	0	(6,500)
Total Revenue		(6,500)	0	(6,500)
Expenditure				
Youth Program Expenditure General				
Youth Activity Program	502961	46,500	48,000	48,322
Youth Officer	502990	105,082	108,795	55,651
Youth Activities - Other Expenses	502992	0	0	375
Youth Program - Expenditure General	502993	2,000	2,000	692
Grant Expenditure - Tasmanian Community Fund Free2b girls program	502998	0	0	132
Expenditure - Donation Funded for Longford Free2b girls program	502999	0	0	132
Total Youth Program Expenditure General		153,582	158,795	105,304
Total Expenditure		153,582	158,795	105,304
		147,082	158,795	98,804
Total Youth Program		147,082	158,795	98,804
Total Youth Program		147,082	158,795	98,804
Total Governance Function		821,568	924,181	976,093

NORTHERN MIDLANDS COUNCIL

Governance Function

Budget Forecast			
2024/2025 Budget		2025/2026 Budget	2024/2025 Actual at 18/06/2025
$		$	$

NORTHERN MIDLANDS COUNCIL

Corporate Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
General Rate & Base Grant Recei				
General Rate & Base Grant Receip				
General Rate & Base Grant Receipts				
Revenue				
General Rate Income				
Rates - General Rate	100200	(12,623,737)	(13,941,112)	(12,493,784)
State Govt Reimbursement of Tascorp Interest on Stimulus Funding	100260	(22,225)	0	0
Total General Rate Income		(12,645,962)	(13,941,112)	(12,493,784)
Base Grant Income				
Grants	100250	(1,532,411)	(1,500,000)	(250,953)
Governance - Parental Leave Income	101205	0	(16,479)	(29,246)
Total Base Grant Income		(1,532,411)	(1,516,479)	(280,199)
Total Revenue		(14,178,373)	(15,457,591)	(12,773,984)
Expenditure				
General Rate & Base Grant Receipt All				
Interest Expense Tascorp Stimulus Loans - Reimbursable by State Govt	100110	22,225	0	0
Total General Rate & Base Grant Receipt Allocations		22,225	0	0
Total Expenditure		22,225	0	0
		(14,156,148)	(15,457,591)	(12,773,984)
Total General Rate & Base Grant Receipts & Allocation		(14,156,148)	(15,457,591)	(12,773,984)
Total General Rate & Base Grant Receipts & Allocation		(14,156,148)	(15,457,591)	(12,773,984)
Business Unit Management				
Business Unit Management				
Business Unit Management				
Revenue				
Other Income				
Other Income - Corporate Services General (No Gst)	200200	0	0	(4,898)
Other Income - Corporate Services (GST Applicable)	200210	0	0	(513)
Total Other Income		0	0	(5,411)
Internal Admin income				
Internal Admin Income from Ec / Tech	200270	0	0	48,877
Internal Admin Income from Works	200280	(567,497)	(587,359)	0
Total Internal Admin income		(567,497)	(587,359)	48,877
Total Revenue		(567,497)	(587,359)	43,466
Expenditure				
Assets Management				
Depreciation Assets - Corporate Services	200985	3,676	3,800	1,997
Total Assets Management		3,676	3,800	1,997
General Expenditure				
Longford Office	200850	41,470	43,400	48,073
Minor Improvements - Longford Office	200851	0	0	390
Campbell Town Office	200875	2,000	4,300	3,787
Other - General Expenditure	200900	130,157	151,297	148,037
Corporate Services - Purchase of Stationery	200901	5,640	6,000	6,884
Corporate Services - General Catering & Kitchen Supplies Longford Office	200910	4,290	4,000	3,615
Total General Expenditure		183,557	208,997	210,786
Total Expenditure		187,233	212,797	212,782
		(380,264)	(374,562)	256,248
Total Business Unit Management		(380,264)	(374,562)	256,248
Total Business Unit Management		(380,264)	(374,562)	256,248

NORTHERN MIDLANDS COUNCIL

Corporate Services

Employee Oncosts

Employee Oncosts

Employee Oncosts

Revenue

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Oncosts Recovered				
Oncosts Recovered	201000	(401,473)	(481,933)	(411,277)
Total Oncosts Recovered		(401,473)	(481,933)	(411,277)
Other Income				
Grants - Employee Training - Corporate Services	201105	0	0	(3,388)
Total Other Income		0	0	(3,388)
Total Revenue		(401,473)	(481,933)	(414,665)
Expenditure				
Annual Leave				
Annual Leave	201200	86,296	98,038	83,997
Total Annual Leave		86,296	98,038	83,997
Public Holidays				
Public Holidays	201300	47,738	54,233	52,278
Total Public Holidays		47,738	54,233	52,278
Sick Leave				
Personal Leave - Corporate Services	201400	32,496	37,690	29,583
Total Sick Leave		32,496	37,690	29,583
Long Service Leave				
Long Service Leave - Corporate Services	201500	23,607	26,818	0
Long Service Leave - E126	201507	0	0	1,247
Long Service Leave - E159	201510	0	0	1,816
Long Service Leave - E172	201511	0	0	4,279
Total Long Service Leave		23,607	26,818	7,342
Superannuation				
Superannuation	201550	125,790	164,891	129,060
Total Superannuation		125,790	164,891	129,060
Workers Compensation				
Workers Compensation	201600	24,156	27,926	28,369
Total Workers Compensation		24,156	27,926	28,369
Compasionate Leave				
Compasionate Leave	201700	0	0	935
Total Compasionate Leave		0	0	935
Other Expenditure				
Other Expenditure - Corporate Services Employee Oncost	201800	58,670	69,700	66,884
Total Other Expenditure		58,670	69,700	66,884
Training				
Training/Conferences/Workshop - Corporate Services	201850	16,176	18,000	12,429
Employee Health & Wellbeing Policy Expenditure	201860	2,720	2,637	145
Total Training		18,896	20,637	12,574
Total Expenditure		417,649	499,933	411,023
		16,176	18,000	(3,642)
Total Employee Oncosts		16,176	18,000	(3,642)
Total Employee Oncosts		16,176	18,000	(3,642)

NORTHERN MIDLANDS COUNCIL

Corporate Services

Fleet Administration

Fleet Administration

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Fleet Administration				
Revenue				
Cost Recoveries - Corporate Services				
Cost Recoveries - Corporate Services Fleet	201950	(45,775)	(47,380)	0
Total Cost Recoveries - Corporate Services Fleet		(45,775)	(47,380)	0
Other Income - Corporate Services Fle				
Gain on Disposal - Corporate Service Fleet	201960	0	0	(1,830)
Total Other Income - Corporate Services Fleet		0	0	(1,830)
Total Revenue		(45,775)	(47,380)	(1,830)
Expenditure				
Running Expenditure - Corporate Servi				
Running Expenses - Corporate Services Fleet	201970	22,740	23,540	25,606
Total Running Expenditure - Corporate Services Fleet		22,740	23,540	25,606
Other Expenditure - Corporate Services				
Depreciation of Fleet - Corporate Services	201985	10,215	10,570	5,549
Total Other Expenditure - Corporate Services Fleet		10,215	10,570	5,549
Total Expenditure		32,955	34,110	31,155
		(12,820)	(13,270)	29,325
Total Fleet Administration		(12,820)	(13,270)	29,325
Total Fleet Administration		(12,820)	(13,270)	29,325

NORTHERN MIDLANDS COUNCIL

Corporate Services

Finance Activities

Finance Activities

Finance Activities

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Revenue				
Income Received from Private Works				
Income Admin Charge Received from Private Works	202050	(16,270)	(16,839)	(20,427)
Total Income Received from Private Works		(16,270)	(16,839)	(20,427)
Rate Certificate Income				
Rate Certificate Income	202100	(130,000)	(134,550)	(140,479)
Total Rate Certificate Income		(130,000)	(134,550)	(140,479)
Collection costs Recovered				
Collection Costs Recovered - Rates (GST Not Applicable)	202150	(20,000)	(20,700)	0
Collection Costs Recovered - Sundry Debtors (GST Not Applicable)	202160	0	0	(533)
Total Collection costs Recovered		(20,000)	(20,700)	(533)
Other Income				
Other Income - GST Free	202200	(21,400)	0	(6)
Total Other Income		(21,400)	0	(6)
Total Revenue		(187,670)	(172,089)	(161,444)
Expenditure				
General Accounting				
General Accounting	202300	134,466	280,374	12,893
Total General Accounting		134,466	280,374	12,893
Asset Recording & Control				
Asset Recording & Control	202400	55,559	3,210	850
Total Asset Recording & Control		55,559	3,210	850
Annual Statement				
Annual Statement	202500	53,066	5,590	2,821
Total Annual Statement		53,066	5,590	2,821
Budget				
Budget	202600	28,489	0	0
Total Budget		28,489	0	0
Cash Management,Investments & Borr				
Cash Management Investments & Borrowings	202700	96,112	103,275	246,209
Total Cash Management,Investments & Borrowings		96,112	103,275	246,209
Accounts Payable				
Accounts Payable	202800	107,018	114,824	119,938
Total Accounts Payable		107,018	114,824	119,938
Accounts Receivable				
Accounts Receivable	202900	6,170	6,540	5,708
Total Accounts Receivable		6,170	6,540	5,708
Debt Collection				
Debt Collection	202950	56,829	60,814	96,291
Total Debt Collection		56,829	60,814	96,291
Payroll/Superannuation				
Payroll/Superannuation	203000	81,102	86,252	47,599
Total Payroll/Superannuation		81,102	86,252	47,599
Cashiering/Reception				
Cashiering/Reception	203100	132,977	149,983	111,435
Total Cashiering/Reception		132,977	149,983	111,435
Rating & Valuation				
Rating & Valuation	203200	121,987	142,609	42,049
Rating & Valuation - Debt Recovery Legal Fees	203210	3,740	0	78
Valuation Fee Expenditure	203300	45,210	90,000	45,500
Total Rating & Valuation		170,937	232,609	87,627
Total Expenditure		922,725	1,043,471	731,369
		735,055	871,382	569,925
Total Finance Activities		735,055	871,382	569,925
Total Finance Activities		735,055	871,382	569,925

NORTHERN MIDLANDS COUNCIL

Corporate Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Information Technology				
Information Technology				
Information Technology				
Expenditure				
IT - Operating and Maintenance				
Information Technology - Operating and Maintenance	205300	567,882	708,403	591,991
Total IT - Operating and Maintenance		567,882	708,403	591,991
Other				
Other	205500	130	130	116
Web Site Development and Maintenance	205570	7,420	7,680	6,799
Total Other		7,550	7,810	6,914
Depreciation of Assets				
Depreciation of Assets - Computers	205585	42,332	43,810	22,993
Total Depreciation of Assets		42,332	43,810	22,993
Total Expenditure		617,764	760,023	621,898
		617,764	760,023	621,898
Total Information Technology		617,764	760,023	621,898
Total Information Technology		617,764	760,023	621,898
Insurance Services				
Insurance Services				
Insurance Services				
Expenditure				
Administration				
Administration	203800	16,650	17,000	16,050
Total Administration		16,650	17,000	16,050
Total Expenditure		16,650	17,000	16,050
		16,650	17,000	16,050
Total Insurance Services		16,650	17,000	16,050
Total Insurance Services		16,650	17,000	16,050
Photocopying Services				
Photocopying Services				
Photocopying Services				
Revenue				
Fees & Charges				
Fees & Charges Photocopying (Internal Tfers No GST)	205601	0	0	(1,276)
Total Fees & Charges		0	0	(1,276)
Total Revenue		0	0	(1,276)
		0	0	(1,276)
Total Photocopying Services		0	0	(1,276)
Total Photocopying Services		0	0	(1,276)
Records Management				
Records Management				
Records Management				
Expenditure				
Operating Expenditure				
Operating Expenditure - Records Management	205000	157,237	153,147	132,676
Operating & Maint Expenditure - Archive Store at Depot & Archive Room at Library	510560	2,508	2,630	1,362
Total Operating Expenditure		159,745	155,777	134,037
Total Expenditure		159,745	155,777	134,037
		159,745	155,777	134,037
Total Records Management		159,745	155,777	134,037
Total Records Management		159,745	155,777	134,037

NORTHERN MIDLANDS COUNCIL

Corporate Services

Workplace Health and Safety

Workplace Health and Safety

Workplace Health and Safety

Expenditure

Operating Expenditure

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Operating - Workplace Health and Safety	207100	187,551	218,140	198,543
Alcohol and Other Drug Random Sampling	207110	4,430	4,590	480
Total Operating Expenditure		191,981	222,730	199,023
Total Expenditure		191,981	222,730	199,023
		191,981	222,730	199,023
Total Workplace Health and Safety		191,981	222,730	199,023
Total Workplace Health and Safety		191,981	222,730	199,023

NORTHERN MIDLANDS COUNCIL

Corporate Services

Child Care Services

Child Care Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Child Care Service				
Revenue				
Rural & Remote Service Operating Rev				
Grants - Rural & Remote Child Care	501300	(80,000)	(99,531)	(112,359)
Fees Income Rural & Remote Child Care (190 018 917C)	501311	(79,072)	(100,000)	(143,156)
Fees Income Rural & Remote Child Care	501312	(69,463)	(81,894)	(55,627)
Total Rural & Remote Service Operating Revenue		(228,535)	(281,425)	(311,142)
Perth Service Operating Revenue				
Grants - Perth Child Care Working Together (Operating)	501210.3	(50,000)	(50,000)	0
Grants - Rural & Remote Child Care Working Together (Operating)	501300.3	(46,196)	0	(130,080)
Fees Income - Midlands Kids Club	501155	(38,259)	0	(3,274)
Fees Income - Perth Child Care (190 016 126T)	501211	(700,000)	(724,500)	(747,770)
Fees Income - Perth Child Care Centre	501212	(200,000)	(300,000)	(244,384)
Reimbursement - Trainee Wage Subsidy	501219.5	0	0	(5,202)
Total Perth Service Operating Revenue		(1,034,455)	(1,074,500)	(1,130,710)
Child Care Oncosts				
Oncosts Recovered - Child Care	501260	(354,645)	(516,010)	(425,385)
Reimbursement Paid Parental Leave from Centrelink	501265	0	0	(12,821)
W/Comp Cost Reimbursement - E6134	501267.6134	0	0	(674)
Total Child Care Oncosts		(354,645)	(516,010)	(438,880)
Total Revenue		(1,617,635)	(1,871,935)	(1,880,732)
Expenditure				
Rural & Remote Service Operating Exp				
Director & Admin - Rural & Remote Child Care	501320	19,447	0	5,027
Support Workers - Rural & Remote Child Care	501330	205,580	298,863	1,714
Council Administration Costs - Rural & Remote Child Care	501340	10,700	11,070	0
Fleet Running Expenses - Rural & Remote Child Care	501345	2,140	2,210	0
Venue Operating Costs - Avoca Child Care	501350	0	0	7,724
Venue Operating Costs - Cressy Child Care	501360	24,270	29,180	26,188
Operating & Maint Expenditure - Cressy Play Time	510950.1	0	0	741
Other Expenditure - Rural & Remote Child Care	501370	4,070	4,210	7,761
Depreciation of Assets - Rural & Remote Child Care	501390	8,672	8,980	4,710
Total Rural & Remote Service Operating Expenditure		274,879	354,513	53,864
Perth Service Operating Expenditure				
Director & Admin - Perth Child Care Service	501220	31,837	0	126
Support Workers - Perth Child Care Service	501222	784,430	896,588	1,088,012
Council Administration costs - Perth Child Care Service	501224	10,700	11,070	0
Venue Operating Costs - Perth Child Care Centre	501225	54,970	29,900	23,353
Director & Admin - Midlands Kids Club	501170	21,046	0	0
Support Workers - Midlands Kids Club	501172	5,754	298,862	256,818
Other Operating Costs - Midlands Kids Club	501176	9,590	9,000	4,083
Other Operating Expenditure - Perth Child Care Service	501226	67,450	104,280	89,104
Depreciation of Assets - Perth Child Care Service	501228	14,951	15,480	3,233
Minor Improvements - Perth Child Care Building	501229	950	1,000	0
Child Care - Perth - Mowing	501230	4,030	4,220	1,658
Child Care Perth - General Ground Maintenance	501231	5,020	5,240	3,925
Child Care - Perth - Waste Collection	501233	4,450	5,650	5,754
Child Care Perth - New Site Establishment Licencing and Initial Setup	501235	0	0	0
W/Comp Council Costs - E6134	501276.6134	0	0	674
Total Perth Service Operating Expenditure		1,015,178	1,381,290	1,476,740
Child Care Oncosts				
Annual Leave - Child Care	501270	76,283	102,396	85,979
Public Holidays - Child Care	501271	42,199	56,645	54,468
Personal Leave - Child Care	501272	28,572	37,141	34,748
Paid Parental Leave - Child Care	501273	0	0	5,112
Long Service Leave - Child Care	501274	20,868	28,011	0
Superannuation - Child Care	501275	112,682	182,215	132,893
Workers Compensation - Child Care	501276	21,639	31,081	24,559
Training/Conferences/Workshops - Child Care	501278	14,490	20,000	22,082
Employee Health & Wellbeing Policy Expenditure - Child Care	501279	0	0	77
Other Expenditure - Child Care Employee Oncosts	501280	52,793	78,521	62,597
Total Child Care Oncosts		369,526	536,010	422,514
Total Expenditure		1,659,583	2,271,813	1,953,118

NORTHERN MIDLANDS COUNCIL

Corporate Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
		41,948	399,878	72,386
Total Child Care Services		41,948	399,878	72,386
Total Child Care Services		41,948	399,878	72,386
Government Levy Admin				
Government Levy Admin				
Fire Levy				
Revenue				
Rates				
Rates - Fire Levy	204400	(754,254)	(780,653)	(762,789)
Total Rates		(754,254)	(780,653)	(762,789)
Other Income				
Other Income	204420	(30,113)	(31,167)	(30,113)
Total Other Income		(30,113)	(31,167)	(30,113)
Total Revenue		(784,367)	(811,820)	(792,902)
Expenditure				
Payments to State Fire Commission				
Payment to State Fire Commission	204450	752,834	779,180	752,834
Total Payments to State Fire Commission		752,834	779,180	752,834
Other Expenditure				
Other Operating Expenditure - Fire Levy	204460	1,470	1,520	1,197
Total Other Expenditure		1,470	1,520	1,197
Total Expenditure		754,304	780,700	754,031
		(30,063)	(31,120)	(38,872)
Pension Remissions				
Revenue				
Pension Remission Income				
Grants - Pension Remissions	204500	(552,020)	(571,341)	(577,731)
Total Pension Remission Income		(552,020)	(571,341)	(577,731)
Total Revenue		(552,020)	(571,341)	(577,731)
Expenditure				
Pension Remission Expenditure				
Pension Remission - Rates	204550	552,020	571,341	602,708
Total Pension Remission Expenditure		552,020	571,341	602,708
Total Expenditure		552,020	571,341	602,708
		0	0	24,977
Training Guarantee Levy				
Revenue				
Training Guarantee Levy Income				
Training Guarantee Levy	204600	(129,675)	(134,214)	(91,032)
Training Guarantee Levy - Councils Commission	204610	(908)	(940)	(690)
Total Training Guarantee Levy Income		(130,583)	(135,154)	(91,722)
Total Revenue		(130,583)	(135,154)	(91,722)
Expenditure				
Training Guarantee Levy Expenditure				
Training Guarantee Levy	204650	129,680	134,214	65,342
Total Training Guarantee Levy Expenditure		129,680	134,214	65,342
Total Expenditure		129,680	134,214	65,342
		(903)	(940)	(26,380)
Building Permit Levy				
Revenue				
Building Permit Levy Income				
Building Administration Fee	204660	(62,244)	(64,423)	(45,516)
Building Administration Fee - Council Commission	204670	(664)	(687)	(690)
Total Building Permit Levy Income		(62,908)	(65,110)	(46,206)
Total Revenue		(62,908)	(65,110)	(46,206)
Expenditure				
Building Permit Levy Expenditure				
Building Administration Fee - Payment to DOJ	204680	62,240	64,423	32,671
Total Building Permit Levy Expenditure		62,240	64,423	32,671
Total Expenditure		62,240	64,423	32,671
		(668)	(687)	(13,535)
Total Government Levy Admin		(31,634)	(32,747)	(53,809)
Total Government Levy Admin		(31,634)	(32,747)	(53,809)

NORTHERN MIDLANDS COUNCIL

Corporate Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Land Sales & Purchases				
Land Sales & Purchases				
Land Sales & Purchases				
Revenue				
Sales				
Property - Income from Sales of Properties (Rate Recovery)	103910	0	0	(5,396)
Total Sales		0	0	(5,396)
Total Revenue		0	0	(5,396)
Expenditure				
Sales Expenses				
Property	104200	50,000	50,000	11,418
Property - Costs associated with Sale of Properties for Unpaid Rates (Debt Recovery)	104211	0	0	3,233
Property - Vesting Orders for road verges, other land via subdivision	104221	0	0	240
Property - 57-59 Hobhouse St Longford (Stormwater Easement)	104226	0	0	2,953
Property - 4 Commonwealth Lane	104227	0	0	17,729
Property - 52A Church Street Ross	104228	0	0	2,055
Property - 94 Main Street Cressy	104229	0	0	237,570
Property - Avoca Hall subdivision	104230	0	0	3,460
Total Sales Expenses		50,000	50,000	278,658
Total Expenditure		50,000	50,000	278,658
		50,000	50,000	273,262
Total Land Sales & Purchases		50,000	50,000	273,262
Total Land Sales & Purchases		50,000	50,000	273,262
Longford Community Sports Cen				
Longford Community Sports Cent				
Longford Community Sports Centre				
Revenue				
Stadium Hire				
Longford Sports Stadium / Gym - Rental	509410	(46,400)	(57,200)	(43,770)
Total Stadium Hire		(46,400)	(57,200)	(43,770)
Total Revenue		(46,400)	(57,200)	(43,770)
Expenditure				
Council Expenditure				
Depreciation Assets - Sports Centre	510235	48,311	50,000	26,240
Total Council Expenditure		48,311	50,000	26,240
Centre Expenditure				
Maintenance & Operating - Longford Sports Centre	510150	22,680	26,260	33,372
Minor Improvements - Longford Sports Centre	510225	0	0	8,674
Total Centre Expenditure		22,680	26,260	42,046
Total Expenditure		70,991	76,260	68,286
		24,591	19,060	24,516
Total Longford Community Sports Centre		24,591	19,060	24,516
Total Longford Community Sports Centre		24,591	19,060	24,516

NORTHERN MIDLANDS COUNCIL

Corporate Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Housing				
Rental Housing				
Aged Care Units				
Campbell Town				
Revenue				
Rental Income - Units: 13 William St C'town	501450	(43,132)	(46,642)	(46,005)
Other Income - Units: 13 William St C'town	501460	0	0	(610)
Total Revenue		(43,132)	(46,642)	(46,615)
Expenditure				
Maintenance Expend - Units: 13 William St C'town	501480	7,670	6,670	4,023
Minor Improvements - Units: 13 William St C'town	501490	0	0	117
Other Operating Expend - Units:13 William St C'town	501500	15,753	22,300	19,155
Total Expenditure		23,423	28,970	23,294
Total Campbell Town		(19,709)	(17,672)	(23,320)
Evandale				
Revenue				
Rental Income - Units: 4 Murray St Evandale	501410	(44,000)	(50,540)	(48,512)
Total Revenue		(44,000)	(50,540)	(48,512)
Expenditure				
Maintenance Expend - Units: 4 Murray St Evandale	501420	6,500	6,800	13,036
Minor Improvements - Units: 4 Murray St Evandale	501430	0	0	4,501
Other Operating Expend - Units: 4 Murray St Evandale	501440	24,728	25,620	18,935
Total Expenditure		31,228	32,420	36,471
Total Evandale		(12,772)	(18,120)	(12,041)
		(32,481)	(35,792)	(35,361)
Total Rental Housing		(32,481)	(35,792)	(35,361)
Rural Health Teaching Service				
Rural Health Teaching Service				
Revenue				
Other Income				
Income - Rural Health Teaching Site (14 King St)	501520	(1,452)	(1,503)	0
Total Other Income		(1,452)	(1,503)	0
Total Revenue		(1,452)	(1,503)	0
Expenditure				
Property Purchase Expenses				
Expenditure - Rural Health Teaching (14 King St)	501530	6,278	6,510	3,244
Total Property Purchase Expenses		6,278	6,510	3,244
Total Expenditure		6,278	6,510	3,244
		4,826	5,007	3,244
Total Rural Health Teaching Service		4,826	5,007	3,244
Total Housing		(27,655)	(30,785)	(32,117)
State Emergency Services Suppo				
State Emergency Services Suppor				
State Emergency Services Support				
Revenue				
Municipal Income Allocation				
Municipal Income Allocation - S.E.S.	304300	(10,000)	0	0
Total Municipal Income Allocation		(10,000)	0	0
Total Revenue		(10,000)	0	0
Expenditure				
Building Maintenance				
Rescue Unit Headquarters	304400	4,180	18,500	4,064
Total Building Maintenance		4,180	18,500	4,064
Other Operating Expenditure				
Emergency Evacuation Centres	304349	10,000	10,000	4,191
SES - Running Expenses (F26) Rescue Unit	304410	2,340	0	357
Equipment Maint/Services	304420	1,000	0	0
Other Operating Expenditure	304450	25	0	14
Total Other Operating Expenditure		13,365	10,000	4,562
Total Expenditure		17,545	28,500	8,626
		7,545	28,500	8,626
Total State Emergency Services Support		7,545	28,500	8,626
Total State Emergency Services Support		7,545	28,500	8,626
Total Corporate Services		(12,747,066)	(13,366,605)	(10,659,531)

NORTHERN MIDLANDS COUNCIL

Corporate Services

Budget Forecast			
2024/2025 Budget		2025/2026 Budget	2024/2025 Actual at 18/06/2025
$		$	$

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Business Unit Management				
Business Unit Management				
Business Unit Management				
Expenditure				
General Operating Expenditure				
General Operating Expenditure - Economic & Communi	500400	105,243	110,100	84,237
Long Service Leave - E6018	500803	0	0	499
Total General Operating Expenditure		105,243	110,100	84,735
Total Expenditure		105,243	110,100	84,735
		105,243	110,100	84,735
Total Business Unit Management		105,243	110,100	84,735
Total Business Unit Management		105,243	110,100	84,735
Employee Oncosts				
Employee Oncosts				
Employee Oncosts				
Revenue				
Oncosts Recovered				
Oncosts Recovered	500550	(126,087)	(135,223)	(42,814)
Total Oncosts Recovered		(126,087)	(135,223)	(42,814)
Total Revenue		(126,087)	(135,223)	(42,814)
Expenditure				
Annual Leave				
Annual Leave	500650	23,042	25,227	14,592
Total Annual Leave		23,042	25,227	14,592
Public Holiday				
Public Holidays	500700	12,747	13,955	5,667
Total Public Holiday		12,747	13,955	5,667
Sick Leave				
Personal Leave Community & Regulatory Services	500750	12,709	13,205	3,912
Total Sick Leave		12,709	13,205	3,912
Long Service Leave				
Long Service Leave - Economic & Comm Dev	500800	6,304	6,901	0
Total Long Service Leave		6,304	6,901	0
Superannuation				
Superannuation	500825	41,408	44,851	14,472
Total Superannuation		41,408	44,851	14,472
Workers Compensation				
W/Comp Reimbursements - E257	300860	0	0	(6,369)
W/Comp Insurer Reimbursable Costs - E257	300861	0	0	20,063
Workers Compensation	500850	7,950	8,612	6,856
Total Workers Compensation		7,950	8,612	20,550
Training / Conferences				
Training/Conferences/Workshops - E&CD	500920	3,844	5,734	0
Employee Health & Wellbeing Policy Expenditure	500940	2,500	797	43
Total Training / Conferences		6,344	6,531	43
Other Expenditure				
Other Expenditure - Economic & Community Development Employee Oncosts	500950	19,427	21,672	20,420
Total Other Expenditure		19,427	21,672	20,420
Total Expenditure		129,931	140,954	79,656
		3,844	5,731	36,841
Total Employee Oncosts		3,844	5,731	36,841
Total Employee Oncosts		3,844	5,731	36,841

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Fleet Administration				
Fleet Administration				
Fleet Administration				
Revenue				
Gain on Sale				
Gain on Sale - Economic & Community Develop Fleet	500965	0	0	(2,636)
Total Gain on Sale		0	0	(2,636)
Total Revenue		0	0	(2,636)
		0	0	(2,636)
Total Fleet Administration		0	0	(2,636)
Total Fleet Administration		0	0	(2,636)
Community Services Manageme				
Community wellbeing				
Community wellbeing				
Revenue				
Other Income				
Other Income - Care-a-Car (Gst Applicable)	501050	(9,000)	(9,315)	(6,470)
Other Income - Care-a-Car (Gst not Applicable)	501051	0	0	(688)
Total Other Income		(9,000)	(9,315)	(7,159)
Total Revenue		(9,000)	(9,315)	(7,159)
Expenditure				
Donations				
Donations	501101	18,500	19,150	16,773
Total Donations		18,500	19,150	16,773
Comfort & Cheer Fund				
Care-a-car expenses	501200	9,000	9,320	8,611
Total Comfort & Cheer Fund		9,000	9,320	8,611
Total Expenditure		27,500	28,470	25,384
		18,500	19,155	18,225
Total Community wellbeing		18,500	19,155	18,225
Total Community Services Management		18,500	19,155	18,225
Economic Development				
Economic Development				
Economic Development				
Revenue				
Grant Income				
Grant Income - Longford Rail Bridge Restoration Group (GST Applicable)	505037	(50,000)	(50,000)	0
Total Grant Income		(50,000)	(50,000)	0
Total Revenue		(50,000)	(50,000)	0
Expenditure				
Operating Expenditure				
Operating Expenditure	505050	1,990	2,060	1,719
NMBA Contribution	505090	89,400	92,530	89,400
Launceston Gastronomy Contribution	523585	2,500	2,600	2,500
Total Operating Expenditure		93,890	97,190	93,619
Total Expenditure		93,890	97,190	93,619
		43,890	47,190	93,619
Total Economic Development		43,890	47,190	93,619
Total Economic Development		43,890	47,190	93,619

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Tourism/Community Developmen				
Promotion				
Promotion				
Revenue				
Contributions				
Skulduggery Book Sales	506080	0	0	(9)
Total Contributions		0	0	(9)
Total Revenue		0	0	(9)
Expenditure				
Administration				
Tourism Management	506200	69,714	71,990	63,107
Tourism - Public Wifi Operating Expenditure	506310	1,630	1,690	1,157
Total Administration		71,344	73,680	64,264
Projects				
Tourism Promotion Projects	506325	20,000	20,700	0
Promotion - Northern Midlands Towns Video Project	506329	0	0	0
Total Projects		20,000	20,700	0
Total Expenditure		91,344	94,380	64,264
		91,344	94,380	64,255
Total Promotion		91,344	94,380	64,255
Special Events				
Special Events				
Expenditure				
Evandale Village Fair				
Events - Evandale Village Fair	506650	0	0	3,581
Total Evandale Village Fair		0	0	3,581
Longford Cup				
Events - Longford Cup	506710	0	0	5,455
Total Longford Cup		0	0	5,455
Other Projects				
Events - Ross Marathon	506712	0	0	1,076
Events - Longford Show NMC Stall	506739	0	0	1,577
Events - Australia Day and Volunteer Recognition Celebrations	506740	0	0	2,938
Events - Longford Blooms Open Gardens	506749	0	0	248
Other Events (Round 2)	506750	75,000	77,630	577
Events - Evandale Village Singers Musical	506770	0	0	2,000
Events - Tas Trout Fishing Expo (Cressy)	506780	0	0	1,998
Events - Remembrance Day	506797	0	0	55
Events - Woolmers Festival of Roses	506804	0	0	95
Events - ANZAC Day	506812	0	0	10,567
Events - Tas Municipal Bowls Championships Longford	506816	0	0	1,000
Events - Evandale Verandah Music	506885	0	0	1,815
Events - NMC Volunteer Community Expo	506903	0	0	0
Events - Scott's Day Out	506911	0	0	2,100
Event - Community Festival	506915	1,950	0	2,338
Events - Northern Midlands Blue Dragon Walk	506916	0	0	1,650
Events - Perth Progress Assoc - Christmas in July Festival	506917	0	0	2,283
Events - Lfd Bowls & Community Club - Roses Matches	506918	0	0	1,500
Events - Perth Baptist Church - Perth Community Christmas Party	506920	0	0	1,500
Events - Tas Hemp Assoc Community Education Day	506924	0	0	1,383
Total Other Projects		76,950	77,630	36,701
Total Expenditure		76,950	77,630	45,737
		76,950	77,630	45,737
Total Special Events		76,950	77,630	45,737

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Tourism Centres				
Tourism Centres				
Expenditure				
Longford				
Longford - Tourism Infomation	506950	50	50	49
LDC - Racecource Historic Signage - Cnr Anstey and Cracroft	507135.1	0	0	8,123
Total Longford		50	50	8,172
Evandale				
Evandale - Tourism Information Centre	507050	29,080	85,500	41,328
Evandale - Water Tower Operating and Maintenance	507070	540	920	1,072
Total Evandale		29,620	86,420	42,400
Campbell Town				
Campbell Town - Information Centre	507100	2,700	2,790	4,336
Avoca - Tourism Centre (Old School House)	507130	2,829	3,070	1,444
Tourism & Promotion - Signage and Town Brochures	507135	21,730	25,000	16,060
Tourism & Promotion - Regional Tourism Organisation	507140	36,630	37,910	32,959
Total Campbell Town		63,889	68,770	54,799
Total Expenditure		93,559	155,240	105,371
		93,559	155,240	105,371
Total Tourism Centres		93,559	155,240	105,371
Floodlighting				
Floodlighting				
Expenditure				
Ross				
Ross - Flood Lighting	507250	400	700	506
Total Ross		400	700	506
Campbell Town				
Campbell Town - Flood Lighting	507300	1,650	1,850	1,279
Total Campbell Town		1,650	1,850	1,279
Evandale				
Evandale - Flood Lighting	507350	1,250	1,300	818
Total Evandale		1,250	1,300	818
Longford				
Cressy - Trout Lighting	507275	3,250	3,000	1,838
Longford - Flood Lighting	507375	1,250	1,400	1,278
Longford - Christmas Tree Lighting	507380	1,000	6,040	2,132
Total Longford		5,500	10,440	5,249
Total Expenditure		8,800	14,290	7,851
		8,800	14,290	7,851
Total Floodlighting		8,800	14,290	7,851
Other Promotion Activities				
Other Promotion Activities				
Expenditure				
Other				
Banners Main Street - Raising and Lowering and Banner Purchase	501737	15,330	15,940	9,235
Ben Lomond - Contribution to Village Tourism	507136	10,870	11,250	0
Heritage Highway Association	507600	22,960	23,760	22,960
Expenditure - Re-Assign Project	507620	0	0	18
Total Other		49,160	50,950	32,213
Total Expenditure		49,160	50,950	32,213
		49,160	50,950	32,213
Total Other Promotion Activities		49,160	50,950	32,213
Total Tourism/Community Development		319,813	392,490	255,426

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Health Services				
Health Services				
Health Services				
Revenue				
Entertainment & Food Licences				
Entertainment & Food Permits	323950	(50,000)	(51,750)	(49,165)
Health - Mobile Food Vendor Permit	323955	(8,150)	(9,000)	(10,043)
Place of Assembly Licence	323960	(346)	(858)	(1,397)
Total Entertainment & Food Licences		(58,496)	(61,608)	(60,605)
Environment al Health Licences				
Environmental Health Licences	324000	(1,300)	(1,846)	(1,877)
Total Environment al Health Licences		(1,300)	(1,846)	(1,877)
Other Health Licences				
Other Health Licences	324050	(311)	(722)	(852)
Total Other Health Licences		(311)	(722)	(852)
Other Income Health Services				
Sharps Container Sales	324105	(117)	(121)	(131)
Health - Plumbing Assessment (Outside sewer district)	324110	(3,120)	(4,129)	(5,395)
Health - Subdivision Assessment (Outside sewer district)	324115	0	(1,000)	(1,356)
Health - Assessment of Building Plans	324120	(2,160)	(1,236)	(1,428)
Total Other Income Health Services		(5,397)	(6,486)	(8,310)
Total Revenue		(65,504)	(70,662)	(71,643)
Expenditure				
Operating Expenditure				
Operating Expenditure - Health Services	324150	128,993	135,340	115,175
Total Operating Expenditure		128,993	135,340	115,175
Training				
Training/Conferences/Workshops - Health	324200	3,284	3,420	64
Total Training		3,284	3,420	64
Immunisations				
School Immunisation Program	324250	5,100	5,280	1,178
Total Immunisations		5,100	5,280	1,178
Health Testing Expenses				
Health Testing Expenses	324350	720	750	0
Testing Expenses - Recreational Waters (Perth/Evandale/Longford)	324355	7,880	8,160	5,458
Grant - Expenditure - Lift Local Enhancing Healthy Outcomes in the NM	324365	0	0	2,025
Total Health Testing Expenses		8,600	8,910	7,482
Total Expenditure		145,977	152,950	123,899
		80,473	82,288	52,256
Total Health Services		80,473	82,288	52,256
Total Health Services		80,473	82,288	52,256
Environmental Services				
Environmental Services				
Bio Cycle Management				
Expenditure				
Other Operating Expenditure				
Operating Expenditure - Aerated Wastewater Treatment Systems	339800	3,000	0	0
Total Other Operating Expenditure		3,000	0	0
Total Expenditure		3,000	0	0
		3,000	0	0
Total Environmental Services		3,000	0	0
Total Environmental Services		3,000	0	0

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Animal Control				
Animal Control				
Animal Control				
Revenue				
Dogs-Kennel Licences				
Dogs-Kennel Licences	503850	(4,637)	(5,000)	(5,170)
Total Dogs-Kennel Licences		(4,637)	(5,000)	(5,170)
Dogs-Registrations				
Dogs-Registrations	503900	(113,754)	(120,000)	(102,163)
Total Dogs-Registrations		(113,754)	(120,000)	(102,163)
Dogs-Infringement Notices				
Dogs-Infringement Notices	503950	(9,700)	(10,000)	(12,935)
Total Dogs-Infringement Notices		(9,700)	(10,000)	(12,935)
Dogs-Pound Fees				
Dogs-Pound Fees	504000	(1,175)	(2,000)	(2,973)
Replacement Tags	504020	(200)	(200)	(160)
Total Dogs-Pound Fees		(1,375)	(2,200)	(3,133)
Other Animals-Fees/Fines				
Other Income Dogs and Fines Other Animals (GST Applicable)	504050	0	0	(150)
Trap Hire	504056	(250)	0	(10)
Dogs - Microchip Income	504060	0	(2,000)	(2,227)
Total Other Animals-Fees/Fines		(250)	(2,000)	(2,387)
Total Revenue		(129,716)	(139,200)	(125,788)
Expenditure				
Other Operating Expenditure				
BUDGET ONLY NO ORDERS - Animal Control Operating	504200	161,288	168,720	0
Dog Registration Admin/Follow Up	504210	0	0	27,348
Dog Kennel Licence Admin/Follow Up	504215	0	0	34,211
Dog Noise Complaint Admin/Follow Up	504220	0	0	8,706
Dog Attack Investigation & Admin (Inc Dangerous Dog Declaration)	504225	0	0	6,687
Dog At Large Investigation	504230	0	0	8,271
Dog at Large Impounding and Release	504235	0	0	988
Dog Impounded Disposal	504240	0	0	1,851
Dog Pound Maintenance and Operating	504245	0	0	2,023
Dog Compliance Officer Training and Development	504255	3,460	3,610	0
Dog Exercise Area Management	504260	0	0	11,572
Dog Compliance Officer Unallocatable (Non Wage Employee Cost Phone Power Insurance etc)	504265	0	0	7,711
Other Animal At Large Investigation	504270	0	0	3,024
Other Animal at Large Impounding & Release	504275	0	0	511
Other animals Impounded Disposal	504280	0	0	583
Other Animals Pound Maintenance and Operating	504285	0	0	11,000
Dog - Microchip Implanting Expenditure	504290	0	0	699
Dog - Microchip Follow Up Expenditure	504295	0	0	366
Total Other Operating Expenditure		164,748	172,330	125,549
Total Expenditure		164,748	172,330	125,549
		35,032	33,130	(239)
Total Animal Control		35,032	33,130	(239)
Total Animal Control		35,032	33,130	(239)

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

Compliance Officer Regulatory S

Compliance Officer Regulatory Se

Compliance Officer Regulatory Servic

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Revenue				
Infringement Notices				
Compliance - Infringement Notices	504410	0	0	1,713
Total Infringement Notices		0	0	1,713
Total Revenue		0	0	1,713
Expenditure				
Operating Expenditure				
Compliance - Fire Abatements	504450	14,139	14,760	22,405
Compliance - Overhanging Tree Audit	504460	2,421	2,530	3,526
Compliance - Camping Enforcement	504470	11,659	12,190	11,555
Total Operating Expenditure		28,219	29,480	37,486
Total Expenditure		28,219	29,480	37,486
		28,219	29,480	39,199
Total Compliance Officer Regulatory Services		28,219	29,480	39,199
Total Compliance Officer Regulatory Services		28,219	29,480	39,199
Total Regulatory & Community Services		638,014	719,564	577,427

NORTHERN MIDLANDS COUNCIL

Regulatory & Community Services

Budget Forecast			
2024/2025 Budget		2025/2026 Budget	2024/2025 Actual at 18/06/2025
$		$	$

NORTHERN MIDLANDS COUNCIL

Development Services

Budget Forecast		
2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
$	$	$

NORTHERN MIDLANDS COUNCIL

Development Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Development Services				
Planning & Development Manage				
Planning & Development Managemen				
Expenditure				
Other Expenditure				
Other Expenditure	323100	510	530	519
Planing & Development - Purchase of Stationery	323101	6,000	6,210	5,641
Depreciation of Assets - Env & Plan	323135	109	110	59
Total Other Expenditure		6,619	6,850	6,218
Total Expenditure		6,619	6,850	6,218
		6,619	6,850	6,218
Total Planning & Development Management		6,619	6,850	6,218
Planning Services				
Planning Services				
Revenue				
Planning Fees				
Planning Fees	323150	(433,717)	(448,897)	(456,147)
Planning Fees - Footpath Trading	323160	(1,403)	(1,452)	(1,506)
Total Planning Fees		(435,120)	(450,349)	(457,654)
Other Income Planning Services				
Other Income Planning Services (GST Not Applicable)	323200	0	0	(30,300)
Total Other Income Planning Services		0	0	(30,300)
Total Revenue		(435,120)	(450,349)	(487,954)
Expenditure				
Operating Expenditure				
Operating Expenditure - Planning Services	323250	524,818	581,833	580,939
Planning - Land Use & Development Strategy	323409	21,640	22,400	0
Planning - South Longford Zoning review	323409.01	8,795	9,100	738
Planning - Lfd Racecource Area Review	323409.02	12,980	13,430	0
Planning - Significant Tree Register	323409.11	18,670	19,320	0
Planning - Northern Tasmanian Regional Land Use Strategy	323409.12	14,090	14,580	0
Compliance Officer Activites	323560	7,100	7,350	9,521
Total Operating Expenditure		608,093	668,013	591,197
Training				
Training/Conferences/Workshops - Planning	323300	5,930	9,814	6,476
Total Training		5,930	9,814	6,476
Heritage Advice				
Planning - Heritage Advice and Incentives	323500	25,790	27,125	1,650
Total Heritage Advice		25,790	27,125	1,650
Planning Scheme				
Planning Scheme Amendments	323400	15,560	16,100	3,669
Strategic Planning (Translink Transport Hub)	323411	0	0	213,120
Total Planning Scheme		15,560	16,100	216,789
Landscaping				
Planning - Advice and Reports	323460	105,000	108,680	102,774
Total Landscaping		105,000	108,680	102,774
Planning Appeals				
Planning Appeals	323350	101,330	84,880	79,573
Total Planning Appeals		101,330	84,880	79,573
Total Expenditure		861,703	914,612	998,459
		426,583	464,263	510,505
Total Planning Services		426,583	464,263	510,505
Building Permit Authority				
Building Permit Authority				
Revenue				
Building Permit Fees				
Building Permit Authority - Issue of Permit	323590	(45,307)	(41,893)	(42,729)
Total Building Permit Fees		(45,307)	(41,893)	(42,729)
Other Income Building Permit Authority				
Building Permit Authority - Other Income (Including Notifications)	323592	(40,111)	(41,515)	(41,188)
Total Other Income Building Permit Authority		(40,111)	(41,515)	(41,188)
Total Revenue		(85,418)	(83,408)	(83,917)
Expenditure				
Operating Expenditure Building Permit				
Operating Expenditure Building Permit Authority	323595	331,663	381,277	293,619
Total Operating Expenditure Building Permit Authority		331,663	381,277	293,619

NORTHERN MIDLANDS COUNCIL

Development Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Training Building Permit Authority				
Training/Conferences/Workshops - Building Permit Authority	323596	2,890	6,500	1,111
Building Permit Authority - Compliance Activities	323597	76,270	84,730	2,166
Total Training Building Permit Authority		79,160	91,230	3,277
Total Expenditure		410,823	472,507	296,896
		325,405	389,099	212,979
Total Building Permit Authority		325,405	389,099	212,979
Building Assessment Services				
Building Assessment Services				
Revenue				
Building Fees				
Building Fees (Excluding Permit Issue)	323600	(4,000)	(4,140)	(3,299)
Total Building Fees		(4,000)	(4,140)	(3,299)
Other Income Building Services				
Other Income Building Services (GST Applicable)	323750	(1,000)	(1,035)	(2,400)
Total Other Income Building Services		(1,000)	(1,035)	(2,400)
Total Revenue		(5,000)	(5,175)	(5,699)
Expenditure				
Operating Expenditure Building Assess				
Operating Expenditure - Building Assessment Services	323800	6,430	6,940	1,689
Total Operating Expenditure Building Assessment Services		6,430	6,940	1,689
Total Expenditure		6,430	6,940	1,689
		1,430	1,765	(4,010)
Total Building Assessment Services		1,430	1,765	(4,010)
Plumbing Services				
Plumbing Services				
Revenue				
Plumbing Permit and Assessment Fees				
Plumbing - Permit & Assessment Fees	323650	(98,034)	(101,465)	(107,903)
Total Plumbing Permit and Assessment Fees		(98,034)	(101,465)	(107,903)
Total Revenue		(98,034)	(101,465)	(107,903)
Expenditure				
Operating Expenditure Plumbing Servic				
Operating Expenditure - Plumbing Services	323660	87,255	154,107	109,528
Total Operating Expenditure Plumbing Services		87,255	154,107	109,528
Training Plumbing Services				
Training/Conferences/Workshops - Plumbing	323670	540	2,298	3,525
Total Training Plumbing Services		540	2,298	3,525
Total Expenditure		87,795	156,405	113,053
		(10,239)	54,940	5,150
Total Plumbing Services		(10,239)	54,940	5,150
Total Development Services		749,798	916,917	730,842
Fleet Administration				
Fleet Administration				
Fleet Administration				
Revenue				
Cost Recoveries				
Cost Recoveries - Community & Development Fleet	300960	(44,990)	(46,560)	0
Total Cost Recoveries		(44,990)	(46,560)	0
Other Income				
Other Income - Community & Development Fleet (GST Applicable)	300970	(3,086)	(3,194)	(3,157)
Total Other Income		(3,086)	(3,194)	(3,157)
Total Revenue		(48,076)	(49,754)	(3,157)
Expenditure				
Running Expenses				
Running Expenses - Community & Development Fleet	300975	20,530	21,250	15,267
Total Running Expenses		20,530	21,250	15,267
Depreciation				
Depreciation - Community & Development Fleet	300985	21,890	22,660	11,890
Total Depreciation		21,890	22,660	11,890
Total Expenditure		42,420	43,910	27,156
		(5,656)	(5,844)	23,999
Total Fleet Administration		(5,656)	(5,844)	23,999
Total Fleet Administration		(5,656)	(5,844)	23,999

NORTHERN MIDLANDS COUNCIL

Development Services

Employee Oncosts

Employee Oncosts

Employee Oncosts

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Revenue				
Oncosts Recovered				
Oncosts Recovered	300550	(350,459)	(445,543)	(347,896)
Total Oncosts Recovered		(350,459)	(445,543)	(347,896)
Other Income				
Paid Parental Leave Reimburesment - Planning and Development	300580	(15,000)	0	0
Grant Income - Equipment for Evacuation Centres	304315	0	0	(14,263)
Grant Income - Vulnerable Users - Ctown School Entrance	324046	(112,000)	0	(112,100)
Total Other Income		(127,000)	0	(126,363)
Total Revenue		(477,459)	(445,543)	(474,259)
Expenditure				
Annual Leave				
Annual Leave	300650	75,797	91,546	61,646
Total Annual Leave		75,797	91,546	61,646
Public Holidays				
Public Holidays	300700	41,930	50,642	45,536
Total Public Holidays		41,930	50,642	45,536
Sick Leave				
Personal Leave - Development Services	300750	26,950	32,399	32,925
Total Sick Leave		26,950	32,399	32,925
Long Service Leave				
Long Service Leave - Environment & Planning	300800	20,735	25,043	0
Total Long Service Leave		20,735	25,043	0
Superannuation				
Superannuation	300825	110,487	153,974	109,985
Total Superannuation		110,487	153,974	109,985
Workers Compensation				
Workers Compensation	300850	21,217	26,077	26,935
Total Workers Compensation		21,217	26,077	26,935
Compasionate Leave				
Employee Health & Wellbeing Policy Expenditure	300940	2,500	1,781	193
Total Compasionate Leave		2,500	1,781	193
Other Expenditure				
Other Expenditure - Environment and Planning Employee Oncosts	300950	50,843	64,081	52,706
Total Other Expenditure		50,843	64,081	52,706
Total Expenditure		350,459	445,543	329,926
		(127,000)	0	(144,333)
Total Employee Oncosts		(127,000)	0	(144,333)
Total Employee Oncosts		(127,000)	0	(144,333)
Total Development Services		617,142	911,073	610,508

NORTHERN
MIDLANDS
COUNCIL

Development Services

Budget Forecast			
	2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
	$	$	$

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Business Unit Management				
Business Unit Management				
Business Unit Management				
Revenue				
Internal Admin Income				
Internal Admin Income from Works	400140	0	0	29,265
Total Internal Admin Income		0	0	29,265
Other Income				
Other Income - Works Business Unit Management	400150	0	0	(370)
Other Income - Works BU (GST Free)	400151	0	0	(480)
Total Other Income		0	0	(850)
Total Revenue		0	0	28,415
Expenditure				
Assets Management				
Assets Management - Works Business Unit	400200	0	0	1,934
Depreciation of Assets - Works	400635	221,642	229,400	120,385
Total Assets Management		221,642	229,400	122,319
Workshop Operating Expenses				
Northern Workshop - Works Business Unit	400300	519,504	551,333	477,855
Works - Purchase of Stationery	400301	6,210	6,430	5,237
Northern Workshop - Building Maintenance	400302	3,930	4,070	11,311
Works Department - Emergency (Pager) expenses	400305	13,550	14,220	10,522
Northern Workshop - Minor Plant/Loose Tools	400310	29,420	30,450	26,625
OH&S - Northern Workshop	400315	15,000	30,000	43,081
UNALLOCATED ORDERS Clearing	400340	0	0	0
Southern Workshop - Works Business Unit	400350	87,334	98,190	74,883
Southern Workshop - Building Maintenance	400352	0	0	4,807
Southern Workshop - Emergency (Pager) Expenses	400355	2,930	3,060	1,829
Southern Workshop - Minor Plant/Loose Tools	400360	10,760	11,140	11,636
OH&S - Southern Workshop	400365	4,540	4,740	3,778
Meetings Works (Non Training)	400380	16,260	17,070	36,206
Total Workshop Operating Expenses		709,438	770,703	707,772
General Operating Expenditure				
Millers Bluff Radio Base Station and Other Radio	400620	7,290	7,550	2,002
Longford - Hay St Storage Yard Maintenance (Not Buildings)	400625	9,010	9,420	2,061
Total General Operating Expenditure		16,300	16,970	4,063
Total Expenditure		947,380	1,017,073	834,154
		947,380	1,017,073	862,569
Total Business Unit Management		947,380	1,017,073	862,569
Total Business Unit Management		947,380	1,017,073	862,569

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Engineering Services

Engineering Services

Engineering Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Revenue				
Other Income				
Subdivision Engineering Fees	324410	(16,282)	(46,852)	(44,187)
Total Other Income		(16,282)	(46,852)	(44,187)
Total Revenue		(16,282)	(46,852)	(44,187)
Expenditure				
Operating Expenditure				
Engineering - Waste Management	324430	13,505	13,957	16,267
Engineering - Civil	324440	253,150	303,837	232,699
Operating Expenditure	324450	2,700	2,800	536
GIS - Administration/Development	324455	63,495	126,951	43,802
Asset Management Officer	324470	36,650	33,190	28,230
Total Operating Expenditure		369,500	480,735	321,534
Training & Conferences				
Training/Conferences/Workshops - Engineering	324475	11,000	11,470	1,077
Total Training & Conferences		11,000	11,470	1,077
Engineering Consultancies				
Engineering Consultancies - Asset Man	324501	20,000	25,380	11,080
Subdivisions - Engineering	324510	68,767	76,847	39,950
Total Engineering Consultancies		88,767	102,227	51,030
Total Expenditure		469,267	594,432	373,641
		452,985	547,580	329,454
Total Engineering Services		452,985	547,580	329,454
Total Engineering Services		452,985	547,580	329,454

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Employee Oncosts

Employee Oncosts

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Employee Oncosts				
Revenue				
Oncosts Recovered				
Oncosts Recovered - Works Employee Oncosts	400650	(1,383,045)	(1,583,955)	(1,110,784)
W/Comp Reimbursement E1051	400736	0	0	(2,454)
Total Oncosts Recovered		(1,383,045)	(1,583,955)	(1,113,238)
Other Income				
Grants - Employee Training - Works	404075	0	0	(3,403)
Total Other Income		0	0	(3,403)
Total Revenue		(1,383,045)	(1,583,955)	(1,116,641)
Expenditure				
Annual Leave				
Annual Leave - Works Employee Oncosts	400750	305,780	307,462	221,388
Total Annual Leave		305,780	307,462	221,388
Public Holidays				
Public Holidays - Works Employee Oncosts	400800	169,155	170,085	147,169
Total Public Holidays		169,155	170,085	147,169
Sick Leave				
Personal Leave - Works	400850	106,546	107,304	81,611
Training/Confrences/Workshops - Works Business Unit	400860	45,260	60,000	149,933
Total Sick Leave		151,806	167,304	231,544
Long Service Leave				
Long Service Leave - Works	400900	83,648	84,108	0
Long Sercvice Leave - E1034	400900.1034	0	0	4,701
Long Sercvice Leave - E1521	400900.1521	0	0	2,515
Long Sercvice Leave - E0183	400900.183	0	0	4,383
Long Service Leave - E1032	400943	0	0	2,584
Total Long Service Leave		83,648	84,108	14,183
Superannuation				
Superannuation	400925	434,292	565,221	367,397
Total Superannuation		434,292	565,221	367,397
Workers Compensation				
Workers Compensation - Works Employee Oncosts	400950	83,400	95,727	76,024
W/Comp Council Costs - E1051	400961	0	0	384
Total Workers Compensation		83,400	95,727	76,408
Compasionate Leave				
Compasionate Leave - Works Employee Oncosts	400930	0	0	4,521
Total Compasionate Leave		0	0	4,521
Other Expenditure				
Employee Health & Wellbeing Policy Expenditure	401040	3,810	15,544	134
Other Expenditure - Works Employee Oncosts	400940	202,483	238,504	220,031
Total Other Expenditure		206,293	254,048	220,164
Total Expenditure		1,434,374	1,643,955	1,282,775
		51,329	60,000	166,134
Total Employee Oncosts		51,329	60,000	166,134
Total Employee Oncosts		51,329	60,000	166,134

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Fleet Administration

Fleet Administration

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Fleet Administration				
Revenue				
Fleet cost Recoveries				
Cost Recoveries - Works Fleet	401050	(1,425,910)	(1,475,820)	(1,344,744)
Total Fleet cost Recoveries		(1,425,910)	(1,475,820)	(1,344,744)
Income From Sales				
Gain on Disposal of Assets - Works Fleet	401170	0	0	(81,767)
Total Income From Sales		0	0	(81,767)
Other Income				
Other Income - Works Fleet (GST Applicable)	401150	0	0	(657)
Total Other Income		0	0	(657)
Total Revenue		(1,425,910)	(1,475,820)	(1,427,168)
Expenditure				
Fleet Running Expenses				
Running Expenses - Works Fleet	401200	619,130	641,310	731,212
Total Fleet Running Expenses		619,130	641,310	731,212
Other Operating Expenditure				
Depreciation Fleet - Works	401385	448,642	464,340	243,681
Loss on Disposal of Fleet - Works	401395	0	0	60,919
Total Other Operating Expenditure		448,642	464,340	304,600
Total Expenditure		1,067,772	1,105,650	1,035,812
		(358,138)	(370,170)	(391,357)
Total Fleet Administration		(358,138)	(370,170)	(391,357)
Total Fleet Administration		(358,138)	(370,170)	(391,357)

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Roads				
Roads				
Roads				
Revenue				
Other Income				
Other Income - Roads (GST Applicable)	325200	0	0	(16,909)
Other Income - Roads (GST Free)	325250	(155,389)	(150,000)	0
Other Income - Road Maintenance	404050	0	0	(2,632)
Total Other Income		(155,389)	(150,000)	(19,541)
Grants				
Grants - Roads	325000	(2,288,049)	(2,435,000)	(359,765)
Grants - Roads (Road to Recovery Project)	325010	(960,936)	(1,537,504)	(365,000)
Grants - Vulnerable Road Users	325038	(164,418)	0	(164,418)
Grant Income - State Growth - Bus Stop to DDA compliance	325043.5	(25,500)	0	(16,000)
Grant Income - Vulnerable Road User Program - Pth - Seccombe Street raised pavement platform	325046	(25,000)	0	(25,000)
Grants - Black Spot Wilmores Lane Intersection	325048	(53,600)	0	0
Grant - Main Street Projects Perth and CampbellTown	325049	(8,000,000)	(4,800,000)	(3,200,000)
Grants - State Heavy Vehicle Motor Tax	325050	(77,401)	(77,401)	0
Grant Income - Local Roads Emergency Flooding Repairs	325060	0	0	(21,825)
Grant - Perth Bypass Associated Works	325070	0	0	1,436
Total Grants		(11,594,904)	(8,849,905)	(4,150,572)
Municipal Income Allocation				
Headworks Income Urban Stormwater - Management (Developer Contributions)	326620	(10,000)	(10,000)	(10,909)
Total Municipal Income Allocation		(10,000)	(10,000)	(10,909)
Total Revenue		(11,760,293)	(9,009,905)	(4,181,022)
Expenditure				
General Expenditure				
BUDGET ONLY NO ORDERS - Emergency Maintenance	404260	112,900	117,350	1,667
Emergency Maintenance - Floodway Warning Signage	404265	0	0	1,382
Emergency Maintenance - COVID-19	404268	0	0	830
Emergency Maintenance - Sealed Roads North	404500	0	0	170,874
Emergency Maintenance - Unsealed Roads North	405500	0	0	20,051
Emergency Maintenance - Sealed Roads South	406050	0	0	10,714
Emergency Maintenance - Sealed Roads South - Flood Event Oct 2022	406060	0	0	1,423
Emergency Maintenance - Unsealed Roads South	407050	0	0	12,927
Management - Road Maintenance General	404100	0	0	1,697
Training/Conferences/Workshops - Roads	404150	0	0	119
OH&S -Road Maintenance	404200	0	0	75
Depreciation of Assets - Roads	326165	4,745,662	4,911,760	2,188,828
Loss on Sale Assets - Roads	326175	336,881	348,670	0
Total General Expenditure		5,195,443	5,377,780	2,410,588
Road Maintenance				
BUDGET ONLY NO ORDERS - Northern Sealed Roads	404090	916,060	952,880	0
Digging out failed sections - Road Maintenance	404300	0	0	169,315
Edging and potholing - Road Maintenance	404350	0	0	104,099
Shoulder maint tractor and blade - Road Maintenance	404400	0	0	140,320
Shoulder maint grader - Road Maintenance	404450	0	0	8,854
Footpaths - Road Maintenance	404550	0	0	45,349
Driveways/entrances/crossovers - Road Maint	404600	0	0	21,388
Kerb & Channel Repairs	404610	0	0	2,192
Guideposts & safety railings	404650	0	0	16,879
Reseals - Road Maintenance	404700	0	0	9,243
Preparation for reseals	404750	0	0	1,739
Roadside drainage - Road Maintenance	404800	0	0	76,802
Culverts - Road Maintenance	404850	0	0	14,425
Roadside slashing - Road Maintenance	404900	0	0	103,680
Roadside spraying - Urban - Road Maintenance	404950	0	0	13,655
Roadside spraying - Rural - Road Maintenance	405000	0	0	23,868
Tree trimming - Road Maintenance	405050	0	0	61,547
Fixed signs & Road Markings - Road Maintenance	405100	0	0	57,607
Mobile warning signs - Road Maintenance	405150	0	0	5,059
BUDGET ONLY NO ORDERS - Northern Gravel Roads	405190	414,590	432,330	0
Grading - Road Maintenance	405200	0	0	175,334
Guideposts/Safety railing - Road Maintenance	405250	0	0	8,240

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Potholing - Road Maintenance	405300	0	0	22,322
Roadside Drainage - Road Maintenance	405400	0	0	87,982
Culverts - Road Maintenance	405450	0	0	22,706
Roadside slashing - Road Maintenance	405550	0	0	38,256
Roadside spraying - Road Maintenance	405600	0	0	1,770
Tree Trimming - Road Maintenance	405650	0	0	11,312
Fixed signs - Road Maintenance	405700	0	0	3,776
Fixed signs - Road Maintenance - Liffey Road - Road User Grant Expenditure	405710	0	0	10,213
Fixed signs - Road Maintenance - Woolmers Road - Road User Grant Expenditure	405715	0	0	3,436
Mobile Warning signs - Road Maintenance	405750	0	0	3,230
Minor road widening - Road Maintenance	405800	0	0	4,549
BUDGET ONLY NO ORDERS - Southern Sealed Roads	405840	556,720	579,020	0
Digging out failed sections - Road Maintenance	405850	0	0	61,785
Edging and potholing - Road Maintenance	405900	0	0	46,482
Shoulder maint tractor and blade - Road Maint	405950	0	0	126,969
Footpaths - Road Maintenance	406100	0	0	9,478
Driveways/entrances/crossovers - Road Maint	406150	0	0	2,081
Guideposts & safety railings - Road Maintenance	406200	0	0	8,144
Reseals - Road Maintenance	406250	0	0	233
Roadside drainage - Road Maintenance	406350	0	0	34,791
Culverts - Road Maintenance	406400	0	0	7,439
Roadside slashing - Road Maintenance	406450	0	0	44,077
Roadside spraying - Urban - Road Maintenance	406500	0	0	2,768
Roadside spraying - Rural - Road Maintenance	406550	0	0	21,423
Tree trimming - Road Maintenance	406600	0	0	13,245
Fixed signs & Road Markings - Road Maintenance	406650	0	0	10,087
Mobile warning signs - Road Maintenance	406700	0	0	5,124
BUDGET ONLY NO ORDERS - Southern Unsealed Roads	406740	295,030	307,160	0
Grading - Road Maintenance	406750	0	0	129,950
Guideposts/Safety railing - Road Maintenance	406800	0	0	9,623
Potholing - Road Maintenance	406850	0	0	19,904
Roadside Drainage - Road Maintenance	406950	0	0	42,191
Culverts - Road Maintenance	407000	0	0	7,460
Roadside slashing - Road Maintenance	407100	0	0	44,966
Roadside spraying - Road Maintenance	407150	0	0	3,540
Tree Trimming - Road Maintenance	407200	0	0	4,495
Fixed signs - Road Maintenance	407250	0	0	3,683
Mobile Warning signs - Road Maintenance	407300	0	0	2,214
Total Road Maintenance		2,182,400	2,271,390	1,931,298
Total Expenditure		7,377,843	7,649,170	4,341,886
		(4,382,450)	(1,360,735)	160,865
Total Roads		(4,382,450)	(1,360,735)	160,865
Total Roads		(4,382,450)	(1,360,735)	160,865

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Bridges				
Bridges				
Bridges				
Revenue				
Grants				
Grants - Bridges	326200	(980,592)	(1,000,000)	(154,185)
Total Grants		(980,592)	(1,000,000)	(154,185)
Total Revenue		(980,592)	(1,000,000)	(154,185)
Expenditure				
General Expenditure				
Depreciation of Assets - Bridges	326585	457,800	623,820	304,840
Management - Bridges	409100	11,300	11,700	413
Asset Management - Bridges	409250	0	0	24,692
Total General Expenditure		469,100	635,520	329,944
Bridge Maintenance				
BUDGET ONLY NO ORDERS - Bridges	409080	57,850	60,170	0
Bridge 1046: Blackwood Crk Rd, Brumby's Crk	411046	0	0	12,441
Bridge 1130: Woolmers Lane Macquarie River	411130	0	0	6,444
Bridge 1172: Blackwood Crk Road Brumbys Rivulet	411172	0	0	1,571
Bridge 2956: Stoneycroft Rd, Western Crk FO	412956	0	0	276
Bridge 3001: Glen Esk Road, South Esk River	413001	0	0	4,399
Bridge 3972: Bulwer St Back Creek	413972	0	0	182
Bridge 4322: Murphys Creek, Wilmores Lane	414322	0	0	2,010
Bridge 4927 - Liffey Road - Over Bates Creek	414927	0	0	2,740
Bridge 8860: Stoneycroft Rd, Westons Rivulet	418860	0	0	297
Total Bridge Maintenance		57,850	60,170	30,361
Total Expenditure		526,950	695,690	360,305
		(453,642)	(304,310)	206,120
Total Bridges		(453,642)	(304,310)	206,120
Total Bridges		(453,642)	(304,310)	206,120
Street Lighting				
Street Lighting				
Street Lighting				
Expenditure				
Operating Expenditure				
Operating Expenditure - Street Lighting	328850	171,502	177,500	119,899
Total Operating Expenditure		171,502	177,500	119,899
Total Expenditure		171,502	177,500	119,899
		171,502	177,500	119,899
Total Street Lighting		171,502	177,500	119,899
Total Street Lighting		171,502	177,500	119,899

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Urban Stormwater & Flood Mitiga

Urban Stormwater

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Urban Stormwater				
Revenue				
Other Income				
Other Income Urban Stormwater - Management	326650	(220,219)	(227,927)	0
Total Other Income		(220,219)	(227,927)	0
Grants				
Grant - Urban Stormwater Management	326605	(1,863,514)	(1,397,636)	(465,878)
Grant - WJunct - Urban Stormwater Management - 47 Translink Ave Detention Basin	326606	(265,000)	(265,000)	0
Total Grants		(2,128,514)	(1,662,636)	(465,878)
Total Revenue		(2,348,733)	(1,890,563)	(465,878)
Expenditure				
General Expenditure				
Non Works Operating Expenditure Urban Stormwater -	327000	1,150	1,190	0
Depreciation of Assets - Stormwater	328685	521,865	540,130	285,645
Loss on Sale Assets - Stormwater	328695	82,086	84,960	0
Total General Expenditure		605,101	626,280	285,645
Stormwater Maintenance				
Longford - Urban Stormwater	420350	25,990	27,030	35,209
Perth - Urban Stormwater	420400	19,690	20,460	20,864
Perth - Urban Stormwater WSUD Cleaning	420410	0	2,000	2,057
Cressy - Urban Stormwater	420450	5,010	5,220	5,348
Evandale - Urban Stormwater	420500	11,580	12,040	7,796
Western Junction & Breadalbane - Urban Stormwater	420550	1,050	3,100	2,659
Western Junction Detention Basin Maintenance - Urban Stormwater	420555	10,010	16,390	11,572
Campbell Town - Urban Stormwater	420600	22,360	23,240	16,828
Ross - Urban Stormwater	420650	7,170	7,480	3,980
Avoca - Urban Stormwater	420700	960	1,000	377
Rossarden - Urban Stormwater	420750	170	180	695
Total Stormwater Maintenance		103,990	118,140	107,386
Longford Flood Protection				
Other Expenditure - Flood Mitigation Longford	505660	0	0	432
Training - Flood Mitigation Longford	505665	5,720	5,950	0
Operating & Maintenance Expenditure - Flood Mitigation Longford	505670	67,686	70,150	52,812
Hay Street Storage Shed - Longford Flood Mitigation	505675	2,380	2,470	1,635
Total Longford Flood Protection		75,786	78,570	54,878
Total Expenditure		784,877	822,990	447,909
		(1,563,856)	(1,067,573)	(17,969)
Total Urban Stormwater		(1,563,856)	(1,067,573)	(17,969)
Total Urban Stormwater & Flood Mitigation		(1,563,856)	(1,067,573)	(17,969)

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Waste Management				
Waste Disposal Management				
Waste Disposal Management				
Expenditure				
Other				
Waste Transfer Station - State Govt Waste Management Levy	319155	46,380	48,000	49,963
Total Other		46,380	48,000	49,963
Total Expenditure		46,380	48,000	49,963
		46,380	48,000	49,963
Total Waste Disposal Management		46,380	48,000	49,963
Waste Disposal Facilities				
Controlled Transfer Stations				
Revenue				
Longford - Refuse Fees				
Longford - Refuse Disposal Fees	319350	(99,000)	(126,000)	(135,211)
Total Longford - Refuse Fees		(99,000)	(126,000)	(135,211)
Longford - Green Waste Fees				
Longford - Green Waste Disposal Fees	319400	(41,766)	(38,000)	(34,356)
Longford - Concrete Disposal Fees	319420	(4,500)	(2,500)	(2,487)
Longford - Oil Disposal Fees	319426	(5,000)	0	0
Total Longford - Green Waste Fees		(51,266)	(40,500)	(36,844)
Evandale - Refuse Fees				
Evandale - Refuse Disposal Fees	319450	(22,088)	(25,000)	(25,235)
Total Evandale - Refuse Fees		(22,088)	(25,000)	(25,235)
Evandale - Green Waste Fees				
Evandale - Green Waste Disposal Fees	319500	(11,804)	(8,000)	(8,009)
Total Evandale - Green Waste Fees		(11,804)	(8,000)	(8,009)
Campbell Town - Refuse Fees				
Campbell Town - Refuse Disposal Fees	319550	(15,840)	(16,000)	(16,905)
Total Campbell Town - Refuse Fees		(15,840)	(16,000)	(16,905)
Campbell Town - Green Waste Fees				
Campbell Town - Green Waste Disposal Fees	319600	(3,499)	(2,000)	(1,757)
Total Campbell Town - Green Waste Fees		(3,499)	(2,000)	(1,757)
Municipal Income Allocation				
Municipal Income Allocation	319650	(138,000)	0	(80,500)
Total Municipal Income Allocation		(138,000)	0	(80,500)
Other Income				
Abandoned Vehicle Income	319690	0	(500)	(456)
Total Other Income		0	(500)	(456)
Total Revenue		(341,497)	(218,000)	(304,916)
Expenditure				
Longford Transfer Station				
Site Maintenance - Longford	319750	11,290	34,140	34,550
Site Attendant - Longford	319800	153,550	151,410	125,105
Waste Transportation - Longford	319850	81,080	110,000	91,488
Disposal Fees - Longford	319900	104,330	137,980	128,079
Tyre Disposal Costs - Longford	319905	18,390	28,510	19,375
Minor Improvements - Longford Waste Transfer Station	319960	0	0	2,142
Concrete Crushing and Disposal Costs - Longford	319910	34,930	36,150	0
Oil Disposal Costs - Longford	319920	0	10,000	10,581
Green Waste- Longford	319950	61,360	63,510	38,463
Depreciation of Assets - Longford	319985	16,080	16,640	8,756
Total Longford Transfer Station		481,010	588,340	458,539
Evandale Transfer Station				
Site Maintenance - Evandale	320000	6,620	15,870	15,470
Site Attendant - Evandale	320050	41,870	50,870	42,564
Waste Transportation - Evandale	320100	30,350	36,000	30,057
Disposal Fees - Evandale	320150	21,030	31,770	28,792
Tyre Disposal Costs - Evandale	320155	0	0	1,250
Green Waste - Evandale	320200	14,920	15,450	20,915
Depreciation of Assets - Evandale	320235	3,835	3,970	2,083
Total Evandale Transfer Station		118,625	153,930	141,130
Campbell Town Transfer Station				
Site Maintenance - Campbell Town	320250	9,830	20,190	24,324
Site Attendant - Campbell Town	320300	41,670	50,660	42,564
Waste Transportation - Campbell Town	320350	39,550	50,000	46,638
Disposal Fees - Campbell Town	320400	25,100	40,000	33,083
Tyre Disposal Costs - Campbell Town	320405	1,690	2,000	0

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Green Waste - Campbell Town	320450	10,000	10,000	0
Depreciation of Assets - Campbell Town	320455	4,290	4,440	2,440
Total Campbell Town Transfer Station		132,130	177,290	149,049
Total Expenditure		731,765	919,560	748,719
		390,268	701,560	443,803
Avoca Area Transfer Stations				
Revenue				
Other Income				
Avoca - Refuse Disposal Fees	320620	(3,418)	(3,500)	(3,831)
Avoca - Green Waste Disposal Fees	320630	(537)	(550)	(494)
Total Other Income		(3,955)	(4,050)	(4,325)
Total Revenue		(3,955)	(4,050)	(4,325)
Expenditure				
Avoca Transfer Station				
Site Maintenance - Avoca	320650	11,727	20,470	19,844
Site Attendant - Avoca	320660	25,210	25,000	32,911
Waste Transportation - Avoca	320700	9,600	13,440	12,026
Disposal Fees - Avoca	320750	5,640	8,340	7,287
Total Avoca Transfer Station		52,177	67,250	72,068
Total Expenditure		52,177	67,250	72,068
		48,222	63,200	67,743
Other Waste Disposal Facilities				
Expenditure				
Abandoned Vehicle Removal & Dispos				
Abandoned Vehicle Removal & Disposal	321580	0	1,000	1,141
Total Abandoned Vehicle Removal & Disposal		0	1,000	1,141
Total Expenditure		0	1,000	1,141
		0	1,000	1,141
Total Waste Disposal Facilities		438,490	765,760	512,686
Kerbside Refuse Collection				
Kerbside Refuse Collection				
Revenue				
Rates				
Rates - Kerbside Refuse Collection	321600	(1,617,924)	(1,990,000)	(1,600,424)
Total Rates		(1,617,924)	(1,990,000)	(1,600,424)
Sales				
Replacement MGBs	321700	(1,101)	(2,140)	(2,356)
Total Sales		(1,101)	(2,140)	(2,356)
Total Revenue		(1,619,025)	(1,992,140)	(1,602,780)
Expenditure				
Garbage				
MGB - Collection	321800	402,301	367,330	327,805
Kerbside Garbage Collection - State Govt Waste Management Levy	321795	9,731	25,000	19,404
MGB - Waste Disposal	321850	316,435	375,451	335,997
MGB - Maintenance	321900	0	0	247
Total Garbage		728,467	767,781	683,452
Recycling				
Recycling - Collection	321950	321,217	284,383	248,416
Recycling - Processing	321960	203,996	188,447	175,703
FOGO - Collection	321980	296,608	278,189	245,361
FOGO - Processing	321990	109,598	137,750	104,283
Total Recycling		931,419	888,769	773,762
Other Expenditure				
Other Operating Expenditure - Kerbside Collection	322025	165,300	28,260	100,616
Total Other Expenditure		165,300	28,260	100,616
Total Expenditure		1,825,186	1,684,810	1,557,830
		206,161	(307,330)	(44,950)
Total Kerbside Refuse Collection		206,161	(307,330)	(44,950)
Total Waste Management		691,031	506,430	517,699

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Cemeteries				
Cemeteries				
Cemeteries				
Revenue				
Maintenance Allocation				
Other Income - Bishopsbourne Church-Cemetery	450025	0	0	(1,200)
Total Maintenance Allocation		0	0	(1,200)
Cemetery Fees				
Cemetery Fees - Longford	215000	(41,616)	(60,000)	(47,336)
Cemetery Fees - Perth Lawn	215060	(3,356)	(3,473)	(1,703)
Cemetery Fees - Perth Niche Wall	215070	0	0	(1,673)
Total Cemetery Fees		(44,972)	(63,473)	(50,712)
Plaque/Rose Sales				
Plaque/Rose Sales - Evandale & Longford	215050	0	0	(78)
Total Plaque/Rose Sales		0	0	(78)
Total Revenue		(44,972)	(63,473)	(51,990)
Expenditure				
Longford - Operating & Maintenance Ex				
Mowing - Longford Cemetery	450100	10,230	14,210	10,264
Other Ground Maintenance - Longford Cemetery	450150	8,860	22,780	35,786
Digging/Backfilling Graves - Longford Cemetery	450200	15,070	15,740	20,087
Placement of Memorial Plaques - Longford	450225	3,750	3,910	2,542
Placement of Plaques/Ashes - Perth Cemetery	450450	910	950	1,502
Minor Improvements - Longford Cemetery	450250	0	0	24,190
Bishopsbourne Church-Cemetery Maintenance	450280	0	1,800	1,691
Minor Improvements - Perth Cemetery	450460	0	0	284
Total Longford - Operating & Maintenance Expenditure		38,820	59,390	96,345
Evandale Rose Garden - Op & Mainten				
Other Ground Maintenance - Evandale Cemetery	450350	610	640	1,849
Placement of MemoriaL Plaques - Evandale	450400	970	1,010	204
Mowing - Perth Cemetery	450420	3,080	3,230	2,996
Other Ground Maintenance - Perth Cemetery	450430	4,290	4,450	2,698
Digging/Backfilling Graves - Perth Cemetery	450440	450	480	409
Total Evandale Rose Garden - Op & Maintenance Expenditur		9,400	9,810	8,156
Longford - Plaques/Headstones				
Longford - Operating (Purchase Headsones etc.only)	215150	3,672	3,810	2,863
Total Longford - Plaques/Headstones		3,672	3,810	2,863
Evandale - Plaques/Headstones				
Evandale - Operating	215200	880	910	295
Total Evandale - Plaques/Headstones		880	910	295
Total Expenditure		52,772	73,920	107,659
		7,800	10,447	55,669
Total Cemeteries		7,800	10,447	55,669
Total Cemeteries		7,800	10,447	55,669

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Street Cleaning

Street Cleaning

Street Cleaning

Expenditure

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Longford				
Longford - Street Cleaning 450650		37,740	39,290	30,379
Total Longford		37,740	39,290	30,379
Perth				
Perth - Street Cleaning 450700		27,470	28,630	17,009
Total Perth		27,470	28,630	17,009
Cressy				
Cressy - Street Cleaning 450750		9,920	10,340	10,650
Total Cressy		9,920	10,340	10,650
Evandale				
Evandale - Street Cleaning 450800		28,940	30,160	23,621
Western Junction - Street Cleaning 450825		9,850	10,250	9,078
Total Evandale		38,790	40,410	32,699
Campbell Town				
Campbell Town - Street Cleaning 450850		13,610	14,200	5,753
Total Campbell Town		13,610	14,200	5,753
Ross				
Ross - Street Cleaning 450900		11,620	12,120	7,258
Total Ross		11,620	12,120	7,258
Avoca				
Avoca - Street Cleaning 450950		9,661	10,080	2,098
Total Avoca		9,661	10,080	2,098
Rossarden				
Rossarden - Street Cleaning 451000		13,800	14,480	9,643
Total Rossarden		13,800	14,480	9,643
Conara				
Street Cleaning - Conara 451025		3,930	4,120	1,131
Total Conara		3,930	4,120	1,131
Total Expenditure		166,541	173,670	116,621
		166,541	173,670	116,621
Total Street Cleaning		166,541	173,670	116,621
Total Street Cleaning		166,541	173,670	116,621

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Litter Collection

Litter Collection

Litter Collection

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Expenditure				
Litter Collection Management				
Litter Collection Management	451150	90	90	0
Total Litter Collection Management		90	90	0
Longford				
Longford - Litter Collection	451200	69,490	72,770	57,188
Total Longford		69,490	72,770	57,188
Longford Area - Rural				
Longford Area - Rural Litter Collection	451225	32,030	33,310	20,080
Total Longford Area - Rural		32,030	33,310	20,080
Perth				
Perth - Litter Collection	451300	22,670	23,720	20,581
Total Perth		22,670	23,720	20,581
Cressy				
Cressy - Litter Collection	451350	18,040	18,860	20,822
Total Cressy		18,040	18,860	20,822
Evandale				
Evandale - Litter Collection	451400	20,850	21,840	16,211
Total Evandale		20,850	21,840	16,211
Evandale Area - Rural				
Evandale Area - Rural Litter Collection	451425	13,900	14,440	4,072
Total Evandale Area - Rural		13,900	14,440	4,072
Nile				
Nile - Litter Collection	451450	7,230	7,540	5,146
Total Nile		7,230	7,540	5,146
Campbell Town				
Campbell Town - Litter Collection	451500	54,570	67,210	70,254
Total Campbell Town		54,570	67,210	70,254
Southern Area - Rural				
Southern Area - Rural Litter Collection	451525	15,670	16,420	13,508
Total Southern Area - Rural		15,670	16,420	13,508
Ross				
Ross - Litter Collection	451550	47,250	55,510	54,706
Total Ross		47,250	55,510	54,706
Avoca				
Avoca - Litter Collection	451600	24,790	25,890	12,028
Total Avoca		24,790	25,890	12,028
Conara				
Conara - Litter Collection	451650	4,020	4,820	3,862
Total Conara		4,020	4,820	3,862
Litter Bin - Fabrication & Maintenance				
Litter Bin - Fabrication & Maintenance	451680	6,940	7,180	10,934
Total Litter Bin - Fabrication & Maintenance		6,940	7,180	10,934
Special Clean Ups				
Special Clean Ups	451700	5,570	5,810	2,758
All Areas - Roadkill pick up allowance	451720	1,970	4,070	4,364
Total Special Clean Ups		7,540	9,880	7,123
Epping				
Epping - Litter Collection	451675	3,820	5,510	6,450
Total Epping		3,820	5,510	6,450
Total Expenditure		348,900	384,990	322,965
		348,900	384,990	322,965
Total Litter Collection		348,900	384,990	322,965
Total Litter Collection		348,900	384,990	322,965

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Recreation Management

Parks & Reserves

Parks & Reserves

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Revenue				
Other Income				
Other Income - Parks & Reserves (GST Free)	453101	0	0	(25)
Grant Income - Pth - Junior Soccer Field at Perth Recreation Ground	509042	(70,000)	0	0
Grant Income - Half Basketball Courts (4) Ct Pool Playground	509043	(100,002)	(30,002)	(70,000)
Contribution Income - Campbell Town Rec Redevelopment	515775	0	0	(20,000)
Event - Social Cohesion Grant - Northern Midlands Pacific Festival	518028	(1,950)	0	(1,637)
Total Other Income		(171,952)	(30,002)	(91,662)
Reserve Rentals				
Longford - Reserve Rentals	515300	(517)	(625)	(624)
Lfd - Reserve Rentals Power Box Usage Village Green	515310	0	(1,000)	(1,075)
Pth - Reserves rental	515320	0	(450)	(909)
Evandale - Reserve Rentals	515350	(100)	(25)	(23)
Total Reserve Rentals		(617)	(2,100)	(2,631)
Reimbursements				
Longford Rec Ground	515550	0	0	(324)
Falls Park Rental Income	515600	(41,955)	(43,080)	(39,214)
Ross Reserves	515700	(9,091)	0	(9,091)
Total Reimbursements		(51,046)	(43,080)	(48,629)
Total Revenue		(223,615)	(75,182)	(142,921)
Expenditure				
General Expenditure				
Management - Parks & Reserves	453130	6,440	6,730	2,679
OH&S -Reserve Maintenance	453145	17,060	17,830	7,866
Total General Expenditure		23,500	24,560	10,544
Mowing				
BUDGET ONLY NO ORDERS - Longford Parks & Reserves - Mowing	453149	73,650	76,930	0
Anglican Church - Longford - Mowing	453150	0	0	3,942
Recreation Ground - Bishopsbourne - Mowing	453200	0	0	4,378
Bruce Place - Longford - Mowing	453250	0	0	417
Carins Park - Longford - Mowing	453350	0	0	1,593
Community Centre - Longford - Mowing	453400	0	0	742
Corination Park - Longford - Mowing	453450	0	0	1,032
Mowing - Council Chambers - Longford	453500	0	0	1,446
Cycling Track - Longford - Mowing	453550	0	0	3,980
Davis Crescent - Longford - Mowing	453600	0	0	222
Gemihu Court - Longford - Mowing	453650	0	0	437
Lewis St Reserve (Summefield Park) - Longford - Mowing	453660	0	0	2,390
Library - Longford - Mowing	453700	0	0	435
Mill Dam - Longford - Mowing	453750	0	0	4,890
Nature Strips - Longford - Mowing	453800	0	0	14,170
Rec Ground Mini League Oval - Longford - Mowing	453860	0	0	886
R/way line Res (Powe) - Longford - Mowing	453900	0	0	2,474
Tannery Road - Longford - Mowing	453950	0	0	6,053
Town Hall & Fountain Reserve - Longford - Mowing	454000	0	0	234
Travelling - Longford - Mowing	454050	0	0	215
Traffic Islands - Longford - Mowing	454100	0	0	757
Victoria Square - Longford - Mowing	454150	0	0	11,822
Woolmers Bridge Res - Longford - Mowing	454200	0	0	302
BUDGET ONLY NO ORDERS - Perth Parks & Reserves - Mowing	454240	67,080	70,070	0
Bypass Roadside Reserves - Perth - Mowing	454243	0	0	13,091
Bypass Roundabouts - Perth - Mowing	454244	0	0	3,820
Community Centre - Perth - Mowing	454250	0	0	1,643
Callistemon Court Reserve - Perth - Mowing	454270	0	0	380
Sheepwash Park Norfolk St - Perth - Mowing	454300	0	0	2,646
Nature Strips Main St - Perth - Mowing	454350	0	0	3,899
Nelson Place Reserve - Perth - Mowing	454375	0	0	101
Mulgrave St Tree Reserve - Perth - Mowing	454400	0	0	1,468
Nature Strips(Excluding Main St) - Perth - Mowing	454450	0	0	7,118

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		$	$	$
Old Bridge Road Reserve - Perth - Mowing	454500	0	0	341
Old Punt Road Reserve - Perth - Mowing	454600	0	0	540
Rec Ground Surrounds - Perth - Mowing (Surrounds)	454620	0	0	2,927
Rec Ground Surrounds - Perth - Mowing (Oval)	454625	0	0	417
River Bank Reserve Southern End- Perth - Mowing	454650	0	0	3,128
River Bank Reserve Central Talisker St to Foot Bridge- Perth - Mowing	454651	0	0	337
River Bank Reserve North Foot Bridge to George St- Perth - Mowing	454652	0	0	1,273
Seccombe St Reserve - Perth - Mowing	454670	0	0	1,128
Sheepwash Park Edward St - Perth - Mowing	454680	0	0	4,875
Soccer Ground - Perth - Mowing	454690	0	0	1,134
Soccer Ground Surrounds - Perth - Mowing	454695	0	0	431
Train Park - Perth - Mowing	454750	0	0	2,751
Travelling - Perth - Mowing	454800	0	0	735
Memorial Reserve (Anzac Park) - Perth - Mowing	454850	0	0	1,417
Wattle Park - Perth - Mowing	454900	0	0	642
BUDGET ONLY NO ORDERS - Cressy Parks & Reserves - Mowing	454940	12,600	13,180	0
Trout Park/Child Care Centre - Cressy - Mowing	454950	0	0	3,411
War Mem & Pool - Cressy - Mowing	455000	0	0	4,980
Main Street Nature Strips - Cressy - Mowing	455050	0	0	1,073
Other Nature Strip - Cressy - Mowing	455100	0	0	1,722
Town Hall - Cressy - Mowing	455120	0	0	511
Travelling - Cressy - Mowing	455150	0	0	203
94 Main Street - Cressy - Mowing	455170	0	0	174
BUDGET ONLY NO ORDERS - Evandale Parks & Reserves - Mowing	455190	43,080	45,000	0
Reserves - Bredalbane - Mowing	455200	0	0	656
Arthur St Cemetery - Evandale - Mowing	455220	0	0	1,144
Dakins Hill Reserve - Evandale - Mowing	455250	0	0	732
Hartnoll Place Reserve - Evandale - Mowing	455350	0	0	552
Hawley Reserve - Evandale - Mowing	455400	0	0	367
Information Board Cnr Russell/Scone St - Evandale - Mowing	455500	0	0	831
Medical Centre Reserve - Evandale - Mowing	455550	0	0	1,612
Monument Garden - Evandale - Mowing	455600	0	0	1,270
Morven Park - Evandale - Mowing	455650	0	0	2,097
Nature Strips - Evandale - Mowing	455700	0	0	2,931
Nature Strips - Devon Hills - Mowing	455750	0	0	1,226
Reserves - Nile - Mowing	455800	0	0	1,044
Pioneer Park - Evandale - Mowing	455850	0	0	3,094
Rotary Park - Evandale - Mowing	455950	0	0	7,574
Saddlers Court Reserve - Evandale - Mowing	456000	0	0	756
Scone Street Reserve (Buffalo Park)- Evandale - Mowing	456050	0	0	1,690
Tourism/Community Centre - Evandale - Mowing	456100	0	0	978
Travelling - Evandale/Devon Hills - Mowing	456150	0	0	1,280
War Memorial Hall Reserve - Evandale - Mowing	456250	0	0	1,741
Western Junction Reserves - Evandale - Mowing	456300	0	0	5,069
BUDGET ONLY NO ORDERS - Campbell Town Parks & Reserves - Mowing	456390	86,430	100,430	0
Bicentennial Park - Campbell Town - Mowing	456400	0	0	244
Blackburn Park - Campbell Town - Mowing	456450	0	0	3,656
Blackburn Park North - Campbell Town - Mowing	456500	0	0	635
Elizabeth Court Carpark Surrounds - C'town - Mowing	456620	0	0	816
Epping Hall Grounds - Epping - Mowing	456630	0	0	87
Esplanade East - Campbell Town - Mowing	456650	0	0	1,161
Esplanade West - Campbell Town - Mowing	456700	0	0	1,605
Gatty Memorial - Campbell Town - Mowing	456750	0	0	693
King Street Oval - Campbell Town - Mowing	456800	0	0	2,703
Lions Park - Campbell Town - Mowing	456850	0	0	1,360
Main Street Nature Strips - Campbell Town - Mowing	456900	0	0	13,720
Marsh Lions Park - Campbell Town - Mowing	456950	0	0	555
Non Main Street Nature Strips - Campbell Town - Mowing	457000	0	0	34,730
Old Swimming Pool - Campbell Town - Mowing	457050	0	0	803
The Willows - Campbell Town - Mowing	457150	0	0	149
Travelling - Campbell Town - Mowing	457200	0	0	10,166
Valentine Park - Campbell Town - Mowing	457250	0	0	7,133

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		$	$	$
War Memorial Oval - Campbell Town - Mowing	457300	570	620	7,747
War Memorial Oval Surrounds - Campbell Town - Mowing	457350	0	0	7,544
BUDGET ONLY NO ORDERS - Ross Parks & Reserves - Mowing	457390	63,030	65,780	0
Bridge Reserve - Ross - Mowing	457400	0	0	785
Church Hill Ground - Ross - Mowing	457450	0	0	237
Heritage Walk - Ross - Mowing	457500	0	0	278
Nature Strips - Ross - Mowing	457550	0	0	21,109
Nature Strips East of Railway Line - Ross - Mowing	457575	0	0	6,912
Original Burial Ground - Ross - Mowing	457600	0	0	289
Recreation Ground - Ross - Mowing	457650	0	0	512
Recreation Ground Surrounds - Ross - Mowing	457700	0	0	460
River Reserve East - Ross - Mowing	457750	0	0	1,861
School Grounds - Ross - Mowing	457770	0	0	799
Town Entrances - Ross - Mowing	457800	0	0	2,748
Town Hall - Ross - Mowing	457850	0	0	259
Town Square, Village Green - Ross (33 Church St) - Mowing	457870	0	0	12,415
Travelling - Ross - Mowing	457900	0	0	5,121
BUDGET ONLY NO ORDERS - Avoca/Rossarden Parks & Reserves - Mowing	457940	17,080	19,470	0
Boucher Park - Avoca - Mowing	457950	0	540	4,013
Nature Strips - Avoca - Mowing	458150	0	0	9,650
St Pauls River Park - Avoca - Mowing	458350	0	0	1,437
Travelling - Avoca Area - Mowing	458400	0	0	3,554
Total Mowing		363,520	392,020	335,722
Maintenance				
BUDGET ONLY NO ORDERS - Longford Parks & Reserves - Reserve Maint	458440	136,540	142,610	0
Anglican Church - Longford - Reserve Maint	458450	0	0	14,607
Bishopbourne Rec. - Longford - Reserve Maint	458500	0	0	1,579
Bruce Place - Longford - Reserve Maint	458550	0	0	761
Caravan Park - Longford - Reserve Maint	458600	0	0	213
Carins Park - Longford - Reserve Maint	458650	0	0	6,946
Community Centre - Longford - Reserve Maint	458700	0	0	2,160
Corination Park - Longford - Reserve Maint	458750	460	2,420	3,872
Garden Maintenance - Council Chambers - Longford	458800	0	0	6,265
Cycling Track - Longford - Reserve Maint	458850	2,880	2,590	2,371
Gardens Maintenance - Depot Longford	458925	0	0	6,080
Gemihu Court - Longford - Reserve Maint	458950	0	0	714
Lewis St Reserve (Sumerfield Park) - Longford - Reserve Maint	458960	2,260	2,020	1,970
Library - Longford - Reserve Maint	459000	0	0	948
Little Athletics Facility - Longford	459020	1,160	1,300	1,590
Mill Dam - Longford - Reserve Maint	459050	0	0	21,706
Nature Strips - Longford - Reserve Maint	459100	0	0	14,684
Old Tip Site - Longford - Reserve Maint	459150	1,250	1,770	1,297
R/way line Res (Powe) - Longford - Reserve Maint	459200	0	0	5,773
Skate Park / Velodrome Maintenance - Longford - Reserve Maint	459210	7,640	6,870	2,193
Recreation Ground - Longford - Reserve Maint	459225	50,850	56,130	55,124
Stokes Park - Longford - Reserve Maint	459230	840	1,550	6,612
Street Trees - Longford (Not Main Street) - Reserve Maint	459235	0	0	6,914
Street Trees - Longford (Main Street) - Reserve Maint	459236	0	0	313
Tannery Road - Longford - Reserve Maint	459250	0	0	3,446
Town Hall & Fountain Reserve - Longford - Reserve Maint	459300	230	495	841
Town Entrance - Longford - Reserve Maint	459310	0	0	55
Travelling - Longford - Reserve Maint	459350	0	0	1,526
Traffic Islands - Longford - Reserve Maint	459400	0	0	1,787
Victoria Square - Longford - Reserve Maint	459450	4,500	18,350	52,717
Wellington/Laycock Reserve - Longford - Reserve Maint	459470	1,820	5,810	10,602
Woolmers Bridge Res - Longford - Reserve Maint	459500	2,070	0	807
Pateena Road Bus Shelter area - Longford - Reserve maintenance	459510	0	0	99
Bus Shelter Improvements - Opp 23 Panec Street Conara - Reserve Maintenance	459511	0	0	275
Street Trees - Longford - Reserve Maint	459525	0	0	7,522

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		2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
BUDGET ONLY NO ORDERS - Perth Parks & Reserves - Reserve Maint	459540	115,400	164,430	0
Arthur Street (43) Detention Area - Operating	459541	600	1,220	7,091
Bypass Shared Pathway - Perth - Reserve Maint (Pateena Rd to Breadalbane)	459542	0	0	3,371
Bypass Roadside Reserves - Perth - Reserve Maint	459543	0	0	4,349
Bypass Roundabouts - Perth - Reserve Maint	459544	900	2,650	6,778
Bypass Vegetation Corridor - Perth - Reserve Maint	459545	0	0	5,646
Community Centre - Perth - Reserve Maint	459550	0	0	3,868
Callistemon Court Reserve - Perth - Reserve Maint	459570	0	0	439
Fore Street (Early Learning Centre site) - Perth - Reserve Maint	459575	10,940	11,320	18,126
George Street Storage Depot - Perth - Reserve Maint	459580	0	0	891
Sheepwash Park Norfolk St - Perth - Reserve Maintenance	459600	3,750	3,880	5,941
Keppoch Reserve - Perth - Reserve Maint	459625	0	0	29
Nature Strips Main Street - Perth - Reserve Maint	459650	0	0	11,520
Mulgrave St Tree Reserve - Perth - Reserve Maint	459700	0	0	1,824
Nature Strips(Excluding Main St) - Perth - Reserve Maint	459750	0	0	7,145
Nelson Place Reserve - Perth - Reserve Maint	459775	0	0	24
Old Bridge Road Reserve - Perth - Reserve Maint	459800	0	0	1,056
Old Hall Site Talisker St. - Perth - Reserve Maint	459850	0	0	13
Old Punt Road Reserve - Perth - Reserve Maint	459900	0	0	889
Railway Crossing - Perth - Reserve Maint	459910	0	0	117
Recreation Ground - Perth - Reserve Maint (Oval)	459920	0	0	3,978
Recreation Ground - Perth - Reserve Maint (Surrounds)	459925	38,580	39,930	45,657
River Bank Reserve Southern End- Perth - General Maintenance	459950	0	0	4,183
River Bank Reserve North Foot Bridge to George St- Perth - General Maintenance	459952	450	470	1,946
Skate Park Maintenance - Perth - Reserve Maint	459960	0	0	54
Seccombe St Reserve - Perth - Reserve Maint	459970	1,670	2,230	28,981
Sheepwash Park Edward St - Perth - Reserve Maintenance	459980	380	520	2,874
Street Trees - Perth - Reserve Maint	460000	0	0	9,036
Train Park - Perth - Reserve Maint	460100	4,560	6,010	18,241
Travelling - Perth - Reserve Maint	460150	0	0	600
Memorial Reserve (Anzac Park) - Perth - Reserve Maint	460200	1,670	1,795	5,705
Wattle Park - Perth - Reserve Maint	460250	0	0	5,475
Minor Improvements - Perth Rec Ground Buildings	516160	0	0	4,681
BUDGET ONLY NO ORDERS - Cressy Parks & Reserves - Reserve Maint	460290	25,930	65,860	0
Trout Park/Child Care Centre - Cressy - Reserve Maint	460300	2,696	2,790	18,177
War Mem & Pool - Cressy - Reserve Maint	460350	0	0	12,324
Main Street Nature Strips - Cressy - Reserve Maint	460400	0	0	9,575
Other Nature Strip - Cressy - Reserve Maint	460450	0	0	3,225
Town Hall - Cressy - Reserve Maint	460470	0	0	1,554
Recreation Ground - Cressy - Reserve Maint	460500	20,470	19,690	25,278
Street Trees - Cressy - Reserve Maint	460525	0	0	4,680
Travelling - Cressy - Reserve Maint	460550	0	0	47
94 Main Street - Cressy - Reserve Maintenance	460570	0	0	488
Cry - Recreation Ground Building Maintenance	516010	0	2,575	3,803
BUDGET ONLY NO ORDERS - Evandale Parks & Reserves - Reserve Maint	460590	79,500	83,060	0
Reserves - Bredalbane - Reserve Maint	460600	0	0	157
Arthur Street Cemetery - Evandale - Reserve Maint	460620	0	0	171
Dakins Hill Reserve - Evandale - Reserve Maint	460650	0	0	3,247
Falls Park - Evandale - Reserve Maint	460700	10,000	10,350	75
Hartnoll Place Reserve - Evandale - Reserve Maint	460750	0	0	1,938
Horse Trail Reserve - Devon Hills - Reserve Maint	460850	0	0	6,433
Information Board Cnr Russell/Scone St - Evandale - Reserve Maint	460900	460	675	1,924
Medical Centre Reserve - Evandale - Reserve Maint	460950	0	0	583
Monument Garden - Evandale - Reserve Maint	461000	380	960	6,622
Morven Park - Evandale - Reserve Maint	461050	36,200	46,550	54,331
Morven Park Evandale - Light Towers - General Maint	461060	0	0	1,180
Nature Strips - Evandale - Reserve Maint	461100	0	0	1,796
Nature Strips - Devon Hills - Reserve Maint	461150	0	0	2,992
Nature Strips - Western Junction - Reserve Maint	461160	0	0	2,193

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		$	$	$
Falls Park - Evandale - Reserve Maint	461170	0	0	4,206
Nile Reserves - Nile - Reserve Maint	461200	0	0	1,591
Pioneer Park - Evandale - Reserve Maint	461250	4,950	6,630	18,076
Range Road Reserve - Evandale - Reserve Maint	461300	0	0	13
Rotary Park - Evandale - Reserve Maint	461350	4,000	0	5,013
Saddlers Court Reserve - Evandale - Reserve Maint	461400	560	580	5,888
Traffic Island - Solomon House - Reserve Maint	461425	0	0	77
Scone Street Reserve (Buffalo Park) - Evandale - Reserve Maint	461450	1,870	2,635	3,561
Street Trees - Evandale - Reserve Maint	461500	0	0	4,253
Tourism/Community Centre - Evandale - Reserve Maint	461550	0	0	5,954
Travelling - Evandale/Devon Hills - Reserve Maint	461600	0	0	161
Tree Guard Reserve - Evandale - Reserve Maint	461650	0	0	74
War Memorial Hall Reserve - Evandale - Reserve Maint	461700	0	0	1,858
Western Junction - Evandale - Reserve Maint	461750	0	0	2,168
Woodville Reserve - Evandale - Reserve Maint	461800	0	0	930
BUDGET ONLY NO ORDERS - Campbell Town Parks & Reserves - Reserve Maint	461840	80,880	84,400	0
Bicentennial Park - Campbell Town - Reserve Maint	461850	410	525	635
Blackburn Park - Campbell Town - Reserve Maint	461900	170	180	2,997
Blackburn Park North - Campbell Town - Reserve Maint	461950	1,040	1,105	12,880
Depot Gardens Maintenance - Campbell Town	461960	0	0	99
River Walk - Campbell Town - Reserve Maint	462000	0	0	214
Elizabeth Court Carpark Surrounds - Ctown - Reserve Maint	462070	0	0	1,052
Esplanade West - Campbell Town - Reserve Maint	462150	0	0	387
Gatty Memorial - Campbell Town - Reserve Maint	462200	870	900	12,746
King Street Oval - Campbell Town - Reserve Maint	462250	3,880	5,610	7,472
Lions Park - Campbell Town - Reserve Maint	462300	480	600	4,682
Main Street Nature Strips C'Town - Campbell Town - Reserve Maint	462350	0	0	6,844
Marsh Lions Park - Campbell Town - Reserve Maint	462400	0	0	318
Non Main Street Nature Strips C'Town - Ctown - Reserve Maint	462450	0	0	9,835
Rail Park Playground - Conara - Reserve Maint	462550	0	0	123
Skate Park Maintenance - Campbell Town - Reserve Maint	462560	30	30	75
Street Trees - Campbell Town - Reserve Maint	462600	0	0	4,828
The Willows - Campbell Town - Reserve Maint	462650	0	0	51
Travelling - Campbell Town - Reserve Maint	462700	0	0	2,600
Valentine Park - Campbell Town - Reserve Maint	462750	16,090	17,150	26,350
War Memorial Oval - Campbell Town - Reserve Maint	462800	35,091	60,320	56,698
War Memorial Oval Campbell Town - Tennis Courts - General Maintenance	462820	0	0	1,279
War Memorial Oval Surrounds - Campbell Town - Reserve Maint	462850	0	0	5,752
BUDGET ONLY NO ORDERS - Ross Parks & Reserves	462890	59,140	61,750	0
Bridge Reserve - Ross - Reserve Maint	462900	7,331	11,080	13,609
Church Hill Ground - Ross - Reserve Maint	462950	0	0	2,170
Heritage Walk - Ross - Reserve Maint	463000	0	0	1,311
Nature Strips - Ross - Reserve Maint	463050	0	0	8,686
Original Burial Ground - Ross - Reserve Maint	463100	0	0	71
Recreation Ground - Ross - Reserve Maint	463150	4,000	17,140	13,191
Recreation Ground Surrounds - Ross - Reserve Maint	463200	3,550	2,670	4,912
River Reserve East - Ross - Reserve Maint	463250	0	0	261
School Grounds - Ross - Reserve Maint	463270	900	1,300	2,608
Street Trees - Ross - Reserve Maint	463300	700	2,020	9,275
War Memorial in Street - Ross - Reserve Maint	463330	0	0	205
Town Entrances - Ross - Reserve Maint	463350	0	0	1,542
Town Hall - Ross - Reserve Maint	463400	0	0	59
Town Square Village Green - Ross (33 Church St) - Reserve Maint	463470	13,323	14,000	16,895
Ross Reserve General Maintenance Bond St Bridge St Triangular Reserve	463480	0	0	183
Travelling - Ross - Reserve Maint	463500	0	0	2,479
BUDGET ONLY NO ORDERS - Avoca/Rossarden Parks & Reserves	463540	12,730	15,280	0
Boucher Park - Avoca	463550	0	0	6,529
Nature Strips - Avoca - Reserve Maint	463750	0	0	989
Pioneer Park Rossarden - Rossarden - Reserve Maint	463800	2,730	3,020	4,111

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		$	$	$
Recreation Ground - Rossarden - Reserve Maint	463900	0	0	224
St Pauls River Park - Avoca - Reserve Maint	463950	0	0	255
Street Trees - Avoca Area - Reserve Maint	464000	0	0	3,244
Travelling - Avoca Area - Reserve Maint	464050	0	0	415
Parks and Reserves - General Key/Lock Maintenance Replacement	464570	1,210	1,250	0
All Areas - Bus Shelter minor improvements for signage and tactiles	464581	5,000	5,180	137
Depreciation of Assets - Rec Plant & Equip	464585	200,970	208,000	109,157
Total Maintenance		1,028,941	1,232,235	1,031,945
Economic Developmen Accounts Trans				
Fencing Policy Expenditure	515910	11,300	11,700	12,691
Asset Management - Longford (Including Depreciation)	515950	59,645	61,730	32,725
Other Operating Expenditure - Longford (Inc Insurance & Govt Levies)	516000	13,600	14,070	14,213
Maintenance - Longford Recreation Ground Buildings	516015	3,270	6,430	7,016
Minor Improvements - L'ford Rec Ground Buildings - Public Toilets	516023	0	0	390
Minor Improvements - Longford Victoria Square Buildings	516030	0	0	2,654
Asset Management - Perth (Including Depreciation)	516100	33,485	34,660	18,222
Other Operating Expenditure Perth (Inc Insurance & Govt Levies)	516150	7,480	7,750	9,436
Maintenance - Perth Recreation Ground Buildings	516155	3,790	9,950	10,384
Asset Management Cressy (Including Depreciation)	516250	23,562	24,390	12,798
Other Operating Expenditure Cressy (Inc Insurance & Govt Levies)	516300	4,570	5,000	4,901
Minor Improvements - Cressy Rec Ground Buildings	516310	0	0	20,792
Asset Management Evandale (Including Depreciation)	516400	51,981	57,800	28,234
Other Operating Expenditure Evandale (Inc Insurance & Govt Levies)	516450	9,290	9,610	9,086
Maintenance - Morven Park Buildings	516455	4,000	6,990	7,253
Minor Improvements - Edale Morven Park Building	516460	0	0	4,737
Maintenance and Minor Improvements - Edale Falls Park Buildings	516470	3,000	3,150	0
Asset Management Campbell Town (Including Depreciation)	516550	45,929	50,540	24,947
Other Operating Expenditure Campbell Town (Inc Insurance & Govt Levies)	516600	13,020	13,870	13,797
Asset Management Ross (Including Depreciation)	516700	14,558	16,070	7,907
Other Operating Expenditure Ross (Inc Insurance & Govt Levies)	516750	3,000	3,110	2,682
Maintenance - Ross Recreation Ground Buildings	516755	0	1,900	1,715
Minor Improvements - Ross Rec Ground Buildings	516760	0	0	6,882
Other Operating Expenditure Avoca (Inc Insurance & Govt Levies)	516900	463	480	291
Total Economic Developmen Accounts Transferred		305,943	339,200	253,754
Total Expenditure		1,721,904	1,988,015	1,631,966
		1,498,289	1,912,833	1,489,045
Total Parks & Reserves		1,498,289	1,912,833	1,489,045

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
General Recreation Management				
General Recreation Management				
Revenue				
Other Income				
Grant Income - Community Infrastructure DITRD&C (Phase 2)	509030	(99,384)	0	(99,384)
Grant Income - Community Infrastructure DITRD&C (Phase 3)	509031	0	0	(192,187)
Grant Income - Community Infrastructure DITRD&C (Phase 4a)	509032	(354,846)	0	0
Grant Income - Community Infrastructure DITRD&C (Phase 4b) Roads	509033	(554,290)	0	0
Grant - Cry - Macquarie Reserve	509041	(120,000)	0	(150,000)
Grant Income - Cressy Recreation Ground Cricket Net upgrade	515778.6	(20,000)	0	0
Lfd - Main Street Projects National Grant	515780	(1,393,628)	(393,628)	(1,000,000)
Total Other Income		(2,542,148)	(393,628)	(1,441,571)
Total Revenue		(2,542,148)	(393,628)	(1,441,571)
		(2,542,148)	(393,628)	(1,441,571)
Total General Recreation Management		(2,542,148)	(393,628)	(1,441,571)

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Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Caravan Parks & Camping Groun				
Longford Caravan Park				
Revenue				
Lease Income				
Lease Income - Longford Caravan Park	508000	(106,543)	(120,272)	(107,098)
Total Lease Income		(106,543)	(120,272)	(107,098)
Total Revenue		(106,543)	(120,272)	(107,098)
Expenditure				
Maintenance & Operating Expenses				
Maintenance & Operating Expenses - Longford Caravan Park	508100	23,309	29,180	25,263
Total Maintenance & Operating Expenses		23,309	29,180	25,263
Minor Improvement Projects				
Minor Improvements - Longford Caravan Park	508150	0	0	1,920
Total Minor Improvement Projects		0	0	1,920
Total Expenditure		23,309	29,180	27,183
		(83,234)	(91,092)	(79,915)
Ross Caravan Park				
Revenue				
Lease Income				
Lease Income (GST Applicable) - Ross Caravan Park	508201	(41,025)	(41,995)	(54,401)
Total Lease Income		(41,025)	(41,995)	(54,401)
Total Revenue		(41,025)	(41,995)	(54,401)
Expenditure				
Maintenance & Operating Expenses				
Maint & Operating Expenses - Ross Caravan Park	508300	21,535	43,820	46,186
Total Maintenance & Operating Expenses		21,535	43,820	46,186
Minor Improvement Projects				
Minor Improvements - Ross Caravan Park	508350	0	0	5,294
Total Minor Improvement Projects		0	0	5,294
Total Expenditure		21,535	43,820	51,480
		(19,490)	1,825	(2,921)
Lake Leake				
Revenue				
Lease Income				
Lease Income - Lake Leake Shack Sites	508400	(61,891)	(64,057)	(57,714)
Total Lease Income		(61,891)	(64,057)	(57,714)
Other Income				
Other Income	508450	(10,952)	(11,335)	(12,854)
Total Other Income		(10,952)	(11,335)	(12,854)
Total Revenue		(72,843)	(75,392)	(70,568)
Expenditure				
Caretakers Expenses				
Caretakers Expenses - Lake Leake	508500	48,630	51,030	38,183
Total Caretakers Expenses		48,630	51,030	38,183
Maintenance & Operating Expenses				
Maint & Operating Expenses - Lake Leake Grounds	508550	28,390	24,450	27,815
Total Maintenance & Operating Expenses		28,390	24,450	27,815
Minor Improvement Projects				
Minor Improvements - Lake Leake Camp Ground	508600	0	0	2,561
Council Land Tax Remission - Lake Leake Sites	508610	31,580	32,690	24,083
Total Minor Improvement Projects		31,580	32,690	26,644
Total Expenditure		108,600	108,170	92,642
		35,757	32,778	22,074
Tooms Lake				
Revenue				
Lease Income				
Lease Income - Tooms Lake Shack Sites	508650	(15,831)	(16,385)	(15,040)
Total Lease Income		(15,831)	(16,385)	(15,040)
Total Revenue		(15,831)	(16,385)	(15,040)
Expenditure				
Maintenance & Operating Expenses				
Maint & Operating Expenses - Tooms Lake Camp Ground	508750	11,532	15,595	6,742
Total Maintenance & Operating Expenses		11,532	15,595	6,742
Minor Improvement Projects				
Council Land Tax Remission Tooms Lake Sites	508810	7,340	0	1,960
Total Minor Improvement Projects		7,340	0	1,960
Total Expenditure		18,872	15,595	8,702
		3,041	(790)	(6,338)

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Works & Infrastructure Services

Total Caravan Parks & Camping Grounds

Budget Forecast		
2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
$	$	$
(63,926)	(57,279)	(67,100)

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Community Buildings & Halls				
Management				
Revenue				
Other Income				
Grant - Lfd Sports Centre Solar	509045	(37,829)	(17,829)	(20,000)
Total Other Income		(37,829)	(17,829)	(20,000)
Total Revenue		(37,829)	(17,829)	(20,000)
Expenditure				
Strategic Planning				
Building Administration General - Not Allocatable	508955	37,400	39,170	31,618
Total Strategic Planning		37,400	39,170	31,618
Fire Service Renewals & Maintenance				
Buildings & Halls - Fire Service Renew & Maint	508960	30,000	21,050	25,503
Buildings - Essential services inspections	508963	25,350	26,430	27,451
Total Fire Service Renewals & Maintenance		55,350	47,480	52,955
Total Expenditure		92,750	86,650	84,573
		54,921	68,821	64,573
Longford Town Hall				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Lfd Town Hall	509100	56,275	59,380	40,933
Total Operating & Maintenance Expenditure		56,275	59,380	40,933
Minor Improvement Projects				
Minor Improvements - Longford Town Hall	509150	0	0	13,263
Total Minor Improvement Projects		0	0	13,263
Total Expenditure		56,275	59,380	54,196
		56,275	59,380	54,196
Longford War Memorial Hall				
Revenue				
Rental				
Rental - Longford Memorial Hall	509200	(10,000)	(10,350)	(11,355)
Rental - Longford Memorial Hall - Shower	509210	0	(1,000)	(843)
Total Rental		(10,000)	(11,350)	(12,198)
Total Revenue		(10,000)	(11,350)	(12,198)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Lfd War Memorial Hall	509300	34,463	69,398	48,369
Operating & Maint Expenditure - Lfd War Memorial Hall - Caretaker	509301	0	0	11,390
Total Operating & Maintenance Expenditure		34,463	69,398	59,759
Minor Improvement Projects				
Minor Improvements - Longford War Memorial Hall	509350	0	0	647
Total Minor Improvement Projects		0	0	647
Total Expenditure		34,463	69,398	60,407
		24,463	58,048	48,208
Longford Library				
Revenue				
Rental				
Rental - Longford Library	510450	(21,180)	(21,921)	(20,177)
Total Rental		(21,180)	(21,921)	(20,177)
Total Revenue		(21,180)	(21,921)	(20,177)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Longford Library	510550	21,583	23,370	15,085
Total Operating & Maintenance Expenditure		21,583	23,370	15,085
Total Expenditure		21,583	23,370	15,085
		403	1,449	(5,092)
Cressy Town Hall				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Cressy Town Hall	510750	21,840	24,640	18,953
Total Operating & Maintenance Expenditure		21,840	24,640	18,953
Minor Improvement Projects				
Minor Improvements - Cressy Town Hall	510800	0	0	167
Total Minor Improvement Projects		0	0	167
Total Expenditure		21,840	24,640	19,119
		21,840	24,640	19,119
Liffey Town Hall				
Expenditure				

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Liffey Hall	511150	7,002	10,410	14,589
Total Operating & Maintenance Expenditure		7,002	10,410	14,589
Total Expenditure		7,002	10,410	14,589
		7,002	10,410	14,589
Perth Community Centre				
Revenue				
Other Income				
Income - Evandale Medical Centre Income	511820	(26,000)	(26,000)	(27,800)
Total Other Income		(26,000)	(26,000)	(27,800)
Total Revenue		(26,000)	(26,000)	(27,800)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure Perth Community Centre	511350	33,276	34,920	21,972
Total Operating & Maintenance Expenditure		33,276	34,920	21,972
Total Expenditure		33,276	34,920	21,972
		7,276	8,920	(5,828)
Perth Clinic				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Perth Clinic	511550	500	220	68
Total Operating & Maintenance Expenditure		500	220	68
Total Expenditure		500	220	68
		500	220	68
Bishopsbourne Community Centre				
Revenue				
Rental				
Rental - Bishopsbourne Community Centre	511650	(2,000)	(2,070)	(1,045)
Total Rental		(2,000)	(2,070)	(1,045)
Total Revenue		(2,000)	(2,070)	(1,045)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Bishopsbourne Community Centre	511750	42,566	47,770	29,258
Total Operating & Maintenance Expenditure		42,566	47,770	29,258
Minor Improvement Projects				
Minor Improvements - Bishopsbourne Community Centre	511800	0	0	105
Total Minor Improvement Projects		0	0	105
Total Expenditure		42,566	47,770	29,362
		40,566	45,700	28,318
Evandale Former Medical Centre				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expend - Evandale Medical Centre	511830	18,681	22,360	15,208
Total Operating & Maintenance Expenditure		18,681	22,360	15,208
Minor Improvement Projects				
Minor Improvements - Evandale Former Medical Centre	511840	0	0	3,263
Total Minor Improvement Projects		0	0	3,263
Total Expenditure		18,681	22,360	18,471
		18,681	22,360	18,471
Evandale War Memorial Hall				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Evandale War Mem Hall	511950	31,069	36,580	26,738
Total Operating & Maintenance Expenditure		31,069	36,580	26,738
Minor Improvement Projects				
Minor Improvements - Evandale War Memorial Hall	512000	0	0	529
Total Minor Improvement Projects		0	0	529
Total Expenditure		31,069	36,580	27,267
		31,069	36,580	27,267
Devon Hills Fire Depot				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Devon Hills Fire Depot	512350	7,528	7,810	5,246
Total Operating & Maintenance Expenditure		7,528	7,810	5,246
Total Expenditure		7,528	7,810	5,246
		7,528	7,810	5,246

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Nile Fire Station				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Nile Fire Station	512550	2,190	2,270	1,424
Total Operating & Maintenance Expenditure		2,190	2,270	1,424
Total Expenditure		2,190	2,270	1,424
		2,190	2,270	1,424
Campbell Town Hall				
Revenue				
Rental				
Rental - Campbell Town Hall	512650	(8,091)	(8,374)	(15,678)
Total Rental		(8,091)	(8,374)	(15,678)
Total Revenue		(8,091)	(8,374)	(15,678)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maintenance Expenditure - Ctown Town Hall (For disposal)	512750	33,520	35,040	30,281
Operating and Maintenance Expenditure - Ctown Museum at Town Hall	512760	0	0	632
Total Operating & Maintenance Expenditure		33,520	35,040	30,913
Total Expenditure		33,520	35,040	30,913
		25,429	26,666	15,235
Campbell Town Youth Hall				
Revenue				
Rental				
Rental - Campbell Town Youth Hall	512850	(636)	(658)	(583)
Total Rental		(636)	(658)	(583)
Total Revenue		(636)	(658)	(583)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Ctown Youth Hall	512950	7,327	8,310	6,330
Total Operating & Maintenance Expenditure		7,327	8,310	6,330
Total Expenditure		7,327	8,310	6,330
		6,691	7,652	5,747
Campbell Town Library				
Revenue				
Rental				
Rental - Campbell Town Library	513050	(12,470)	(12,906)	(12,355)
Total Rental		(12,470)	(12,906)	(12,355)
Total Revenue		(12,470)	(12,906)	(12,355)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Ctown Library	513150	4,053	4,210	2,131
Total Operating & Maintenance Expenditure		4,053	4,210	2,131
Total Expenditure		4,053	4,210	2,131
		(8,417)	(8,696)	(10,224)
Campbell Town War Memorial Oval A				
Revenue				
Rental				
Rental - Campbell Town War Memorial Oval Amenities Building	513200	(75,509)	(78,152)	(86,479)
Rental - Campbell Town War Memorial Oval Ground Hire	513205	(1,000)	(10,035)	(15,509)
Rental - Campbell Town War Memorial Oval Tennis & Netball Court Hire	513206	(1,050)	(1,087)	(1,047)
Total Rental		(77,559)	(89,274)	(103,035)
Total Revenue		(77,559)	(89,274)	(103,035)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Campbell Town War Memorial Oval Amenities Building	513250	179,270	194,850	178,505
Total Operating & Maintenance Expenditure		179,270	194,850	178,505
Total Expenditure		179,270	194,850	178,505
		101,711	105,576	75,470
Epping Town Hall				
Revenue				
Rental				
Rental - Epping Hall	513301	0	0	(136)
Total Rental		0	0	(136)
Total Revenue		0	0	(136)

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maintenance Expenditure - Epping Hall	513350	7,283	7,560	4,693
Total Operating & Maintenance Expenditure		7,283	7,560	4,693
Total Expenditure		7,283	7,560	4,693
		7,283	7,560	4,557
Ross Town Hall				
Revenue				
Rental				
Rental -Ross Town Hall	513420	(7,400)	(7,659)	(8,806)
Total Rental		(7,400)	(7,659)	(8,806)
Total Revenue		(7,400)	(7,659)	(8,806)
Expenditure				
Minor Improvements				
Operating & Maintenance Expend - Ross Town Hall	513440	49,180	52,070	44,646
Total Minor Improvements		49,180	52,070	44,646
Total Expenditure		49,180	52,070	44,646
		41,780	44,411	35,841
Ross Drill Hall				
Revenue				
Rental				
Rental - Ross Drill Hall	513450	(11,499)	(11,901)	(11,406)
Total Rental		(11,499)	(11,901)	(11,406)
Total Revenue		(11,499)	(11,901)	(11,406)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Ross Drill Hall	513550	9,977	10,360	5,967
Total Operating & Maintenance Expenditure		9,977	10,360	5,967
Total Expenditure		9,977	10,360	5,967
		(1,522)	(1,541)	(5,439)
Ross Library Building				
Revenue				
Rental				
Rental - Ross Library	513650	(1,814)	(1,877)	(1,991)
Total Rental		(1,814)	(1,877)	(1,991)
Total Revenue		(1,814)	(1,877)	(1,991)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Ross Library	513750	26,995	28,970	26,382
Total Operating & Maintenance Expenditure		26,995	28,970	26,382
Total Expenditure		26,995	28,970	26,382
		25,181	27,093	24,391
Ross Clinic				
Revenue				
Rental				
Rental - Ross Clinic	513850	(5,187)	(6,240)	(5,280)
Total Rental		(5,187)	(6,240)	(5,280)
Total Revenue		(5,187)	(6,240)	(5,280)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maintenance Expenditure - Ross Clinic	513950	6,202	6,620	8,675
Total Operating & Maintenance Expenditure		6,202	6,620	8,675
Total Expenditure		6,202	6,620	8,675
		1,015	380	3,395
Ross Fire Station an Old Depot				
Revenue				
Other Income				
Grant - Ross Mens Shed Extension	509044	(200,000)	0	(90,000)
Total Other Income		(200,000)	0	(90,000)
Total Revenue		(200,000)	0	(90,000)
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expend - Ross Fire Station	514020	6,148	7,460	4,920
Operating Expenditure - Avoca Tourism Centre	514040	670	690	0
Total Operating & Maintenance Expenditure		6,818	8,150	4,920
Total Expenditure		6,818	8,150	4,920
		(193,182)	8,150	(85,080)
Ross Recreation Ground - Community				
Expenditure				
Operating & Maintenance Expenditure				

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Ross - Recreation Ground Community Club	513980	20,889	22,550	33,046
Total Operating & Mauntenance Expenditure		20,889	22,550	33,046
Total Expenditure		20,889	22,550	33,046
		20,889	22,550	33,046
Ross School Buildings				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Ross School Grounds	513630	765	790	515
Ross Depot (Mens Shed) - Maintenance Expenditure	513670	0	0	75
Total Operating & Maintenance Expenditure		765	790	590
Total Expenditure		765	790	590
		765	790	590
Ross Village Green Buildings				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maintenace - Buildings Ross Village Green - Pavilion Rotunda Arbour	513990	4,539	4,000	2,082
Total Operating & Maintenance Expenditure		4,539	4,000	2,082
Minor Improvements				
Minor Improvements - Buildings Ross Village Green - Pavilion Rotunda Arbour	513995	0	0	549
Total Minor Improvements		0	0	549
Total Expenditure		4,539	4,000	2,631
		4,539	4,000	2,631
Avoca Town Hall				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maint Expenditure - Avoca Town Hall	514150	15,028	16,570	11,501
Total Operating & Maintenance Expenditure		15,028	16,570	11,501
Minor Improvement Projects				
Minor Improvements - Avoca Town Hall	514200	0	0	94
Total Minor Improvement Projects		0	0	94
Total Expenditure		15,028	16,570	11,595
		15,028	16,570	11,595
Avoca Ash Centre				
Expenditure				
Operating & Maintenance Expenditure				
Operating & Maintenance - Ash Centre Avoca	514240	5,843	6,040	19,250
Total Operating & Maintenance Expenditure		5,843	6,040	19,250
Minor Improvement Projects				
Minor Improvements - Avoca Ash Centre	514525	0	0	917
Total Minor Improvement Projects		0	0	917
Total Expenditure		5,843	6,040	20,166
		5,843	6,040	20,166
Total Community Buildings & Halls		325,747	613,809	402,480
Public Open Space				
Public Open Space				
Revenue				
Contributions				
Contributions - Public Open Space	517000	(30,000)	(40,000)	(68,700)
Income - Subdivision Tree Planting Provision	517020	0	0	(3,636)
Total Contributions		(30,000)	(40,000)	(72,336)
Total Revenue		(30,000)	(40,000)	(72,336)
		(30,000)	(40,000)	(72,336)
Total Public Open Space		(30,000)	(40,000)	(72,336)

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Works & Infrastructure Services

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Management Committees & Com				
Management Committees & Communi				
Revenue				
Special Committe Income				
Municipal Income Allocation - Special Community Projects	517199	(81,218)	(40,000)	0
Total Special Committe Income		(81,218)	(40,000)	0
Total Revenue		(81,218)	(40,000)	0
Expenditure				
Special Committee Expenditure				
Depreciation Expense - Special Committees	517206	23,436	24,260	12,730
Total Special Committee Expenditure		23,436	24,260	12,730
Other Expenditure				
Special Community Projects	517210	0	40,000	1,000
Total Other Expenditure		0	40,000	1,000
Special Project Funding				
Project 16-19/20 - Longford Legends Park Recognition Plaques	520042	0	0	124
Project 6 -23/24 Ross Veterans Cricket Club Mower and Motor Bike	520070	0	0	0
Project 1 - 2024-25 Morven Park kitchen upgrade and purchase of mower	520075	5,000	0	5,000
Project 2 - 2024-25 Evandale Light Rail & Steam Society - WH&S and signage, shed	520076	2,850	0	2,850
Project 3 - 2024-25 Campbell Town Early Learning Centre - Street Library	520077	250	0	0
Project 4 - 2024-25 Nile Chapel Deddington Trustees - replace front fence	520078	1,000	0	0
Project 5 - 2024-25 Soaring Club of Tasmania Inc - hot water system for amenities	520079	1,000	50,000	909
Project 6 - 2024-25 Avoca Local District Committee - Angels & Bus Shelter Artwork	520080	5,000	0	662
Project 7 - 2024-25 Cressy Rec Ground Committee - Window for BBQ area	520081	5,000	0	0
Project 8 - 2024-25 Longford Legends Committee - continuation of Stokes Park	520082	5,000	0	7,203
Project 9 - 2024-25 Ross Local District Committee - Village Green Notice Boad	520083	5,000	0	0
Project 10 - 2024-25 Ross Library Committee - upgrade of equipment and resources	520084	5,000	0	1,602
Total Special Project Funding		35,100	50,000	18,350
Total Expenditure		58,536	114,260	32,080
		(22,682)	74,260	32,080
Total Management Committees & Community Organisations		(22,682)	74,260	32,080

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		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Swimming Pools				
Campbell Town Swimming Pool				
Revenue				
Fees				
Hire Fees - Ctown Pool	517524	(5,678)	(5,000)	(109)
Total Fees		(5,678)	(5,000)	(109)
Other Income				
Pool Fees and Other Income - Ctown Pool	517525	(5,678)	(5,000)	(8,838)
Total Other Income		(5,678)	(5,000)	(8,838)
Total Revenue		(11,356)	(10,000)	(8,947)
Expenditure				
Running Expenses				
Campbell Town Pool (Works Dept Maintenance)	452900	31,400	40,050	43,031
Running Expenses - Ctown Pool	517550	32,546	43,640	40,054
Total Running Expenses		63,946	83,690	83,085
Payments to Pool Supervisors				
Payments for Pool Supervisors - Ctown Pool	517600	37,550	60,750	58,343
Total Payments to Pool Supervisors		37,550	60,750	58,343
Minor Improvements				
Minor Improvements - Ctown Pool	517650	0	0	12,001
Total Minor Improvements		0	0	12,001
Total Expenditure		101,496	144,440	153,429
		90,140	134,440	144,482
Cressy Swimming Pool				
Revenue				
Other Income				
Grant Income - Cressy Pool Infrastructure Upgrade GST Applicable	517710	0	0	(25,000)
Other Income (GST Free) - Cressy Pool	517776	(5,000)	0	0
Total Other Income		(5,000)	0	(25,000)
Fees				
Fees - Cressy Pool	517750	(10,000)	(25,000)	(26,322)
Total Fees		(10,000)	(25,000)	(26,322)
Total Revenue		(15,000)	(25,000)	(51,322)
Expenditure				
Running Expenses				
Cressy Pool (Works Dept Maintenance)	452950	26,110	47,982	50,353
Running Expenses - Cressy Pool	517800	45,686	68,677	64,641
Total Running Expenses		71,796	116,659	114,994
Payments to Pool Supervisors				
Payments for Pool Supervisors - Cressy Pool	517850	40,130	69,402	66,674
Total Payments to Pool Supervisors		40,130	69,402	66,674
Minor Improvements				
Minor Improvements - Cressy Pool	517900	0	2,887	2,945
Total Minor Improvements		0	2,887	2,945
Total Expenditure		111,926	188,948	184,614
		96,926	163,948	133,291
Ross Swimming Pool				
Revenue				
Other Income				
Other Income (GST Free) - Ross Pool	518026	(5,028)	(5,204)	0
Total Other Income		(5,028)	(5,204)	0
Total Revenue		(5,028)	(5,204)	0
Expenditure				
Running Expenses				
Ross Pool (Works Dept Maintenance)	453000	21,440	30,340	38,835
Running Expenses - Ross Pool	518050	25,400	29,960	21,083
Total Running Expenses		46,840	60,300	59,917
Payments to Pool Supervisors				
Payments for Pool Supervisors - Ross Pool	518100	24,440	57,750	55,064
Total Payments to Pool Supervisors		24,440	57,750	55,064
Minor Improvements				
Minor Improvements - Ross Pool	518150	0	0	273
Total Minor Improvements		0	0	273
Total Expenditure		71,280	118,050	115,254
		66,252	112,846	115,254
Total Swimming Pools		253,318	411,234	393,027
Total Recreation Management		(581,402)	2,521,229	735,624

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Public Amenities

Public Amenities

Public Amenities

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
Expenditure				
Longford				
Cleaning - Longford Public Conveniences	451900	77,330	81,190	54,335
Cleaning - Laycock Street Longford Public Conveniences	451925	0	0	4,190
Other Maint Expenditure - Longford Public Con	451950	17,710	18,340	21,859
Longford Public Amenities Other Expend (Rates, Insurance, Land Tax)	503250	3,396	3,520	903
Minor Improvements - Longford Public Amenities	503275	0	0	4,240
Total Longford		98,436	103,050	85,528
Perth				
Cleaning - Perth Public Conveniences	452000	20,010	32,335	27,436
Other Maint Expenditure - Perth Public Con	452050	10,750	19,630	25,912
Perth Public Amenities Other Expend (Rates, Insurance, Land Tax)	503300	12,362	14,450	9,731
Total Perth		43,122	66,415	63,079
Cressy				
Cleaning - Cressy Public Conveniences	452100	21,450	22,500	21,106
Other Maint Expenditure - Cressy Public Con	452150	5,330	5,520	16,986
Cressy Public Amenities Other Expend (Rates, Insurance, Land Tax)	503350	3,042	3,150	3,177
Total Cressy		29,822	31,170	41,268
Evandale				
Cleaning - Evandale Public Conveniences	452200	14,460	35,970	32,157
Other Maint Expenditure - Evandale Public Con	452250	11,385	11,790	12,576
Evandale Public Amenities Other Expend (Rates, Insurance, Land Tax)	503400	2,723	5,020	3,502
Total Evandale		28,568	52,780	48,235
Campbell Town				
Cleaning - Campbell Town Public Conveniences	452300	92,940	97,580	73,067
Other Maint Expenditure - Campbell Town Public Con	452350	32,370	36,710	35,286
Campbell Town Public Amenities Other Expend (Rates, Insurance, Land Tax)	503450	9,237	9,560	5,111
Total Campbell Town		134,547	143,850	113,464
Ross				
Cleaning - Ross Public Conveniences	452400	36,900	43,720	42,694
Other Maint Expenditure - Ross Public Con	452450	13,810	23,300	20,550
Ross Public Amenities Other Expend (Rates, Insurance, Land Tax)	503500	5,489	6,680	5,760
Total Ross		56,199	73,700	69,004
Avoca				
Cleaning - Avoca Public Conveniences	452500	12,000	17,600	16,701
Other Maint Expenditure Avoca Public Con	452550	20,010	20,810	12,208
Avoca Public Amenities Other Expend (Rates, Insurance, Land Tax)	503550	4,942	5,790	3,736
Total Avoca		36,952	44,200	32,644
Rossarden				
Other Maint Expenditure - Rossarden Public Con	452650	1,130	1,170	94
Rossarden Public Amenities Other Expend (Rates Insurance Land Tax)	503600	2,804	2,900	1,656
Total Rossarden		3,934	4,070	1,750
Shelter Sheds				
Shelter Sheds	503750	0	2,000	1,820
Total Shelter Sheds		0	2,000	1,820
Street Furniture				
Street Furniture & Shelter Shed Maintenance North	452750	10,900	15,540	13,234
Street Furniture & Shelter Shed Maintenance South	452760	8,230	11,630	13,257
Total Street Furniture		19,130	27,170	26,491
Miscellaneous Buildings				
Miscellaneous Buildings	503650	4,000	4,140	4,948
Total Miscellaneous Buildings		4,000	4,140	4,948
Total Expenditure		454,710	552,545	488,232
		454,710	552,545	488,232
Total Public Amenities		454,710	552,545	488,232
Total Public Amenities		454,710	552,545	488,232

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

Natural Resource Management

Natural Resource Management

Natural Resource Management

Expenditure

Expenditure

		Budget Forecast 2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
		$	$	$
NRM - Weed Management Strategy/Plan	505963	0	0	5,410
NRM - TEER Partnership Agreement	505964	21,895	22,660	21,919
Weeds Officer	505970	10,000	0	0
Total Expenditure		31,895	22,660	27,329
Total Expenditure		31,895	22,660	27,329
		31,895	22,660	27,329
Total Natural Resource Management		31,895	22,660	27,329
Total Natural Resource Management		31,895	22,660	27,329
Total Works & Infrastructure Services		(4,015,416)	2,871,336	3,699,853

NORTHERN MIDLANDS COUNCIL

Works & Infrastructure Services

	Budget Forecast		
	2024/2025 Budget	2025/2026 Budget	2024/2025 Actual at 18/06/2025
	$	$	$
Overall Totals:	(14,685,758)	(7,940,451)	(4,795,650)

NORTHERN MIDLANDS COUNCIL

APPENDIX B

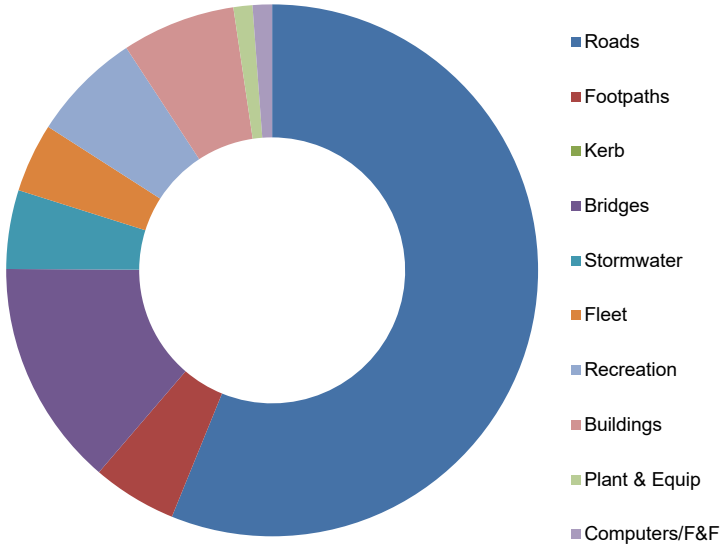
CAPITAL WORKS

2025/2026

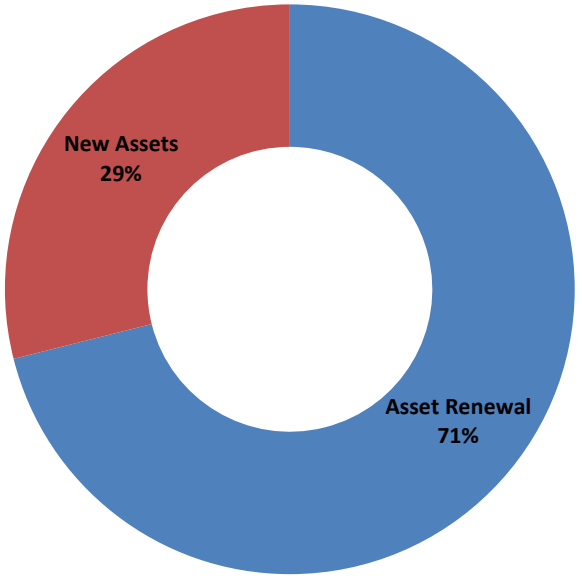
June 2025

CAPITAL WORKS 2025-2026

Capital Works by Category



Capital Works by Status



CAPITAL WORKS PROGRAM
For the year ending 30 June 2026

Capital Works Area					Asset No.	Externally Funded	Internally Funded	Asset Renewal	New Assets	Project Cost $	Supplementary Deferred
Roads						$	$	$		$	
Ctown	Urban Street Design	High Street	Streetscape Improvements	U	544	4,800,000	3,560,000	8,360,000	-	8,360,000	
Pth	Urban Street Design	Main Street	Streetscape Improvements	U	811	-	335,795	167,898	167,898	335,795	
Lfd	Streetscape	Lyttleton, Latour, Union Stree	Footpaths	U	0	393,628	400,343	396,986	396,986	793,971	
Lfd	Marlborough Street	Pedestrian Outstands	Improvement to existing	U	836-7	-	100,000	100,000	-	100,000	-
Lfd	Entrance Roundabout	Illawarra Road	Signage and Landscaping	U	0	-	-	-	-	-	200,000
Lfd	Waste Transfer Station	Seal entrance and ramp area	& security fence eastern boundary			-	85,000	85,000	-	85,000	
Pth	Napoleon Street	Frederick to Drummond	K&g road reconstruction	U	New	-	170,830	-	170,830	170,830	
Cry	Main Street	From 65 to 79	K&g road verge reconstruction	U	797	-	56,800	56,800	-	56,800	
Ctown	Bridge Street	High to Peddar	K&g seal verge & footpath	U	181	-	85,000	45,000	40,000	85,000	
Pth	Drummond Street	Youl to Napoleon	K&g road reconstruction & footpath	U	381-2	-	600,000	-	600,000	600,000	
Ctown	William Street	High to east	K&g road verge reconstruction	U	1386	-	330,000	330,000	-	330,000	
Ctown	Ashby Road	Reconstruction & Seal	Chn 7.690 to 9.500	R	52-55	615,400	-	1,537,504	-	1,537,504	
Ctown	Ashby Road	Reconstruction & Seal	Chn 9.500 to 11.500	R	0	680,000	-	-	-	-	
Ctown	Ashby Road	Reconstruction & Seal	Chn 11.500 to 13.500	R	0	242,104	-	-	-	-	
Pth	Youl Road	West of Phillip 325 lm & bike	K&g seal verge & footpath (stage 2)	U	1425	-	600,000	200,000	400,000	600,000	
	Resealing					-	800,000	800,000	-	800,000	
	Resheeting					-	500,000	500,000	-	500,000	
						-	-	-	-	-	
						6,731,132	7,623,768	12,579,187	1,775,713	14,354,900	-
Footpaths											
W/Junction	Hobart Road	Kerry Lodge Bridge section of shared path and viewing area/signag		C	1611	-	873,000	-	873,000	873,000	-
Cry	Archer Street	Wilson to King Street		C	905/6	-	45,000	-	45,000	45,000	-
Cry	Main Street	Spencers Lane to No. 83		C		-	76,290	76,290	-	76,290	-
Ctown	Bridge	High to Peddar		C	181	-	15,000	-	15,000	15,000	-
Ctown	William Street	High to east		C	1386	-	48,600	-	48,600	48,600	-
Ctown	King Street	High to Bridge		C	0	-	95,862	-	95,862	95,862	-
Lfd	George Street	Park 556 to Gay 762		C	470/471	-	53,795	-	53,795	53,795	-
Lfd	Goderich	Park 419 to Gay 630		C	510/511	-	55,100	-	55,100	55,100	-
	Replacement of existing	cracked asphalt footpath with concrete				-	50,000	50,000	-	50,000	-
						-	1,312,647	126,290	1,186,357	1,312,647	-
Bridges											
All Areas	Guardrail replacment program after risk assessment by Pitt & Sherry					-	200,000	200,000	-	200,000	
Cry	Green Rises Road	Additional culvert	Culvert			-	-	-	-	-	350,000
Pth	Drummond Street	Sheepwash Creek	Bridge			-	931,756	465,878	465,878	931,756	
Pth	Western Rail Line	Sheepwash Creek	Culvert			465,878	465,878	465,878	465,878	931,757	
Pth	Edward Street	Sheepwash Creek	Culvert			365,878	365,878	365,878	365,878	731,757	
Pth	Phillip Street	Sheepwash Creek	Culvert			365,878	365,878	365,878	365,878	731,757	
						1,197,635	2,329,391	1,863,513	1,663,514	3,527,027	-
Stormwater											
Ctown	Recreation Ground	Humeceptor				-	45,000	45,000	-	45,000	-
Ctown	High Street (west of 1a E	Culvert upgrade				-	30,000	30,000	-	30,000	-
Ctown	Church/High Streets	Duplicate culvert, upgrade pits, instal Gross Polutant Trap				-	-	-	-	-	100,000
Evan	Barclay Street Subdivisi	Contribution				-	-	-	-	-	385,000
Lfd	Mill Dam Wall	Improvements				-	-	-	-	-	150,000
Pth	Norfolk Street	WUSD				200,000	-	-	200,000	200,000	
WJunct	47 Translink Avenue	Detention Basin				355,000	300,000	-	655,000	655,000	-
WJunct	Translink North	Gross Pollutant Trap				-	60,000	-	60,000	60,000	-
WJunct	Gatty Street	Overland flow path				-	25,000	25,000	-	25,000	-
Cry	Main Street	to allow for K&g	Incl in road project			-	-	-	-	-	-
Ctown	William Street	to allow for K&g	Incl in road project			-	-	-	-	-	-
Pth	Sheepwash Creek	Road lowering link of Tasrail culverts to path, weir, open drain diversion				-	60,000	-	60,000	60,000	-
Pth	Sheepwash Creek	Open drain widening and deepening 360m				-	50,000	-	50,000	50,000	-

Pth	Stormwater CCTV		-	50,000	50,000	-	50,000	-
	Unallocated		-	50,000	50,000	-	50,000	-
	Side entry pit program		-	-	-	-	-	50,000
			555,000	670,000	200,000	1,025,000	1,225,000	-
Land & Buildings								
	Public Buildings Improvements		-	150,000	150,000	-	150,000	-
Avoca	Boucher Park	Toilet replacement	-	250,000	250,000	-	250,000	-
Ctown	Blackburn Park	Single toilet	-	120,000	-	120,000	120,000	-
Ctown	King St Hall	Heating, acoustics, kitchenette, painting	-	35,000	35,000	-	35,000	-
Evan	Medical Centre	Extension	-	-	-	-	-	300,000
Lfd	Sports Centre	Basketball Back Boards	-	60,000	60,000	-	60,000	-
Lfd	Sports Centre	Energy Upgrade Grant Application (Solar)	37,829	37,832	-	75,661	75,661	-
Lfd	Office	access door improvements	-	45,000	45,000	-	45,000	-
Lfd	Town Hall	Front door replacement	-	25,000	25,000	-	25,000	-
Lfd	Town Hall	Improvements incl foyer dampness	-	50,000	50,000	-	50,000	-
Lfd	St George's Square	Toilet replacement	-	200,000	200,000	-	200,000	-
Lfd	Office extension (Police	Refurbishment	-	-	-	-	-	500,000
Pth	Recreation Ground	Storage Shed	-	-	-	-	-	150,000
Pth	Charles Berryman Rese	Toilet Upgrade	-	100,000	100,000	-	100,000	-
Ross	Drill Hall	Roof Replacement	-	-	-	-	-	60,000
Avoca	Hall	Female toilet upgrade	-	45,000	45,000	-	45,000	-
Cry	Pool Shade	Replacement	-	40,000	40,000	-	40,000	-
Ctown	Waste Transfer Station	Power, water line, replace site office	-	110,000	110,000	-	110,000	-
Ctown	Pool	New rollers and toddler covers	-	20,000	20,000	-	20,000	-
Ctown/Evan	Residential Units	Design & Planning	-	-	-	-	-	100,000
Epping	Hall	Weatherboard replacement	-	15,000	15,000	-	15,000	-
Evan	Pioneer Park Amenities	Public shower facility	-	5,000	-	5,000	5,000	-
Evan	Information Centre	Roof over back door	-	10,000	10,000	-	10,000	-
Lfd	Office	Carpet replacement	-	20,000	20,000	-	20,000	-
Lfd	Bishopsbourne Hall	External Painting	-	22,000	22,000	-	22,000	-
Lfd	Waste Transfer Station	Weigh Bridge	-	140,000	-	140,000	140,000	-
Lfd/Ctown	Depot	Plant Shed, office replacement plans	-	150,000	150,000	-	150,000	2,000,000
Pth	Perth Recreation Groun	Replace 75m boundary fence	-	12,000	12,000	-	12,000	-
Ross	Drill Hall	Weatherboard replacement (1 of 3 stages)	-	25,000	25,000	-	25,000	-
Ross	Pool	New rollers and toddler covers	-	15,000	15,000	-	15,000	-
Ross	Caravan Park	Disabled shower & toilet block	-	25,000	25,000	-	25,000	-
Ross	Recreation Ground	Clubrooms upgrade	-	-	-	-	-	555,832
Ross	Recreation Ground	Practice facility and storage shed	-	-	-	-	-	30,514
								-
								-
			37,829	1,726,832	1,424,000	340,661	1,764,661	-
Recreation								
Conara	Conara Park	Vehicular access improvements	-	20,000	-	20,000	20,000	-
Ctown	Valentine Park	Irrigation	-	40,000	40,000	-	40,000	-
Evan	Pioneer Park	Masterplan & play equipment update	-	350,000	350,000	-	350,000	-
Evan	Honeysuckle Banks	Toilet and RV Dump Point	-	175,000	-	175,000	175,000	-
Lfd	Cemetery	Irrigation	-	25,000	25,000	-	25,000	-
Lfd	2nd Recreation Ground	Surface, fencing and improvements	-	225,000	-	225,000	225,000	-
Pth	Napoleon Street	Playground	127,695	522,305	-	650,000	650,000	-
Pth	William Street Reserve	Small boat ramp	-	25,000	-	25,000	25,000	-
Ross	Recreation Ground	Half Basketball Court	19,752	16,798	-	36,550	36,550	-
Rossarden	Public Toilet	Upgrade	-	15,000	15,000	-	15,000	-
Cry	Recreation Ground	Carparking area sealing	-	110,000	70,000	40,000	110,000	-
Cry	Recreation Ground	Fence at basketball half court	-	10,000	-	10,000	10,000	-
Ctown	Pool	Fence, kiosk improvements	-	10,000	10,000	-	10,000	-
Ctown	Valentine Park	Playground upgrade	-	-	-	-	-	200,000
Pth	Recreation Ground	Cricket pitch cover	-	7,500	7,500	-	7,500	-
Ross	Church Street	Automate naturestrip irrigation system (battery)	-	12,000	12,000	-	12,000	-
			-	-	-	-	-	-

		147,447	1,563,603	529,500	1,181,550	1,711,050	-
Plant & Equip							
Waste/Recycling Bins (new services & replacements)		-	35,000	17,500	17,500	35,000	
Signage		-	40,000	20,000	20,000	40,000	
Street Furniture		-	100,000	100,000	-	100,000	
Play Equipment / Shelters		-	75,000	75,000	-	75,000	
Minor Works Plant		-	45,000	20,000	25,000	45,000	
Information Technology Upgrades		-	301,500	301,500	-	301,500	
		-	596,500	534,000	62,500	596,500	-
Fleet							
Utility	1	-	21,000	21,000	-	21,000	-
Utility	3	-	20,000	20,000	-	20,000	-
Fleet Sedan	5	-	30,000	30,000	-	30,000	-
Light Truck	11	-	89,000	89,000	-	89,000	-
Utility	14	-	60,000	60,000	-	60,000	-
Light Truck	15	-	30,000	30,000	-	30,000	-
Crane on Back	15.1	-	16,000	16,000	-	16,000	-
Fleet Sedan	17	-	25,000	25,000	-	25,000	-
Excavator	51	-	75,000	75,000	-	75,000	-
Backhoe	52	-	120,000	120,000	-	120,000	-
Reach Arm Slasher & Tractor	65	-	150,000	150,000	-	150,000	-
Slasher for reach arm	66	-	95,000	95,000	-	95,000	-
Mower Ride-on	101	-	50,000	50,000	-	50,000	-
Utility	177	-	30,000	30,000	-	30,000	-
Utility	184	-	20,000	20,000	-	20,000	-
Water Tanker	146	-	40,000	40,000	-	40,000	-
Mower Ride-on	188	-	30,000	30,000	-	30,000	-
Mower Ride-on	196	-	12,000	12,000	-	12,000	-
Vermeer Tree Chipper	New25/2	-	120,000	-	120,000	120,000	-
Tool Trailer (Building)	New25/2	-	20,000	-	20,000	20,000	-
Grader Blade	New25/2	-	20,000	-	20,000	20,000	-
		-	1,073,000	913,000	160,000	1,073,000	-
					29%		
		8,669,043	**16,895,742**	**18,169,491**	**7,395,295**	**25,564,786**	**5,131,346**
					****Carried Forward from 2024-25**	**10,568,095**	
					Capital Works Grant Funded	**8,669,043**	14,996,690.80
					Capital Works less c/fwds	**6,327,648**	
						$10,568,095 **C/fwds**	

NORTHERN MIDLANDS COUNCIL

APPENDIX C

FEES & CHARGES SCHEDULE

2025/2026

June 2025

C 0

Northern Midlands Council
Fees & Charges Schedule
2025-2026

Index

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Note: Fees and charges marked with an Asterik * are GST Free

Corporate Services

		Basis	2024-25 Fee	2025-2026 Fee
Local Government Certificates:				
Certificate 132		Each	$56.10 *	$57.30 *
Certificate 337		Each	$247.78 *	$253.08 *
Right to Information Act 2009				
Information Request		Per Request	$46.75 *	$47.75 *
Local Government Code of Conduct				
Complaint lodgement fee		Per Item	$93.50 *	$95.50 *
Photocopying:				
Council Paper/Labour				
A4 Black & White Single Sided		Per Copy	$0.35	$0.40
A4 Black & White Double Sided		Per Copy	$0.50	$0.60
A4 Colour Single Sided		Per Copy	$0.70	$0.80
A4 Colour Double Sided		Per Copy	$1.00	$1.20
A3 Black & White Single Sided		Per Copy	$0.65	$0.70
A3 Black & White Double Sided		Per Copy	$1.04	$1.05
A3 Colour Single Sided		Per Copy	$1.40	$1.45
A3 Colour Double Sided		Per Copy	$2.05	$2.15
Council Agenda:				
Copy of Extract from the			$2.00 *	$2.00 *
Agenda of a Meeting of Council	+	Per page	$0.20 *	$0.20 *
Council Minutes:				
Minutes of a Meeting of Council (1 fee unit# per 5 pages)		Per page	$0.37 *	$0.38 *
Recorded Copy of Meeting Proceedings on CD		Each	$25.00	$26.00
#Fee Unit – see www.treasury.tas.gov.au				
Council Reports:				
Copy of the Annual Report of Council (Max. of 5 fee units)		Each	$9.35 *	$9.55 *
Telephone calls:		Each (local)	$0.65	$0.65
Laminating: A3 sheet		Per Sheet	$5.00	$5.00
A4 sheet		Per Sheet	$1.70	$1.75
Credit Card		Per Card	$0.29	$0.30
Fee for Provision of Prior Years Rate Notice		Per notice (may be applie	$6.40	$6.60
Admin Fee for refund of overpaid rates			$6.40	$6.60
Fee for Dishonoured Cheque/Direct Debit		Each	$37.00	$38.00
Use of Council Chambers:				
Council Chambers		Per hour	$16.25	$16.50
Council Chambers		Per day	$79.50	$82.00
Catering (Tea/Coffee/Biscuits) provision, setup and cleanup		Per 10 Persons	$30.00	$30.00
Levies:				
Fire Levy Commission			4%	4%
Building Training Guarantee Levy Commission		Each	$6.60	$6.60
Building Permit Levy Commission		Each	$6.00 *	$6.00 *

Child Care

				2023-24	2025-2026
Long Day Care					
Fees Per Child	Perth	7.30am - 5.30pm		$104.00 *	$108.00 *
	Perth/Cressy	9.00am - 3.00pm		$69.00 *	$71.70 *
	Cressy	8.00am - 5.00pm			$97.20 *
Before/After/Vacation Care					
Fees Per Child	Vacation Care Full Day 7.30am to 5.30pm			$104.00 *	$108.00 *
	After School Care 2.45pm to 5.30pm			$29.00 *	$27.00 *
	Before School Care 7.30am - 8.30am				$17.70 *
All Child Care Services					
- Annual Enrolment Fee (one per child if using multiple services)			Per Child per year	$29.00	$30.00
- Failure to Sign-in/ Sign Out Fee					$5.00
- Holding fee is payable for all absences when notification is given prior to 8am on the day which the child is absent. The full fee is payable if notification is not given before 8am on the day which the child is absent.				80%	80%
- Public Holidays Charged at percentage of Notified Absent Rate				80%	80%

Animal Control

Dog Registration:		**2024-25**	**2025-2026**
Paid prior to the 1/9/23			
Dog – Unsterilised		$60.00 *	$62.00 *
Dog - Sterilised / Greyhound/ Purebred / Hunting Dog / Restricted Breed		$29.00 *	$31.00 *
Dog – Working Dog		$13.50 *	$13.95 *
Dog – Pensioner #		$11.50 *	$15.50 *
Declared Dangerous Dog		$342.00 *	$350.00 *
Declared Dangerous Dog (Guard)		$78.00 *	$80.00 *
Guide Dogs		Exempt	Exempt
# Pensioner Rates apply to one dog per rateble property, any additional dogs are charged at the full rate			
Paid from the 1/9/23			
Dog - Unsterilised		$79.00 *	$82.50 *
Dog - Sterilised / Greyhound/ Purebred / Hunting Dog / Restricted Breed		$43.50 *	$41.25 *
Dog – Working Dog		$26.00 *	$18.60 *
Dog – Pensioner #		$21.00 *	$20.65 *
Declared Dangerous Dog		$363.00 *	$385.00 *
Declared Dangerous Dog (Guard)		$93.00 *	$96.00 *
Guide Dogs		Exempt	Exempt
# Pensioner Rates apply to one dog per rateble property, any additional dogs are charged at the full rate			
Microchipping Fee		$60.00	$60.00
Transfer of registration from another Council (Mutual Recognition)		No Charge	No Charge
New Dog Registrations paid 1st of March or after 50% of the current fee			
New Dog Registrations paid 1st of June or after 25% of the current fee			
Kennel Licence:	**Basis**		
Initial Licence	Per Year	$80.00 *	$84.00 *
Renewal of Licence	Per Year	$50.00 *	$51.50 *
Impoundment Fees :			
Impounding Fee (first Impoundment)	Per Animal	$80.00	$83.00
Impounding Fee (subsequent)	Per Animal	$107.00	$111.00
Pound Fees (1st day incl in above)	Per Day Per Animal	$25.00	$26.50
Other Items Dogs:			
Replacement Tag	Each	$8.00	$8.50
Complaint Deposit	Each	$20.00 *	$25.00 *
Restricted Breed Dog Sign	Each	$50.00	$50.00
Dangerous Dog Sign	Each	$98.50	$100.00
Dangerous Dog Collar	Each	$79.00	$80.00
Infringement Fine	Per Penalty Unit##	$202.00 *	$202.00 *
Trap Hire	Weekly	$11.00	$11.00
Trap Deposit	Per Hire, refundable on return	$57.00 *	$57.00 *
# One dog at Pensioner rate per premises			
## Penalty Unit see www.justice.tas.gov.au			
Other Animals:			
Stock Control	Per Hour or part there of, per person.	$84.00	$87.00
Stock Impounding Fee	Per Animal	$40.00	$40.00
Stock Cartage Costs where third party assistance required		Cost Plus 15%	Cost Plus 15%
Advertising of Impounded Stock		Cost Plus 15%	Cost Plus 15%

Cemetery

FEES	BASIS		2024-2025	2025-2026
Longford & Perth Lawn:				
	Single Depth (Longford)	Flat Rate	$1,755.00	$2,922.00
	Single Depth (Perth)	Flat Rate	$1,984.00	$2,182.00
	Double Depth	Flat Rate	$2,296.00	$3,322.00
	Second Interment	Flat Rate	$1,759.00	$2,922.00
	Grave Still Born Child	Flat Rate	$450.00	$495.00
	Grave Child Under 12	Flat Rate	$727.00	$800.00
	Grave Site Allocation/Reservation Fee	Flat Rate	$370.00	$740.00
	Burial of Ashes	Flat Rate	$370.00	$740.00
	Supply and fitting of standard plaque (non-standard additional charge)	Flat Rate	$1,071.00	$1,548.10
	Installation of Plinth and placement of Plaque	Flat Rate	$396.00	$740.00
Memorial Walls:				
	Placement of Ashes No Plaque	Flat Rate	$210.00	$231.00
	Placement of Ashes including Standard Plaque (non-standard additional charge)	Flat Rate	$660.00	$726.00
	Allocation/Reservation Fee	Flat Rate	$158.00	$316.00
Rose Gardens:				
	Placement of Ashes including Standard Plaque (non-standard additional charge) & Base	Flat Rate	$1,071.00	$1,178.10
	Reservation	Flat Rate	$158.00	$316.00
	Placement of Plaque and Ashes	Flat Rate	$291.00	$320.10
Perth General (old section):				
	Internment (single depth)	Flat Rate	$2,302.00	see above
	Grave Site Allocation/Reservation Fee	Flat Rate	$370.00	see above
Other Fees:				
	Fee for Exhumation of Body	Flat Rate	$2,527.00	$3,158.75
	Fee payable if request for burial is not given within prescribed time	Flat Rate	$198.00	$200.00
	Additional fee for digging and/or Attendance on weekend and Public Holiday	Flat Rate	$727.00	$800.00
	Permit for Monumental Work	Flat Rate	$66.00	$132.00

All Areas

An additional charge of 30% is applied to all Cemetery burial, placement and reservation fees above, were the fee relates to a person who was not a resident or ratepayer of the Northern Midlands Council.

Public Halls

			2024-2025	2025-2026
Ross				
Town Hall:				
Meetings				
Hall, Supper Room & Kitchen		Per Day	$119.00	$123.00
		Maximum 2 Hours	$20.50	$22.00
Supper Room & Kitchen		Per Day	$88.00	$91.00
Kitchen Only		Per Use	$65.00	$67.00
Front Office		Per Use	$43.00	$44.50
Reading Room (No. 1 & 2)		Per Room	$43.00	$44.50
Functions				
Hall, Supper Room & Kitchen		Per Use	$202.00	$209.00
Supper Room & Kitchen		Per Use	$101.00	$104.50
Cleaning Bond		Per booking	$100.00	$100.00
Alcohol Bond		Per booking	$100.00	$100.00
Snooker Room:				
Individuals		Per Person	$3.00	$3.00
Membership		12 months	$40.00	$41.40
Membership		6 months	$20.00	$20.70
LIFFEY HALL:				
Hall	5pm–9pm		$5.50	$5.50
	5pm–12am		$11.00	$11.00
	Daily		$39.00	$39.00
PERTH COMMUNITY CENTRE:				
Hall		Per Hour	$18.50	$18.50
Function Room		Per Hour	$18.50	$18.50
Meeting Room		Per Hour	$18.50	$18.50
Centre Function			$250.00	$250.00
Not for profit Charities 20% discount on Function room and hall hire				
Bond function with alcohol		Each	$200.00 *	$200.00 *
Bond function without alcohol		Each	$50.00 *	$50.00 *

Public Halls

		2025-2026	2025-2026
EVANDALE MEMORIAL HALL:			
Complete Hall including all amenities	Full Day	$270.00	$270.00
Function - Set up before or Clean up After	Half Day	$100.00	$100.00
Main Hall Only	Per Hour	$25.00	$25.00
Main Hall Only	More than 4 Hours	$100.00	$100.00
Supper Room only (Meeting)	Per Hour	$20.00	$20.00
Kitchen	Per Hour Minimum 2 Hou	$25.00	$25.00
Supper Room & Kitchen	Per Hour Minimum 2 Hou	$45.00	$45.00
Table Hire (Off Site)	Per Table	$5.00	$5.00
Chair Hire (Off Site)	Per Chair	$1.00	$1.00
Crockery Hire (Off Site)	Per Item	Negotiable	Negotiable
Bond Complete Hall including all amenities	Per Hire	$200.00 *	$200.00 *
Bond Complete Hall Only Hire	Per Hire	$100.00 *	$100.00 *
Bond Supper Room (Meeting) Hire	Per Hire	$50.00 *	$50.00 *
Bond Kitchen Hire	Per Hire	$150.00 *	$150.00 *
Bond Kitchen and Supper Room Hire	Per Hire	$150.00 *	$150.00 *
Bond Table, Chair and Crockery Hire	Per Hire	$150.00 *	$150.00 *
Key Deposit	Per Key	$50.00 *	$50.00 *
Charge for waste left behind	Per Hire	$50.00	$50.00
Charge if not cleaned by hirer	Per Hire	$90.00	$90.00
EVANDALE COMMUNITY CENTRE			
Room Hire (local users) 1st Hour	Per hour	$20.00	$20.00
Room Hire (local users) Subsequent Hour		$10.00	$10.00
Room Hire (non-local users) 1st Hour	Per hour	$25.00	$25.00
Room Hire (non-local users) Subsequent Hour		$20.00	$20.00
Room Hire	Per Day	$100.00	$100.00
LONGFORD TOWN HALL:			
Hall (locals)	Per hour	$18.50	$18.50
Hall (non–locals)	Per hour	$24.00	$24.00
Hall Functions (locals)	Per day	$164.00	$164.00
Hall Functions (non-locals)	Per day	$216.00	$216.00
Function - Set up before or Clean up After	Half Day	$103.00	$103.00
Stage Lighting and Equipment	Per Hire	$123.00	$123.00
Kitchen	Per hour	$12.00	$12.00
Kitchen	Per function	$34.00	$34.00
Tea/Coffee/Sugar	Per function	$24.00	$24.00
Kitchen Crockery	Per function	$29.00	$29.00
Table Hire (Off Site)	Per Table per Day	$5.10	$5.10
Chair Hire (Off Site)	Per Chair per Day	$2.10	$2.10
Meeting Room (locals)	Per hour	$18.50	$18.50
Meeting Room (non-locals)	Per hour	$24.00	$24.00
Audio Equipment Meeting Room	Per Hire	$29.00	$29.00
Multiple day Functions (3 days or more) (local not-for-profit groups)	33% rebate of day rate		
Key Deposit	Per Hire	$20.00 *	$20.00 *
Bond (non-alcohol function)	Per Hire	$200.00 *	$200.00 *
Bond (alcohol function)	Per Hire	$500.00 *	$500.00 *
Bond Meeting Room	Per Hire	$50.00 *	$50.00 *
Major Functions are negotiable	Per Hire		
Charge for waste left behind	Per Hire	$50.00	$50.00
Charge if not cleaned by hirer	Per Hire	$90.00	$90.00

Function bookings require 50% of hire fee to be paid within 7 days to confirm booking.

Public Halls

			2024-2025	2025-2026
LONGFORD WAR MEMORIAL HALL(Village Green):				Not indexed due to slow booki
Function Room - Social Functions				
Function Room (Including kitchen)	Per Hour		$82.00	$82.00
Function Room (Including kitchen)	Half Day		$363.00	$363.00
Function Room (Including kitchen)	Full Day		$751.00	$751.00
Full Facility (excluding meeting rooms)	Half Day		$504.50	$504.50
Full Facility (excluding meeting rooms)	Full Day		$1,046.95	$1,046.95
Conferences/Community Event	Per Hour		$53.00	$53.00
Conferences/Community Event	Half Day		$234.00	$234.00
Conferences/Community Event	Full Day		$333.00	$333.00
Setup / down Function Room (Major events)	Per Hire		$47.00	$47.00
Use of AV equipment	Per Hire		$23.40	$23.40
Annex- Social Functions				
Annex Only	Half Day		$141.50	$141.50
Annex Only	Full Day		$295.65	$295.65
Meeting Room 1 (Capacity 14)				
Meeting Room 1 (no bond required)	Per Hour		$30.00	$30.00
Use of AV equipment	Per Hire		$20.00	$20.00
Tea/Coffee/Milk/paper cups with basic sachets	Per person (minimum 8)		$2.50	$2.50
Meeting Room 2 (Capacity 8)				
Meeting Room 2 (no bond required)	Per Hour		$25.00	$25.00
Use of AV equipment	Per Hire		$20.00	$20.00
Tea/Coffee/Milk/paper cups with basic sachets	Per person (minimum 8)		$2.50	$2.50
Kitchen				
Kitchen	Per Hour		$40.00	$40.00
Kitchen	Half Day		$144.00	$144.00
Kitchen	Full Day		$288.00	$288.00
Catering - List of Catering suppliers available upon request for meetings/functions				
Cleaning				
Meetings/Meeting Rooms	Per Half Hour		$20.00	$20.00
Meetings/Meeting Rooms	Per Hour		$40.00	$40.00
Events/Conferences/Functions	Full Facility		$120.00	$120.00
Security Call-out	Per callout	At cost		At cost
Bond (refundable)				
Damage Bond where alcohol is available			$500.00	$500.00
Insurance				
Meeting			$5.00	$5.00
Function without alcohol			$15.00	$15.00
Function with alcohol			$50.00	$50.00

Notes

Local residents receive a 25% discount of all hire fees
Charitable & Not for Profit organisations receive a 10% discount
Earlier departure means no change in fees.
Function bookings require 50% of hire fee to be paid within 7 days to confirm booking.

BISHOPSBOURNE COMMUNITY CENTRE:			
Functions Hall & kitchen (non–locals)	Day	$228.00	$236.00
Functions Hall & kitchen (locals)	Day	$176.00	$182.00
Function - Set up day before or clean up day after	from 4pm or to 10am		
Kitchen Use Only	Up to 3 hours	$56.00	$58.00
Large Meeting Room	Up to 3 hours	$45.00	$46.50
Meeting Room & Kitchen	Up to 3 hours	$62.00	$64.00
Foyer (Small Meetings)	Up to 3 hours	$17.00	$17.50
All Meeting rooms & Kitchen > 3 Hours (Locals)	Per Hour	$20.00	$20.50
All Meeting rooms & Kitchen > 3 Hours (non–locals)	Per Hour	$27.00	$28.00
Toilets Hire Only	Per Day	$33.00	$34.00
Local Sports Group Users	Up to 3 hours	$28.00	$29.00
Camper/Caravan Groups			
Max 48 Hours stay as per Planning Permit Conditions Includes use of kitchen toilet & large meeting room	Per Day	$62.00	$64.00
Cleaning and Rubbish Removal if not completed to satisfactory standard by Hirer	Per Hour	$41.50	$43.00
Recreation Ground Hire for Sporting Activity	Per Day	$105.00	$108.50
Key Deposit		$20.00	$20.00
Bond (non-alcohol function)		$200.00 *	$200.00 *
Bond (alcohol function)		$500.00 *	$500.00 *
DEVON HILLS COMMUNITY CENTRE:			
Community Cente	Per use	$50.00	$50.00

Public Halls

		2024-2025	2025-2026
CAMPBELL TOWN,			
TOWN HALL:			
Meeting Room/Supper Room	Per day	$101.00	$104.50
	Per hour	$20.50	$21.00
Main Hall:			
Hall - Meetings	Per day	$162.00	$167.50
	Per hour	$33.00	$34.00
Functions:			
Local Organisations	Night	$202.00	$209.00
Outside Committees	Night	$266.00	$275.00
Kitchen utilised with function		$68.00	$70.00
Chairs	Each	$1.35	$1.40
Tables	Each	$6.75	$7.00
Crockery	Each	$0.25	$0.25
Bond:			
For any function (non alcohol)		$210.00	$210.00
Function (alcohol)		$530.00	$530.00
Key Deposit		$25.00	$25.00
Guide Hall:			
Halll	Per day	$57.00	$59.00
Function with Alcohol Additional Fee	Per day	$57.00	$59.00
Epping			
Town Hall – All Facilities Hire		$108.00	$111.00
Town Hall – All Facilities Hire		$20.50	$21.00
AVOCA:			
Town Hall – Hall Hire Only	Per Hour	10	$10.00
Town Hall – Hall Hire Only	Per Day	$50.00	$50.00
Town Hall – All Facilities Hire	Per Hour	$35.00	$35.00
Town Hall – All Facilities Hire	Per Day	$75.00	$75.00
Bond where alcohol served at function		$200.00	$200.00
Ash Centre – Hire	Per Day	$25.00	$25.00
Ash Centre – Hire	Per Hour	$5.00	$5.00
CRESSY HALL:			
Hall & Kitchen	Per Time	$100.00	$100.00
Hall	Per Time	$50.00	$50.00
Back Room and Kitchen	Per Time	$50.00	$50.00
Back Room Meetings	Per Time	$20.00	$20.00
Recreational Activities	Per Hour	$20.00	$20.00
All PUBLIC HALLS AND RESERVES:			
Insurance Casual One Off Hire or Use			
- Meeting		$5.00	$5.00
- Non-alcohol function		$15.00	$15.00
- Alcohol function		$50.00	$50.00
Equipment Hire from Council (Larger Items)		$52.00	$53.50
- Marquees (Five Available)	Per Item per Day		

Recreational Facilities

		2024-2025	2025-2026
Campbell Town:			
Campbell Town Rec Ground Complex			
Function Room			
- Function Room hourly rate	Per Hour	$74.50	$77.00
- Set up/down all meeting rooms (major meetings/conferences)	Per Hire	$39.00	$40.00
- Add tea, coffee, milk: basic sachets, papercups, longlife milk	Per 25 Persons	$26.00	$27.00
- Conferences/Social functions / events up to 50 people.	Per Day	$217.00	$224.50
- Conferences/Social functions / events Over 50 people.	Per Day	$327.00	$338.00
- Use of AV equipment	Per Hire	$20.00	$20.50
- Use of Kitchen / Kiosk	Per Hire	$103.00	$106.50
Full Clubroom Facility			
- Full facility	Half Day	$342.00	$354.00
- Full facility	Full Day	$708.00	$732.50
Meeting Room 1 (Capacity 4)			
- Meeting Room 1 (No bond required)	Per Hour	$11.00	$11.00
- Meeting Room 1 (No bond required)	Full Day	$31.00	$32.00
Meeting Room 2 (Capacity 30)			
- Meeting Room 2 (No bond required)	Per Hour	$31.00	$32.00
- Meeting Room 2 (No bond required)	Full Day	$93.00	$96.00
- Set up/down	Per Hire	$15.00	$15.50
- Add tea, coffee, milk: basic sachets, papercups, longlife milk	Per 25 Persons	$26.00	$23.00
Ground			
- Ground only / per match	up to 5 Hours	$79.00	$81.50
- Changerooms 1 & 2 / per match (includes 2 umpires changerooms, timekeepers room and coach boxes)	up to 5 Hours	$79.00	$81.50
- Changerooms 3 & 4	up to 5 Hours	$79.00	$81.50
- Single change room	up to 5 Hours	$37.00	$38.00
- Ground training (no changerooms)	Per Hour	$48.00	$49.50
- Lights 100lux	Per Hour	$16.50	$17.00
- Lights 200lux	Per Hour	$35.00	$36.00
Catering			
- Pricing according to need		POA	POA
Cleaning			
- Cleaning for each area	Per Hour	$41.50	$43.00
Tennis / Netball			
- Court Hire	Per Court per Hour	$14.00	$14.50
- Lighting	Per Hour	$6.50	$6.50
Bonds			
- Refundable damage Bond where no alcohol served		$184.00 *	$200.00 *
- Refundable damage Bond where alcohol served		$368.00 *	$500.00 *
Notes			
Local residents receive a 25% discount of all hire fees			
Charitable & Not for Profit organisations receive a 10% discount			
Earlier departure means no change in fees.			
Function bookings require 50% of hire fee to be paid within 7 days to confirm booking.			
King Street Oval:			
Occasional Users	Per Day	$75.00	$77.50

Recreational Facilities

		2024-2025	2025-2026
Longford:			
Longford Recreation Ground Complex			
Function Room			
- Function Room hourly rate	Per Hour	$74.00	$77.00
- Set up/down all meeting rooms (major meetings/conferences)	Per Hire	$39.00	$40.00
- Add tea, coffee, milk: basic sachets, papercups, longlife milk	Per 25 Persons	$26.00	$27.00
- Conferences/Social functions / events up to 50 people.	Per Day	$217.00	$224.50
- Conferences/Social functions / events Over 50 people.	Per Day	$327.00	$338.00
- Use of AV equipment	Per Hire	$20.00	$20.50
- Use of Kitchen / Kiosk	Per Hire	$104.00	$106.50
Full Clubroom Facility			
- Full facility	Half Day	$353.00	$365.00
- Full facility	Full Day	$708.00	$732.50
Small Meeting Room			
- Small Meeting Room (No bond required)	Per Hour	$31.00	$32.00
- Set up/down	Per Hire	$15.00	$15.50
- Add tea, coffee, milk: basic sachets, papercups, longlife milk	Per 25 Persons	$26.00	$27.00
Ground			
- Ground only / per match	up to 5 Hours	$79.00	$81.50
- Changerooms 1 & 2 / per match (includes 2 umpires changerooms, timekeepers room and coach boxes)	up to 5 Hours	$79.00	$81.50
- Changerooms 3 & 4	up to 5 Hours	$79.00	$81.50
- Single change room	up to 5 Hours	$37.00	$38.00
- Ground training (no changerooms)	Per Hour	$48.00	$50.00
- Lights 100lux	Per Hour	$16.50	$17.00
Catering			
- Pricing according to need		POA	POA
Cleaning			
- Cleaning for each area	Per Hour	$41.50	$43.00
Bonds			
- Refundable damage Bond where no alcohol served		$184.00	$200.00
- Refundable damage Bond where alcohol served		$368.00	$500.00
Notes			
Local residents receive a 25% discount of all hire fees			
Charitable & Not for Profit organisations receive a 10% discount			
Earlier departure means no change in fees.			
Function bookings require 50% of hire fee to be paid within 7 days to confirm booking.			
Village Green (Victoria Square) :			
Power Box Key Deposit		$50.00 *	$50.00 *
Power Usage Charge			
- High usage (eg Burgers/Chips)	Per Day	$11.00	$11.00
- Low usage (eg Coffee/Hotdogs)	Per Day	$5.00	$5.00

Caravan Parks and Camping Grounds

		2024-2025	2025-2026
CARAVAN PARKS:			
Ross Caravan Park: Fees set by Lessee			
Longford Caravan Park: Fees set by Lessee			
CAMPING GROUNDS:			May change due to Rate Incre
Tooms Lake:			
Camping Site	Per Year	$489.00	$537.00
Shack Site	Per Year	$628.00	$690.00
Casual Campers	Per person per night	$3.00	$3.50
Lake Leake:			
Shack Site - Large Site	Per Year	$888.00	$976.00
- Smaller Site		$845.00	$929.00
Camp site with power	Per Night	$28.00	$30.00
Camp site without power	Per Night	$15.50	$17.00
Additional Persons	Per Night	$2.00	$2.00
Shower	Per 4 Minute Shower	$1.00	$2.00

Swimming Pools

			2024-2025	2025-2026
Cressy:				
General Admission	Adult		$5.00	$5.50
	Child		$3.50	$4.00
	Onlooker		$2.00	$2.20
	Toddler U/2		Free	Free
Seasons Ticket	Family		$250.00	$260.00
	Child U/18		$100.00	$105.00
	Adult		$120.00	$125.00
(Family - 2 adults 3 children extra $15 each member after this)				
Swimming Carnivals		Per Day	POA	POA
Hourly rate		Per Hour	POA	POA
Education Department:		A week for 1 hour each d	POA	POA
		A week for 2 hour each d	POA	POA
Austswim		Per Day	POA	POA
Ross:				
General Admission	Adult/Child		$4.00	$5.00
	Family Daily		$10.00	$11.00
	Family Weekly		$30.00	$50.00
	Single Weekly		$15.00	$25.00
Seasons Ticket	Child		$65.00	$70.00
	Adult		$65.00	$70.00
	Family		$130.00	$140.00
Campbell Town:				
General Admission	Adult/Child		$4.00	$5.50
	Toddler U/5		$1.50	$4.00
	Onlooker		$1.50	$2.20
Season Tickets	Child U/18		$69.00	$105.00
	Adult		$80.00	$125.00
	Family		$160.00	$260.00
Pool Hire (Exclusive Use)	Per Hour		$77.00	$80.00
Pool Hire (Exclusive Use)	Day Rate		$311.00	$320.00
Cleaning of Facilities with Hire	Per Hour (2 Hours minimum charge)		$41.50	$42.50
This fee is based on the hirer leaving the facility in a reasonable state of cleanliness, additional charge may be applied at Co				
Provision of Life Guards with hire (where available)	Per Guard per Hour		$50.00	$51.00
For Learn to swim / Austswim			$181.28	$195.00
Pool Hire (Exclusive Use)	Per Hour		$57.00	$58.00
Cleaning of Facilities with Hire	Per Hour (1 Hours minimum charge)		$41.50	$42.50

Rubbish Disposal

		2024-2025	2025-2026
Fees applicable to residents / ratepayers			
Refuse:			
Single Axle Trailer / Ute (Small)	Each	$17.50	$18.00
Single Axle Trailer / Ute (Large)	Each	$25.00	$25.50
Double Axle Trailer (Small)	Each	$33.00	$34.00
Double Axle Trailer (Large)	Each	$50.00	$51.50
Sedan / Stationwagon	Each	$10.00	$10.00
240 litre Garbage Bin	Each	$6.00	$6.50
50 litre garbage bag	Each	$2.00	$2.50
Other commercial vehicles - Loose	m^3	$58.00	$60.00
- Compacted	m^3	$117.00	$121.00
Innerspring Mattress Disposal			
- Single	Each	$14.50	$15.00
- Double	Each	$14.50	$15.00
- Queen/King	Each	$14.50	$15.00
Refrigerators/Airconditioners	Each	$13.00	$13.50
Concrete and Masonry (Longford Site Only)	m^3	$33.00	$34.00
Green Waste:			
Single Axle Trailer /Ute (Small)	Each	$12.50	$13.00
Single Axle Trailer / Ute (Large)	Each	$18.00	$18.50
Double Axle Trailer (Small)	Each	$23.50	$24.00
Double Axle Trailer (Large)	Each	$33.00	$34.00
Sedan / Stationwagon		$7.00	$7.50
240 litre Garbage Bin	Each	$6.00	$6.50
50 litre garbage bag		N/a	N/a
Commercial Vehicles	m^3	$41.50	$43.00
Tyres:			
Car/motor bike tyre	Each	$9.00	$9.50
Light truck / 4x4 tyre	Each	$18.50	$19.00
Medium truck tyre 18” & over	Each	$34.00	$35.00
Large Truck tyre up to 34"	Each	$50.00	$52.00
Note: No Tyres over 34" are accepted No tyres on rims are accepted (Tyre must be separated from rim prior to site entry)			
Oil:	Per Litre	$0.50	$0.50
Gas Bottles:	Each	$10.00	$10.00
Fees applicable to non residents / non ratepayers			
Non resident / non ratepayers will be charged three time the fees applicable to residents / ratepayers above.			
Kerbside Refuse Collection:			
Replacement MGB’s 140 litre	Each	$116.00	$110.00
Replacement MGB’s 240 litre	Each	$121.00	$110.00
MGB Changeover Cost	Each	$33.00	$35.00
Kerbside Recycling Collection:			
Replacement Recycling MGB’s 240 litre	Each	$121.00	$110.00
Abandoned Vehicles			
Additional Charge on top of recovery of removal contractor cost		$60.00	$65.00

Health

9	Health	2024-2025	2025-2026
9.01	Subdivision Assessment (outside sewerage district)	$176.00 *	$182.00 *
9.02	Each Additional Lot	$207.00 *	$214.00 *
9.03	Water Cartage Tankers for Assessment of Transport	$207.00 *	$214.00 *
9.04	User or Supplier of Private Water Supply	$131.00 *	$135.50 *
9.05	Water Sampling (by request) Plus cost of analysis	$131.00 *	$135.50 *
9.06	Food Samples (If breaching relevant code) Plus cost of analysis	$152.00 *	$157.00 *
9.07	Request for Inspection & Written Reports on Food Premises	$131.00 *	$135.50 *
9.08	Food Premises & Temporary Business Annual Renewal - High Risk	$363.00 *	$376.00 *
9.09	Food Premises & Temorary Business Annual Renewal - Medium Risk	$311.00 *	$322.00 *
9.10	Food Premises Annual Renewal - Low Risk	$207.00 *	$214.00 *
	- Food Premise licences are not transferable to new operators if business sold In the instance if this happened during the year the new operator fee for the remainder of the year will be a prorata amount of the full fee based on the number of months remaining in the year. number of months remaining in the year.		
9.20	Roadside Food Vendor Permit - 6 Months (Mobile Food Vendor Policy)	$186.00 *	$192.50 *
9.21	Roadside Food Vendor Permit - 12 Months (Mobile Food Vendor Policy)	$361.00 *	$373.50 *
9.22	Temporary Food Business/Stall Registration - Per Day - Low Risk	$41.50 *	$43.00 *
9.23	Temporary Food Business/Stall Registration - Up to 6 Months - Low Risk	$80.00 *	$82.50 *
9.24	Temporary Food Business/Stall Registration - 7-12 Months - Low Risk	$150.00 *	$155.00 *
9.25	Statewide Mobile Food Licence - Yearly	$216.00 *	$223.50 *
9.26	Temporary Food Business Registration - Charity	Nil	Nil
9.30	Place of Assembly Licence - Special Event (1 day)	$155.00 *	$160.00 *
9.31	Place of Assembly Licence - Special Event (Multi-day)	$259.00	$268.00
9.33	Place of Assembly Licence - Registered Charity	Nil	Nil
9.40	Other Registrations Required by the Public Health Regulations–per year	$131.00 *	$135.50 *
9.41	Registration of Premises where Public Risk activity Carried out	$160.00	$165.50
9.42	Individual Licence to Carry Out Public Health Risk Activity	$160.00	$165.50
9.43	Registration of Regulated System (New or Renewal)	$131.00 *	$200.00 *
9.44	Re-inspection Due to Incomplete or Faulty Work	$160.00	$165.50
9.45	Additional Inspections	$160.00	$165.50
9.50	Sale of 1.4 Litre Sharps Containers	$12.00	$12.50

Building & Plumbing

			2024-2025	2025-2026
1	**Building Permit Authority:**			
1.01	Class 1a (Under 100m2)	Notifiable Building Works	$270 *	$279 *
1.01	Class 1a (Over 100m2)	Notifiable Building Works	$401	$415
1.01	Farm Buildings	Notifiable Building Works	$337 *	$349 *
1.02	Class 1a	Permit Work	$478 *	$495 *
1.03	Class 1a	Additional charge per unit for multi unit developments	$363 *	$376 *
1.04	Class 10	Notifiable Building Works	$162 *	$168 *
1.05	Class 10	Permit Work	$345 *	$357 *
1.06	Class 2 - 9	Notifiable Building Works Class 2 - 9 (Under 500m2)	$325 *	$336 *
1.06	Class 2 - 9	Notifiable Building Works (Over 500m2 and under 1000m2)	$488	$505
1.06	Class 2 - 9	Notifiable Building Works (Over 1000m2 and under 2000m2)	$651	$674
1.06	Class 2 - 9	Notifiable Building Works (Over 2000m2)	To be Quoted	To be Quoted
1.07	Class 2 - 9	Permit Work (Under 500m2)	$520 *	$538 *
1.08	Class 2 - 9	Permit Work (Over 500m2 and under 1000m2)	$760 *	$787 *
1.0901	Class 2 - 9	Permit Work (Over 1000m2 and under 2000m2)	$971 *	$1,005 *
1.10	Farm Buildings	Permit Works	$457 *	$473 *
2.08	Class 2 - 9	Permit Work (Over 2000m2)	To be Quoted *	To be Quoted *
Building Sundry Services				
3.01	Inspections or additional inspections in house or cost of external surveyor fees and charges plus 15%		$137	$142
3.02	Initial Extension of current Building Permit or Notifiable Works		$168 *	$174 *
	2nd Extension of current Building Permit or Notifiable Works		$339 *	$351 *
	3rd and Subsequent Extension of current Building Permit or Notifiable Works		$508 *	$526 *
3.03	Additional charge on 3.02 for extension of expired Permit where permitted to do so.		$228 *	$236 *
3.04	Building Amendment			
	Class 1 & 10 minor		$122 *	$127 *
	Class 1 & 10 major		$346 *	$358 *
	Class 2-9 minor		$470 *	$486 *
	Class 2-9 major		To be Quoted	To be Quoted
3.05	Amendment of Certificate of Likely Compliance			
	Class 10		$91	$94
	Class 1		$122	$126
	Class 2-9		$160	$166
3.07	File search fee (incl copies of plans) Class 10 and 1		$88	$91
	File search fee (incl copies of plans) Class 2 to 9		to be Quoted	to be Quoted
3.08	Building Certificate			
	Class 10 (Plus double Permit Authority fee)		$682	$706
	Class 1 (Plus double Permit Authority fee)		$682	$706
	Class 2-9 < 500m2 (Plus double Permit Authority fee)		$903	$935
	Class 2-9 > 500m2 (Plus double Permit Authority fee)		$1,306	$1,352
3.1	EHO Assessment Fee Onsite waste water disposal		$415	$512
3.11	EHO Assessment Fee of Building Plans		$238	$375
3.12	Building Notification (Low risk) Form 80		$85 *	$88 *
3.13	Illegal Building works (carried out by previous owner or current owner) Class 2 - 9 Triple Building & Plumbing Fees			
3.14	Illegal Building works (carried out by previous owner or current owner) Class 1 & 10 Double Building & Plumbing Fees			
Plumbing – Permit				
4.01	Class 1a	Permit Work	$374 *	$274 *
4.02	Class 1a	Permit Work (Additional charge per unit for multi-unit develop	$320 *	$331 *
4.03	Class 2-9 under 500m2		$556 *	$575 *
4.04	Class 2-9 500m2 & less than 1,000m2		$876 *	$907 *
4.041	Class 2-9 1,000m2 and less than 2,000m2		$1,016 *	$1,052 *
4.05	Class 10		$244 *	$144 *
4.06	Class 2-9 over 2,000m2		to be quoted	to be quoted
Plumbing Surveyor (Including Maximum of 4 Inspections)				
Class 1a Buildings (dwelling or addition - each sole occupancy unit)				
4.14	Under 500m2		$510 *	$610 *
4.15	500m2 and over		$657 *	$757 *
Class 10 Buildings				
4.31	Class 10 Stormwater with fixtures (eg Toilet and Handbasin)		$279 *	$379 *
Class 2 – 9 Buildings (Including farm buildings Class 7b)				
4.45	500m2 and under		$586	$607
4.46	Over 500m2 to 1000m2		$845	$875
4.47	Over 1000m2 to 2000m2		$1,089 *	$1,127 *
4.48	Over 2000m2		To be quoted *	To be quoted *

Building & Plumbing

		2024-2025	2025-2026
5	**Plumbing – Sundry Services**		
5.01	Inspections or additional inspections	$137 *	$142 *
	Plumbing Amendment		
5.021	Class 1	$216 *	$224 *
5.022	Class 10	$145 *	$150 *
5.023	Class 2-9	$462 *	$478 *
5.03	Plumbing Notification (Low Risk)Plumbing Surveyor Assessed	$85 *	$88 *
5.04	Initial Extension of current Plumbing COLC or Permit	$168 *	$174 *
	2nd Extension of current Plumbing COLC or Permit	$339 *	$351 *
	3rd and Subsequent Extension of current Plumbing COLC or Permit	$508 *	$526 *
5.05	Plumbing Notification (Low risk) Form 80	$82 *	$85 *
5.06	Administration Fee		$100
5.07	Miscellaneous Building Form Fee		$82
6	**Construction Compliance Charge – Refundable Bonds on Notifiable and Permit Works**		
6.01	All Classes where deemed applicable	$750 *	$776 *

Fully refundable if:
- no additional inspections,
- no damage caused to Council infrastructure
- works completed in building permit period
- Compliance with Landscaping (If required by Planning Permit)

7 State Government Levies

7.01 Tasmanian Building and Construction Industry Training Levy
0.2%* of total Cost of Building Works if $20,000 or greater.

7.02 Building Administration Fee
0.1%* of total Cost of Building Works if $20,000 or greater.

8 Refunds

8.01	Building & Plumbing Permit Fees If application withdrawn prior to issue of permit	50% refund of all Building and plumbing permit fees	50% refund of all Building and plumbing permit fees
8.02	Building & Plumbing Permit Fees If application withdrawn after Permit issued and before works commenced and Permit has not expired	20% refund of all Building and plumbing permit fees	20% refund of all Building and plumbing permit fees
8.03	Plumbing Surveyor Fees If application withdrawn prior to assessment and issue of permit	80% refund Plumbing Surveyor fees	80% refund Plumbing Surveyor fees
8.03	Plumbing Surveyor Fees If application withdrawn after Permit issued and before works commenced and Permit has not expired	50% refund Plumbing Surveyor fees	50% refund Plumbing Surveyor fees
8.04	Tasmanian Building and Construction Industry Training Levy	May be refunded on application to the Tasmanian Building and Construction Training Board	
8.05	Building Administration Fee	Refundable if permit has not expired, less handling fee of $12 on application to Council upon withdrawal of building application	

Planning

		2024-2025	2025-2026
1	**Planning Permit**		
1.1.1	Minor application [A]	$155 *B	$160 *B
1.1.4	Visitor Accommodation (Permitted under PD6) Set by State Govt	$250 *	$250 *
1.2	Permitted Applications	$301 * + .3% over $300,000	$312 * + .3% over $300,000
1.3	Discretionary Applications (due to being in Special Area or heritage listed, minor variation)	$450 *B + .3% over $300,000	$466 *B + .3% over $300,000
1.4	Discretionary Applications (discretionary use or variation to the Planning Scheme provisions)	$616 *B +0.3% over $300,000	$638 *B +0.3% over $300,000
1.5	THC Works application only	$155 *B	$160 *B
1.6	Level 2 EMPCA application (advert fee – invoiced after Environment Division permission to exhibit)	$1,071 * + .3% over $300,000	$1,109 * + .3% over $300,000
1.7	Mulitiple Dwelling Application	$616 *B + $300 per Unit + $144 per variation per unit	$638 *B + $311 per Unit + $149 per variation per unit
2	**Subdivisions**		
2.1	Subdivision Permitted (No variation to Planning Scheme provisions)	$616 + $300 per new lot	$638 + $311 per new lot
2.2	Subdivision Discretionary (No Variation to Planning Scheme provisions)	$616 *B + $300 per new lot	$638 *B + $311 per new lot
2.3	Subdivision Discretionary (Variation to Planning Scheme provisions)	$616 *B + $300 per Unit + $150 per variation per unit	$638 *B + $311 per Unit + $170 per variation per unit
2.4	Application in conjunction with subdivision (no advertising fee)	Discretionary Fee	Discretionary Fee
2.5	Retrospective application Additional charges will apply if s64 application under LUPAA	Double application fee Disbursements - Cost + 15%	Double application fee Disbursements - Cost + 15%
3	**Reports**		
3.1	Professional reports (invoiced)	At cost + 15% admin	At cost + 15% admin
3.2	Advertising Fee (See Note B)	$300	$350

Planning

			2024-2025	2025-2026
4	**Local Provision Schedule Amendment/ Northern Regional Land Use Strategy Amendment**			
4.1	Application fee		$1,200 *	$1,242 *
4.2	Processing fee		$1,200 *	$1,242 *
	(after Council initiation) (invoiced)		+ 3 advert fees of $485 each + $656 if hearing required	+ 3 advert fees of $503 each + $680 if hearing required
4.3	Disbursements	Tasmanian Planning Commission Fee	Minimum $340	Minimum $374
	(Returned in full if not Initiated)			
		Central Plan Register	Minimum $34	tba
4.4	Application in conjunction with Local Provisions Scheme Amendment			Relevant discretionary fee - no advert fee
4.5	Request to amend the Northern Regional Land Use Strategy Amendment			
	4.51 Minor Amendment		$567 *	$587 *
	4.52 Major Amendment		$2,838 *	$2,937 *
5	**Sundry**			
5.1	Extension of permit	(permitted)	$153 *	$158 *
		(discretionary)	$301 *	$312 *
5.2	Amendment of permit	(permitted)	$153 *	$158 *
		(discretionary)	$450 *	$466 *
5.3	Sealing of final plan of subdivision		$301 *	$312 *
			+ $71 per lot	+ $71 per lot
	further request to Seal (if final plan of subdivision returned)		$153 *	$158 *
5.4	Certification of strata plan		$301 *	$312 *
			+ $149 per unit	+ $150 per unit (inspection)
5.5	Adhesion Order		$301 *	$312 *
	or if required by Planning Permit		$153 *	$158 *
5.6	Request to amend sealed plan		$301 *	$312 *
	plus advertising fees if required & $500 per hour if hearing required (invoiced)			
5.7	Sealing of Part 5 Agreement		$301 *	$312 *
	or if required by Planning Permit		$153 *	$158 *
5.8	Request information - completed files/search fee		$80	$83
5.9	Request for e-information from e-records		$31	$32
5.11	Footpath Trading Policy 52			
	5.111 Signage :	Per Annum		
	Fee for One Sign		$14	$15
	Additional for Second Sign		$61	$63
	5.112 On Street Dining	Per Annum	$33	$34
	5.113 Display of Goods	Per Annum	$33	$34
5.12	Tasmanian Planning Scheme - Northern Midlands			
	- Fee for Review of "No Permit Required" & Exempt Uses Building/Plumbing		$77 *	$90 *
6	**Refunds**			
6.1	- Permitted applications withdrawn within 7 days & prior to assessment			
	100% refund less admin fee of (not disbursements)		$150	$155
	- Permitted applications withdrawn prior to assessment		50% refund	50% refund
	- Other applications withdrawn prior to assessment		50% refund	50% refund
	- Disbursements (if unused)		100%	100%
7	**Minor amendment under s56 or s57 requiring TasCAT decision**			
	at cost plus associated legal fees incurred by Council		at cost	at cost
	Organising mediation in accordance with s57 of IUPAA, or any other mediation required by the Council in order to determine a planning application		$250	$259
	if external consultant required, paid at cost by applicant		at cost	at cost

Notes:

A Minor application (outbuilding up to 40 sqm & apex 3m, extension up to 30m2 behind building line & under building height; modifications within existing roofline, pool; freestanding sign; solid front fence up to 1500mm.

B Applications that require public exhibition: add $277 disbursement for advertising expenses.

C Fees initially advised by council officers are estimates only, which will be confirmed after full assessment by the Development Assessment Team.

D Fees for projects over $10m are negotiable, with a minimum fee of $31,122 $32,211

Engineering

		Basis	2024-2025 Fees	2025-2026 Fees
7	**Engineering Fees:**			
7.1	Engineering Development Assessment Fee		$415.00	$429.50
	(subdivisions & boundary adjustments with engineering works)			
	plus if over 3 lots	Per additional lot	$150.00	$155.00
7.2	Stormwater Developer Contribution - per lot or dwelling		$2,000.00	$2,070.00

Blue highlighted are awaiting advice from management committee

NORTHERN MIDLANDS COUNCIL

APPENDIX D

RATES & CHARGES POLICY

2025/2026

June 2025

RATES AND CHARGES

Originated Date:	Adopted 9 July 2012 – Min. No. 172/12 (as Policy 65)
Amended Date/s:	Revision: 24 June 2013 – Min. No. 158/13 Revision: 23 June 2014 – Min. No. 155/14 Revision: 22 June 2015 – Min. No. 168/15 Revision: 21 September 2015 – Min. No. 270/15 Revision: 27 June 2016 – Min. No. 171/16 Revision: 26 June 2017 – Min. No. 205/17 Revision: 25 June 2018 – Min. No. 161/18 Revision: 24 June 2019 – Min. No. 182/19 Revision: 29 June 2020 – Min. No. 211/20 Revision – 28 June 2021 – Min. No.218/21 Revision – 27 June 2022 – Min. No. 22/215 Revision – 26 June 2023 – Min. No. 23/0199 Revision – 24 June 2024 – Min. No. 24/0211 Revision – 23 June 2025 – Min. No. 25/….
Applicable Legislation:	Part 9 of the *Local Government Act 1993*
Objective	This policy sets out the parameters of the Northern Midlands Council for setting and collecting Rates and Charges within its area
Administration:	Corporate Services
Review Cycle/Date:	Annually. Next review June 2025

1 INTRODUCTION

This policy sets out the parameters of the Northern Midlands Council for setting and collecting Rates and Charges within its area. The purpose of the policy is to outline Council's approach towards rating its community and to meet the requirements of section 86B of the *Local Government Act 1993* which requires Council to have a Rates and Charges policy by 31 August 2023. The policy is reviewable at least every four years or upon adjustment of rates and charges levied, and it must be made available to the public.

2 STRATEGIC PRINCIPLES

In making the policy Council has taken into account the principles that

a) rates constitute taxation for local government purposes rather than a fee for service

b) the value of rateable land being an indicator of the capacity of the ratepayer in respect of that land to pay rates.

In setting its Rates and Charges, Council considers the following:

- Northern Midlands Strategic Plan 2017-2027
- Long Term Financial and Asset Management Plans
- The 2025-26 Annual Plan & Budget
- Current economic climate and external influences such as legislative reform, grant funding programs, inflation factors and interest rates.
- Specific issues faced by this community, including:
  - the need to maintain and update its large road network and other essential infrastructure
  - maintenance and improvement of community assets to enable the municipal area to be promoted as an attractive place to live, work, invest and visit.
- The impact of Rates & Charges on the community, including:
  - residential, commercial, industrial and primary producers
  - minimising the rate levels by adopting a 'user pay' principle where possible
  - new services being funded from new rates raised
  - government grant levels and the need to expend on specific areas
  - provision of concessions to those in the community unable to meet full cost of services.

Council raises revenue for governance and administration, which deliver goods and services to the community. These services are generally not provided by the private sector and may include, amongst others, road, recreation and stormwater infrastructure, waste management, planning, development and health regulatory and compliance activities, economic development and community

services.

Council conducts public consultation on a broad range of issues relating to specific programs and future directions of the municipal area. These opportunities are advertised in the local newspapers, put to Local District Committees and other interested groups, and residents are welcome to attend Council meetings. The Council also encourages feedback at anytime and this can be done by visiting www.northernmidlands.tas.gov.au or sending comments to the General Manager.

Northern Midlands Council has adopted land use as a differentiating factor to be used when setting rates and continues to set a minimum payment for general rates. Service charges are applied for waste management services provided within the municipal area. All properties throughout the municipal area are levied for a Volunteer or General Fire Service contribution which is collected on behalf of the State Fire Service Commission. (Further details of Rates and Charges are provided later in this document).

3 RATING STRATEGIES

The following key strategies have been developed consistent with Council's rating objectives:

- valuation methodology based on Assessed Annual value
- different rates for different land use categories
- contribution methodology based on percentage of total revenue required from each category (adjusted for growth)
- incorporating minimum charges as a component of the general rate
- service and separate rates and charges
- rate rebates
- rate remissions
- rate incentives
- rate payments.

3.1 Valuation Method

Councils may adopt one of three valuation methods to value the properties within its municipal area, namely:

- *Land value* – the value of the land excluding the value of buildings and other improvements,
- *Capital value* – the value of the land and all of the improvements on the land, and
- *Assessed Annual value* – a valuation of the rental potential of the property.

Council has decided to continue to use Assessed Annual value as the basis for valuing land within the municipal area as it considers that this method provides the fairest method of distributing the rate burden across all ratepayers because property rental value is a relatively good indicator of capacity to pay (or wealth). It is noted that Assessed Annual value has a minimum of 4% of Capital Value which generally applies to the majority of rural properties and highly valued residential properties.

The property revaluation for the Northern Midlands area was completed under contract by LG Valuation Services on behalf of the Valuer-General in 2019 and bi-annual adjustment factors will be applied for the rating periods from 1 July 2019 on a bi-annual basis, and supplementary valuation adjustments are provided on an ongoing basis. Valuation adjustments are rated pursuant to Section 89 of the *Local Government Act*. Adjustment factors have been applied from 1 July 2022, and 2024.

Council rates and charges apply for each parcel of land which is shown as being separately valued in the valuation list prepared under the *Valuation of Land Act 2001*.

3.2 Differential General Rates

All land within the Northern Midlands area is rateable, except for land specifically exempt under the *Local Government Act* namely:

- land owned and occupied exclusively by the Commonwealth
- land held or owned by the Crown
- land owned by the Hydro-Electric Corporation
- land or part land owned and occupied exclusively for charitable purposes
- aboriginal land
- land or part of land owned and occupied exclusively by a Council.

The Local Government Act provides for raising of revenue for the broad purposes of the Council through a General Rate which applies to all properties, or through differential General Rates which apply within the municipal area according to any or all of the following factors:

- the use or predominant use of the land
- the non-use of the land
- the locality of the land
- any planning zone

- any other prescribed factor.

Northern Midlands Council has decided to apply differential rates in its area according to the following land use categories as determined by the Valuer General and planning zones as determined by the municipal planning scheme:

- Industrial use
- Public Purpose use
- Commercial use
- Residential use
- Quarries and mining use
- Residential use located within the Rural General planning zone
- Residential Low Density planning zone
- Sport & Recreation use
- Primary Purpose use
- Vacant land within the Industrial planning zone
- Vacant land use.

A General Rate must be set every year under section 90 of the Local Government Act by 31st August each year.

3.3 Contribution Methodology

The contribution methodology is an integral component of the overall rating strategy to improve equity in rate distribution across the community, to prevent inequitable shifts in rate responsibility, to minimise the impact of property valuation movements, raise an equitable level of contribution from each land use sector, maintain the relativity within differing communities and between communities, recognising communities where there is a greater consumption of services and resources, and to rank highly against the principles of taxation.

Historically Council modelled its differential rates around the percentage of the 2007 residential rate contribution, and continuing on this basis the following differentials have been determined for the 2025-26 rating year.

Differential Rate	Cents in $AAV	% Total Rates	% from Residential
Industrial	9.57	15.66%	50
Public Purpose	8.78	1.81%	38
Quarries or mining	8.43	0.33%	33
Commercial	7.77	5.79%	22
Sport & Recreation	7.16	0.30%	13
Residential	6.34	42.34%	
Residential Rural	5.71	5.06%	-10
Residential Low Density	5.71	4.68%	-10
Vacant Land	2.76	1.79%	-56
Primary Production	2.28	22.25%	-64

3.4 Minimum General Rate

A minimum General Rate provides a mechanism by which lower valued properties pay not less than a minimum amount, and it can only apply if there has been no fixed charge applied. The minimum rate must not apply to more than 35 percent of properties in 2025-26.

The reasons for imposing a minimum rate is that Council considers it appropriate that all rateable properties make a base level contribution to the cost of administering council activities, and the cost of creating and maintaining the physical infrastructure that supports each property.

In determining the minimum rates applicable for 2025-26 Council has reviewed the adequacy of the minimum rate level and has set a minimum amount of $639 and varies the minimum rate to $420 for properties with land use of public purposes, quarries & mining, sport & recreation, primary production, and vacant land.

The minimum rate applies to approximately 13.% of properties within the municipal area.

3.5 Service Rates & Charges

3.5.1 Fire Levy

Council is required to collect a mandatory state government service rate for the State Fire Levy.

The rate applicable in 2025-26 for

- Cressy, Campbell Town, Longford, Perth & Evandale Volunteer Fire Brigade rating districts will be 0.33

cents in the dollar of assessed annual value of each property,
- other general land the levy will be 0.24 cents in the dollar of assessed annual value of each property,
- a minimum amount payable in respect of the fire levy will be $50.

Council is required to remit revenue raised to the State Fire Commission, and does not determine how the revenue is to be spent. A commission of 4 percent of revenue is provided by the State Fire Commission for collection of the levy.

3.5.2 Kerbside Waste Management

A service charge applies to all properties provided with the provision of a kerbside/roadside refuse collection, recycling service and Food Organic Garden Organic service.

The waste management service charge for the refuse collection in 2025-26 will be:
- $231 for one 140 litre mobile garbage bin and 240 litre mobile recycling bin
- $330 for one 240 litre mobile garbage bin and 240 litre mobile recycling bin
- $158 for each additional recycling service.

3.5.3 General Waste Management

A General Waste Management service charge of $50 will be applied to each parcel of land for the provision of waste management services at refuse disposal sites throughout the municipal area for use by owners/occupiers.

3.6 Rate Rebates

3.6.1 Pensioner Rebate

Eligible pensioners as at 1 July each year are entitled to a State Government rate rebate of 30 percent up to a maximum in 2025-26 of $566, or a reduced maximum of $385 if they are also a Tasmanian Water customer.

This rebate applies only to pensioner's principle place of residence, provided they satisfy the requirements of the State Government and hold a
- Pensioner Concession Card (PCC),
- Veterans Affairs Gold Card (TPP), or
- Health Care Card (HCC), but excludes a Senior Health Card.

Council deducts the rebate for previously eligible Pensioner Remissions from rates prior to issuing notices, but require new pensioners, pensioners who have recently relocated to this municipal area, or any pensioner who believes he/she should have been eligible for a Rate Remission, to complete an application form and lodge with Council.

The State Government verifies and approves the rebate applications each year, and if any rebate application is found to be ineligible the rebate amount will be revoked and payable by the ratepayer.

3.6.2 Urban Farm Land

Council has declared property within its area as Urban Farm Land pursuant to Division 8 of the *Local Government Act* whereby the Valuer-General determines an adjusted (reduced) valuation because of the land use.

This applies for example, to land with an agricultural use, providing the principle livelihood for its owner, but the value is increased because of either
- its proximity to land being used or developed for residential uses, or
- a substantial demand for the land as rural residential land.

3.7 Rate Remissions

Under section 129 of the *Local Government Act*, Council may remit part or all of rates payable by a ratepayer or class of ratepayers.

Council has had a long standing remission policy to remit General Rates and Fire Levy on
- church properties used for religious or charitable purposes - including church buildings, church halls, and cemeteries
- land used for advancement of education – including Scouts, Cubs, Police Boys, Girl Guides, and Brownies and agricultural show grounds
- aged care facilities – including Eskleigh Hospital and Toosey Aged Care Centre, and has previously resolved that all residential units owned by a charitable institution, occupied by private residents is not a charitable purpose.

However, following a Supreme Court challenge against Local Government these properties have been deemed part of a charitable institution and non-rateable from 1 July 2019.

- Lake Leake and Tooms Lake shack and camping sites, but charge an annual licence fee for these properties
- privately owned and commercially leased properties within the Poatina Village 50 percent of the General Rate
- historic world heritage sites Woolmers and Clarendon.

A remission of the refuse collection service charge is provided for ancillary units occupied by pensioner or disabled invalid persons subject to

- the property being deemed as an 'ancillary unit' under the Northern Midlands Planning Scheme 1995
- ancillary unit not having a separate waste collection or reciprocals
- annual application being made providing proof of occupancy.

As an incentive for new development, Council provide a remission to Industrial/Commercial development as follows:

- If the General Rate increase is greater than $50,000 then
  - for a 3 year period, 75 percent of the general rate increase paid and 25 percent of the general rate increase reserved for use on off-site works nominated by the ratepayer (provided the works agreed to by the Council)
  - reserved funds remain for 5 years, after which the balance shall be absorbed into general revenue

3.8 Payment of Rates.

Payment of rates may be made in one payment by 31 August 2025 to attract a discount of 0.5 percent (on current rates and charges), or by three equal instalment payments on 31 August 2025, 30 November 2025 and 28 February 2026.

A notice will be sent to each ratepayer 30 days prior to each instalment being due.

Ratepayers may choose to pay rates by the following methods (detailed on the back of each rate notice):

- Australia Post (at any Post Office, or go to postbillpay.com.au)
- Bpay & BpayView
- Council internet site – www.northernmidlands.tas.gov.au
- Phone - by credit card on 1300886451 or 1300729859
- Service Tasmania at Campbell Town – present notice to cashier between 11.00am to 4.00pm
- Direct Debit
- In person at Council Offices, Longford

Note that all Northern Midlands Council Rates & Charges included on the annual rate notice are GST exempt.

3.9 Late Payment Penalty and Interest

Council has determined that interest and penalty for late payments will be imposed in accordance with section 128 of the *Local Government Act*, if any rate or instalment is not paid on or before the date it falls due.

There is payable a penalty of:

- 5% of the unpaid rate or instalment imposed on 1 April each year
- 6.5% daily interest in respect of unpaid rate or instalment for the period which it is unpaid.

3.10 Recovery of Rates

Any ratepayer who is experiencing difficulty with meeting the standard payment arrangements is invited to contract the Customer Service Team to discuss alternative payment arrangements.

Should any rate instalment not be paid by the due date, Council may require payment of the total annual Rates & Charges.

Rates which remain in arrears for a period exceeding 30 days will be subject to debt recovery action, and debt collection agency charges and court fees are recoverable from the ratepayer.

Council may sell any property where any rates have been in arrears for three years or more. Council is required to notify the owner of the land of its intention to sell the land if payment of the outstanding amount is not received within 90 days. Except for extraordinary circumstances, Council will enforce the sale of land for arrears of rates.

4 OBJECTIONS

4.1 Rates Notice

A person may object to a rates notice on the grounds that

a) the land specified in the rates notice is exempt,

b) the amount of rates is not correctly calculated,

c) the basis on which that rates are calculated does not apply,
d) he/she is not liable for payment for the rates specified in the notice, or
e) he/she is not liable to pay those rates for the period specified in the rates notice.

Any objection must be in writing to the General Manager, and made within 28 days after receipt of the rates notice.

A person may appeal to the Magistrates Court for a review if the General Manager
a) fails to amend the rates notice within 30 days after lodging the objection
b) refuses to amend the rates notice.

It is important to note that the lodgement of any objection does not change the due date for payment of rates. Rates must be paid in accordance with the Rates Notice until otherwise notified by Council.

4.2 Valuation or Land Use

If a property owner believes that a particular property has been incorrectly valued or wrongly classified as to its land use, then an objection may be made to the Valuer-General within 60 days of being notified of the land valuation or land use classification.

5 DISCLAIMER

A rate cannot be challenged on the basis of non-compliance with this policy and must be paid in accordance with the required payment provisions.

Where a ratepayer believes that the Council has failed to properly apply this policy it should raise the matter with the General Manager.

6 AVAILABILITY OF POLICY

This policy is available for inspection at the Council Offices during ordinary working hours at no charge.

Copies of this policy will be available from Council's website www.northernmidlands.tas.gov.au, or in paper form at the Council Offices, 13 Smith Street, Longford, at the cost of a small administration charge.

7 REFERENCES

General Manager
Northern Midlands Council
PO Box 156
LONGFORD TAS 7301
Phone: 03 63977303

Valuer-General
Valuer-General's Office
GPO Box 44
HOBART TAS 7001
Phone: 03 62333844

Rate Enquiries
Customer Service Team
Northern Midlands Council
Phone: 03 63977303

NORTHERN MIDLANDS COUNCIL

APPENDIX E

FINANCIAL MANAGEMENT STRATEGY

2025/2026

June 2025

FINANCIAL MANAGEMENT STRATEGY

OBJECTIVE	To articulate actions Council proposes to follow to achieve its financial targets.
STATUTORY AUTHORITY	Section 70A(1) and (2) of the LGA 1993 requires Council to prepare a financial management strategy for a municipal area.
VERSION	24 June 2024 – Minute Reference 24/0211

STRATEGY

1 PURPOSE AND INTENT OF FINANCIAL MANAGEMENT STRATEGY

This strategy is to maintain and where warranted improve the long-term financial sustainability whilst implementing the objectives of the Northern Midlands Strategic Plan, providing the preferred service levels and equitably generating appropriate levels of revenue.

2 FINANCIAL PRINCIPLES

The Financial Management Strategy is based on the following key financial principles

- Achieve an underlying surplus position over the long term
- Prudent management of assets and liabilities
- Achievement of intergenerational equity.

3 FINANCIAL MANAGEMENT STRATEGIES

The key financial management strategies to be employed by Council include:

Rating Strategy

Rates will be levied having regard to the principles of taxation and in particular, council will seek to balance the capacity to pay principle (those with a greater capacity to pay should pay more than those with a lesser capacity to pay) and the benefit principle (all who benefit from a service should contribute towards its cost).

Council will consider the following factors when setting rates and charges each year:

- the level of services to be delivered and the cost of those services
- the capacity of the community to pay for those services
- the level of other revenue including State and Commonwealth funding.

Fees and Charges Strategy

Council will review fees and charges each year with a view to balancing the community need for the service provided and the capacity of the community to pay for that service. Council adopts the general philosophy that users should pay for the service provided, but recognises that full cost recovery may not be appropriate in all situations.

Other Revenue Strategy

Council will generally seek to maximise revenue from non-rate sources by;

- making submissions to the State Grants Commission regarding the equitable distribution of Commonwealth Financial Assistance Grants (FAGs).
- applying for grants to assist in funding new capital projects and operating projects consistent with the objectives of Councils Strategic Plan.

Service Delivery and Cost Management Strategy

Council will regularly review service levels and delivery to ensure they are delivered as efficiently as possible and continue to meet the needs of the community.

Any additional expenditure highlighted in new strategies developed throughout the year will be considered through the budget process.

Council will focus on cost management and achievement of value for money when spending Council funds.

Asset Management Strategy

The asset management strategy is to enable Council to:

- show how its asset portfolio will meet the service delivery needs of its community into the future,
- enable Council's asset management policies to be achieved, and
- ensure the integration of Council's asset management with its long term strategic plan.

4 FINANCIAL AIMS AND TARGETS

In accordance with the Local Government (Management Indicators) Order 2014, council will calculate the following performance indicators and assess long term performance against the benchmarks and targets set below.

Ratio	Definition	Benchmark/ Target
Underlying surplus or deficit	Means an amount that is the recurrent (not including income received specifically for new or upgraded assets, physical resources received free of charge or other income of a capital nature) of a council for a financial year less the recurrent expenses of the council for the financial year.	greater than zero
Underlying Surplus Ratio	the underlying surplus or deficit of a council for a financial year divided by the recurrent income (not including income received specifically for new or upgraded assets, physical resources received free of charge or other income of a capital nature) of a council for the financial year	greater than zero
Net Financial Liabilities	the amount of net financial liabilities of a council for a financial year divided by an amount that is the recurrent income (not including income received specifically for new or upgraded assets, physical resources received free of charge or other income of a capital nature) of a council for the financial year	greater than zero
Net Financial Liabilities Ratio	the amount of net financial liabilities of a council for a financial year divided by an amount that is the recurrent income (not including income received specifically for new or upgraded assets, physical resources received free of charge or other income of a capital nature) of a council for the financial year	greater than -50%
Asset Renewal Funding Ratio	the current value of projected capital funding outlays for an asset identified in the long-term financial plan of a council divided by the value of projected capital expenditure funding for an asset identified in the long-term strategic asset management plan of a council	greater than 90%
Asset Sustainability Ratio	the amount of capital expenditure by a council in a financial year on the replacement and renewal of existing council plant, equipment and infrastructure assets divided by the annual depreciation expense of the plant, equipment and assets for the financial year	greater than 100%
Asset Consumption Ratio	in relation to an asset class required to be included in the long-term strategic asset management plan of a council, means an amount that is the depreciated replacement cost of an asset divided by the current replacement cost of the asset	greater than 60%

NORTHERN MIDLANDS COUNCIL

APPENDIX F

SPECIAL PROJECT ASSISTANCE

AND

FESTIVALS, EVENTS & PROMOTIONS

2025/2026

June 2025

NORTHERN MIDLANDS COUNCIL 2025-2026
FESTIVALS, EVENTS & PROMOTIONS

Applicant	Event	Requested	Recommended In-Kind GST Excluded	Recommended Cash $	Comments
Round One					
Perth Community Progress Association	Christmas in July festival - 27 July 2024	2000	$ 500	$ 1,500	Cash and In kind - wheelie bins (delivered and removed and
Longford Bowls and Community Club	Roses Matches -bowls c/fwd to 2025/26	2000		$ 2,000	Cash and in kind - Posters/photocoping /advertisments / council
Longford / Perth Volunteer Fire Brigade	Annual Lollie Run - December 2025			$ 500	
Southern Thunder	Military Muster 25 January 2026	4000	$ 2,000	$ 2,000	wheelie bins/traffic management/portaloos/400 posters on A3
Ulysses Members RV Group National Rally	Longford as part of National Rally	2000	$ 500		Marquee hire, photocopying, BBQ hire, bus hire, tables and chairs,
Rural Alive & Well	Just a Farmer Tas	1000	$ 500	$ 500	Hall hire, morning tea
Round Two					
Annual Events if held					
Longford Bloom Inc	Longford Blooms Garden Festival -		$ 2,000		Waste bins - 5 locations /speed limit signs - 5 locations / signage -
Longford Jazz Festival				$ 2,000	inkind + Cash - Rubbish removal
Tasmanian Truck Owners & Operators Assoc	Tas Annual Truck show for Royal Flying			$ 1,000	Cash + inkind - 400 A4 coloured Posters
Evandale Village Fair	Evandale Village Fair & Penny Farthing		$ 1,000	$ 1,000	In Kind - Claners/additional Cleaning of public toilets etc, Any fees related to road closure, advertising/signage. Cash - $1650 - Purchase of equiptment, generator, gazebos, sognage, hire of porta loos.
Evandale Village Fair	Evandale Pennyfarthing & Village Fair - 15		$ 1,000	$ 1,000	Cash only
Woolmers Estate - Wendy Mitchell	Woolmers Annual Festival of Roses		$ 1,000	$ 1,000	In Kind - 10 Wheelie Bins + Collection, Toilets. Cash - balance.
Rotary Club of Longford	Northern Midlands Community Pacific Festival - Saturday 30th November 2024		$ 250	$ 1,750	In Kind - 6 Wheelie bins delivered, emptied. Cash $1950.00 - for Promotion & Food. Note - This grant is only required if Council does not get the "Securing Cohesion Grant'.
Events Northern Midlands Association	Verandah Music Festival - November		$ 250	$ 1,750	Inkind - Chairs/Bollards/bunting . Cash for insurance, PA system, signage, advertising and performers.
Tasmanian National Dancing Association	Scots Day Out - February			$ 2,000	inkind + Cash - bins delivered and removed - tables - use of
Northern Tasmanian Light Horse Troop	War Memorial Remembrance Day -		$ 700	$ 100	Cash for signs - waive Campbell Town Complex hire
Tasmanian Troup Expo Committee	Tasmanian Troup Expo - October			$ 2,000	cash + inkind - signs, waste bins/barriers /witches hats /bin liners
Anzac Day	April			$ 15,000	
Australia Day / Volunteer Recognition	26th January			$ 3,500	
Campbell Town ANZAC Group Inc.	Anzac Day commemoration - 25th April		$ 300	$ 300	In-kind - road closure, printing service sheets. Funds - insurance,
Campbell Town Show	June			$ 300	Stall if required
John Glover Festival	March			$ 1,000	
Longford RSL Servicemen's Reunion			$ 500		Bins, seating
Longford Show	October			$ 300	Stall if required
Northern District Cycling Club	PE Green Memorial Cycle Race - October			$ 400	Cash to provide winners sash and presentations
Remembrance Day	November			$ 500	Wreaths, bins
Ross Marathon	September		$ 500		Bins, traffic cones etc
Tasmanian Turf Club	Longford Cup - January			$ 1,000	cash towards advertising and promotion
Tasmanian Turf Club	Longford New Year's Day Races			$ 5,000	Cash
Not for Profit Groups	Donations for groups meetings in Council		$ 1,000		
Total Allocation				**$ 60,400**	
			Budget	**$ 77,630**	Major grant $3500
			Balance	**$ 17,230**	Minor grant $2000

NORTHERN MIDLANDS COUNCIL

SPECIAL PROJECT ASSISTANCE - 2025-26

Applicant/Organisation	Project Details	Total Cost Of Project	Grant Sought	Grant Recommended	Comments
Woolmers Foundation Incorporated	Computer hardware and software	$4,581	$4,581	$2,000	
Longford RSL Memorial Club	Furniture Upgrades	$6,000	$5,000	$1,000	
Morven Park Management Committee	Sound system for video Screen (Score Board)	$2,771	$1,371	$1,371	
Morven Park Management Committee	Scorers Room Heat Pump	$2,500	$2,500	$2,500	
Avoca Museum & Info Centre	Portable Sound System	$1,818	$1,500	$1,500	
Longford Legends Committee	Continuation of legends in Stokes Park	$5,000	$5,000	$5,000	LLDC request
Ross Local District Committee	Contribution towards Street signage improvements	Quote to be sought	$5,000	$5,000	RLDC request
Evandale Community Centre & Hall Ctee	Hand dryers, brochures	Investigate	$5,000	$5,000	Ev Management Committee request
Mr Samuel Diprose Adams	Perth Memorial gun relocation and signage	$9,741	$9,741	$4,000	
Evandale Tennis Club	Toilet upgrade	Investigate		$2,629	ELDC request (design only)
Campbell Town Facility Booking Officer	King Street Hall - Acoustics improvements	Quote to be sought		$5,000	Facility Officer request
Campbell Town Swimming Pool	Lifeguard hut improvements	as above	$5,000	$5,000	Facility Officer request
Campbell Town Football Club	Goal Netting	$19,624	$9,812	$5,000	After grant application being successful
Longford Football Club	Goal Netting	$19,624	$9,812	$5,000	After grant application being successful
Total Special Project Allocation		$71,659	$64,317	$50,000	
Unallocated	**Budget $50,000**			**$0**	

NORTHERN MIDLANDS COUNCIL

APPENDIX G

LONG TERM FINANCIAL PLAN

2025/2026

June 2025

Northern Midlands Council - Working Paper: Operating Revenue and Operating Expense

Year Ending 30 June:	2024/25 Year -1 Budget $'000	2025/26 Year 0 Budget $'000	2026/27 Year 1 Plan $'000	2027/28 Year 2 Plan $'000	2028/29 Year 3 Plan $'000	2029/30 Year 4 Plan $'000	2030/31 Year 5 Plan $'000	2031/32 Year 6 Plan $'000	2032/33 Year 7 Plan $'000	2033/34 Year 8 Plan $'000	2034/35 Year 9 Plan $'000	2035/36 Year 10 Plan $'000	Yr 10 -yr 1
Operating Revenue	from budget	from budget file											
Rates	14,648	16,376	17,031	17,712	18,421	18,697	18,978	19,262	19,551	19,844	20,142	20,444	3,413
Interest on outstanding Rates	83	86	86	87	87	88	88	89	89	89	90	90	4
Charges	3,132	3,429	3,429	3,429	3,429	3,429	3,429	3,429	3,429	3,429	3,429	3,429	0
Grants - FAG	5,372	5,506	5,506	5,506	5,506	5,506	5,506	5,506	5,506	5,506	5,506	5,506	0
Grants - Non FAG	254	227	227	227	227	227	227	227	227	227	227	227	0
Investment Income - Interest	821	790	619	591	599	616	616	616	616	616	616	616	(3)
Investment Income - Dividends	562	561	543	525	508	492	476	460	445	431	431	431	(112)
Other	788	770	748	748	748	748	748	748	748	748	748	748	0
Total Operating Revenue	**25,660**	**27,745**	**28,189**	**28,825**	**29,525**	**29,802**	**30,067**	**30,337**	**30,611**	**30,890**	**31,189**	**31,491**	**3,302**
Operating Expenses													
Salaries & Wages	8,488	10,248	10,470	10,695	10,922	11,031	11,142	11,253	11,366	11,479	11,594	11,710	1,240
Materials & Services	7,708	8,065	8,065	8,065	8,065	8,065	8,065	8,065	8,065	8,065	8,065	8,065	0
Government Levies and Charges	1,242	1,352	1,352	1,432	1,352	1,352	1,352	1,432	1,352	1,352	1,352	1,432	80
Depreciation	7,657	8,092	8,107	8,148	8,189	8,230	8,271	8,312	8,353	8,394	8,435	8,476	369
Finance Charges	22	0	0	0	0	0	0	0	0	0	0	0	0
Other	317	538	538	538	538	538	538	538	538	538	538	538	0
Loss /(Gain) Asset disposals	418	434	434	434	434	434	434	434	434	434	434	434	0
Total Operating Expenses	**25,852**	**28,729**	**28,966**	**29,312**	**29,500**	**29,650**	**29,801**	**30,034**	**30,107**	**30,262**	**30,418**	**30,655**	**1,689**
Operating Surplus / (Deficit)	**(192)**	**(984)**	**(777)**	**(486)**	**25**	**152**	**266**	**303**	**504**	**629**	**771**	**836**	**1,613**
Physical Resources Free of Charge	376	378	378	378	378	378	378	378	378	378	378	378	0
Amounts specifically for new or upgraded a	14,444	8,492	1,825	1,921	1,921	960	960	960	960	960	960	960	(865)
Net Surplus / (Deficit)	**14,628**	**7,886**	**1,426**	**1,813**	**2,324**	**1,490**	**1,604**	**1,641**	**1,842**	**1,967**	**2,109**	**2,174**	**748**
Other Comprehensive Income	0	0	0	0	0	0	0	0	0	0	0	0	0
- Net Asset Reval	0	0	0	0	0	0	0	0	0	0	0	0	0
- Fair Value Adjustment Tas Water	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Comprehensive Income	**14,628**	**7,886**	**1,426**	**1,813**	**2,324**	**1,490**	**1,604**	**1,641**	**1,842**	**1,967**	**2,109**	**2,174**	**748**

HEAVY VEHICLES USING COUNCIL BRIDGES

Originated Date: Adopted 23 September 2002 Min. No. 373/02 (as Policy 31)

Amended Date/s: Revised 28 June 2021 – Min. No. 219/21

Applicable Legislation: Section 44 of the *Local Government (Highway) Act 1982*

Objective To protect Council bridges from damage caused by heavy vehicle loads.

Administration: Works & Infrastructure

Review Cycle/Date: Next review ~~2025~~ 2029.

BACKGROUND

The Council, at its 26 August 2002 meeting, considered a background report (Data Works No 74574) on the effect of B-Double, Quad Dog and Heavy vehicles on Council bridges.

BRIDGE INSPECTIONS

All Council bridges are inspected by a consultant on an annual basis and any required repairs or damage to the bridge structure are identified.

In 2016 – 2017 the department of state growth carried out an inspection of all bridges on the council network and rated the risk level of each bridge for different heavy vehicle configurations. prior to granting approval for a heavy vehicle to use a bridge the works manager or their delegated officer must consider this information in conjunction with council's annual bridge inspections. in a case where damage or deterioration of the bridge structure is identified during the inspection process council may request more regular inspections to ensure that the bridge remains suitable for heavy vehicles.

STATUTORY REQUIREMENTS AND ENTITLEMENTS FOR B-DOUBLE AND QUAD DOG VEHICLES TRAVELLING ON PUBLIC ROADS

Heavy vehicles require a permit through the National Heavy Vehicle Regulator (NHVR) to operate on Council roads.

The Department of State Growth has carried out load analysis on all Council bridges and developed a Load Carrying Vehicle Network Map which allows certain classes of heavy vehicle to operate on approved Council and State Government roads https://data.stategrowth.tas.gov.au/Networks/templates/help.html

All vehicle classes not covered on this map must apply to the NHVR for a permit. As part of the approval process the NHVR seeks permission from Council for vehicles to use these roads.

TABLE 1	B-Double Vehicles Types			
	1	2	3	3 (Higher Mass)
Length	< 19m	< 21m	< 25m	< 25m
Weight	42.5t	50t	62.5t	68 tonne
Special Requirements				Fitted with air-ride suspension
Restricted Roads	None	None	All *1	All *1
NHVR Permit Required	No	No	Yes *1	Yes *1
Council Approval on 'Local' Roads	No	No	Yes	Yes
Note *1 Must obtain NHVR permit to travel any road				

TABLE 2	Quad Dog Vehicles Types			
	1	2	3	4
Length	< 19m	< 21m	< 21m	< 25m
Weight	42.5t	49t	54t	62t
Special Requirements	No	Fitted with air-ride suspension	Fitted with air-ride suspension	Fitted with air-ride suspension
Restricted Roads	None	None	All *1	All *1
NHVR Permit Required	No	No	Yes *1	Yes *1

TABLE 2	Quad Dog Vehicles Types			
	1	2	3	4
Council Approval on 'Local' Roads	No	No.	Yes	Yes

Note:
*1 Full air-bags
*2 Must obtain NHVR permit to travel any road

RESTRICTIONS IMPOSED ON VEHICLES USING COUNCIL BRIDGES

1. Concrete or Steel Bridges (simple span) – no restrictions shall be imposed on B-double, Quad Dog or Heavy vehicles if their total weight is less than the maximum permitted weight and either the bridge is a single span or, if it is multi-span, then each individual span is simply supported.
2. Concrete or Steel Bridge (continuous span) –the majority of continuous span bridges in the municipality are constructed to the SM1600 load standard which is suitable for all vehicles currently on Australian roads. Older bridges that were constructed prior to the introduction of the SM1600 were constructed to the T44 standard which is also suitable for vehicle up to 68 tonne.
3. Occasionally vehicles with a gross weight over 68 tonne may be required to use a bridge rated to the T44 standard in order to bring construction machinery to a site. The Works Manager or a delegated officer may give approval through the NHVR approval process on a "one off" basis for heavier loads to access a bridge constructed to T44 standard based on the Department of State Growth bridge analysis and the results of annual bridge inspections. Such approval should only be granted for the duration of the works for which the vehicle is required.
4. The Works Manager, shall apply load and/or vehicle-class restrictions on Council bridges where, in their opinion, the bridge structural components have deteriorated or are damaged to the point that the maximum permitted weight for B-Double (68t), Quad Dog (62t) or Standard Heavy (42.5t) vehicles could cause an accelerated rate of deterioration or possible collapse. The restrictions shall be applied immediately if the Works Manager considers the situation to be critical, otherwise the matter shall be reported to the Council for endorsement before application.

DESIGN LOADS USED BY COUNCIL FOR NEW BRIDGES

All new bridges on Council roads shall be designed to cope with the loads applied by the SM1600 Load Standard..

REVIEW

The Council will review this policy at least every four years.

NORTHERN MIDLANDS COUNCIL
POLICY MANUAL

PRIVATE WORKS AND DRIVEWAY ENTRANCES

Originated Date:	Adopted 18 December 1995-Min. No 416/95 (as Policy 16)
Amended Date/s:	Amended 20 February 2012-Min. No. 41/12 Amended 12 December 2016 – Min No. 360/16 Amended 17 August 2020 – Min. No. 273/20 Amended 21 October 2024 – Min. No. 24/0357
Applicable Legislation:	Section 35 of the *Local Government Act 1993*
Objective	Guidelines to ensure consistency in the undertaking of private works and the construction of driveway entrances.
Administration:	Works and Infrastructure
Review Cycle/Date:	October ~~2028~~ 2029

(A) PURPOSE OF POLICY

The purpose of this Policy is to:

(i) create a framework for the undertaking of private works on behalf of individuals, organisations and businesses that is transparent, objective and consistent;

(ii) ensure a clear understanding of the roles and responsibilities of each party entering into private works activities; and

(iii) ensure that all private works undertaken by Council are undertaken at market prices, ensuring an acceptable profit margin and full cost recovery to Northern Midlands Council that is consistent with the no advantage requirements of the Local Government Act 1993 and comply with the National Competition Policy and competitive neutrality principles.

(B) SCOPE

(i) This policy applies to all private works undertaken by Council on behalf of any applicant.

(ii) Works may include the supply of labour, materials, plant and services.

(C) POLICY STATEMENT

(i) Priority for use of Council's plant, equipment, labour and other resources is to be given to Council's own work program at all times, before entering into a private works arrangement.

(ii) It is Council's preference that all private works be undertaken by private contractors in the first instance.

(iii) Council reserves the right to refuse a request for private works if it is deemed to be outside of Council's capabilities, resource availability or for any other reason deeming the works unachievable by Council.

(D) PRIVATE WORKS

(i) Major Private Works (valued at over $10,000 excl GST)

Major Private Works will only be considered in the following circumstances:

- There is no private contractor available to undertake the work; and
- The project would be of strategic economic, social, or environmental benefit to the community; and
- Workers and Council have the capacity to engage in the project; and
- The project may provide a valuable training opportunity for workers.

(ii) Major Private Works will require the consent of the General Manager.

(iii) Minor Private Works (valued at under $10,000 excl GST)

- Minor Private Works will require the consent of a relevant manager.

(iv) Plant Hire

- Council does not hire out plant and equipment, with or without an operator.

(v) Scope of Works

- A scope of works is to be included with estimates and quotes for all private works.
- The scope of works for Minor Private Works must be clearly outlined, including the works to be undertaken, permits required, estimated quantities of materials to be used and a timeframe in which the work is to be carried out.
- All scopes of works for Major Private Works must include design drawings, specifications where appropriate and all permits required to be provided to Council prior to commencement of works.
- Supervisors to ensure that a private works form is signed by the applicant prior to work being commenced.

(vi) Costings

- Minimum charge of one half an hour for plant and labour.
- Private works charges shall be wages at the appropriate overtime rate, plus on costs. Plant hire at the standard plant hire rate, which includes travelling to and from the place of work. Administration costs 15% on materials and labour.

(vii) Council Employees, Elected Members, Volunteers, Consultants and Contractors

- Council Employees, Elected Members, Volunteers, Consultants and Contractors must pay the same rates and charges for private works that would apply to anyone else.
- All other rules contained within this policy also apply to any Council Employees, Elected Members, Volunteers, Consultants and Contactors requesting private works.
- Council Employees, Elected Members, Volunteers, Consultants and Contractors must not gain an advantage over the general public; for example, they cannot get an advantage in relation to GST, or purchase items on Council's accounts to gain a corporate discount.
- Council Employees, Elected Members, Volunteers, Consultants and Contractors will not receive favourable payment terms.
- Applications for private works for Council Employees, Elected Members, Volunteers, Consultants and Contractors must be approved by the General Manager.
- Applications for private works for the General Manager require the approval of Council.

(viii) Payment

- Upon completion the relevant Department Manager will arrange for the private works to be invoiced.
- Payment terms are 30 days.
- The applicant is responsible for paying the invoiced amount in full by the due date.
- A deposit or milestone payment maybe required for Major Private Works.

(E) DISPUTE RESOLUTION

(i) Any disputes shall be addressed as per Council's relevant Department.

(F) EXCLUSIONS

(i) Section 201 of the Local Government Act 1993 grants the power for councils to abate public nuisances including fire risks and other nuisances. Where a private property fails to comply with a nuisance notice, councils are entitled to undertake the work themselves or engage a private contractor. Councils are then able to levy charges to abate nuisances in the same manner as rates and charges. These are therefore excluded from being classed as

being private works.

In relation to the construction of driveway entrance works the following policy provisions are applicable.

(G) DRIVEWAY ENTRANCE WORKS

Reconstruction of streets in conjunction with new kerb and gutter

(i) When restructuring streets, driveway entrances shall be reshaped, graveled and prepared for asphalt sealing or concreting at Council's cost.

(ii) Entrances which are currently asphalt, concrete or ironstone gravel (in heritage areas) will be reinstated to the same standard unless otherwise agreed to.

(iii) Due to the grade of the driveway entrance generally being changed and the need for Council to perform work to a similar standard to that which is required by Council when contractors are constructing infrastructure work in new subdivisions Council will asphalt seal or concrete one standard 3.6 wide driveway entrance at no cost to the property owner.

(iv) Entrances to be graded to the best possible grade to ensure a standard vehicle can cross the gutter without hitting the rear of the car.

(v) When undertaking improvements existing 'Humes' crossovers should be removed wherever practical, and every effort should be made to provide the flattest grade possible by means of regrading the entrance back into the property (if possible) with consultation with the property owner.

(vi) In the rare event a property has two driveways the second driveway entrance to the property shall be constructed to the same standard as the first driveway entrance at the property owner's expense.

Where reconstruction works are not being undertaken on the roadway

(i) Property owners should seek permission from the Council to improve their crossover or driveway entrance.

(ii) New concrete crossings and improvements to entrances, i.e. gravelling and sealing, must be undertaken by a recognised contractor.

(iii) Driveways must not be sealed unless it can be proven that a minimum of 200mm of good quality gravel has been placed, compacted and prepared to Council standards.

(iv) The driveway is to be inspected by a Council Officer following excavation, prior to placing gravel and prior to asphalting or concreting.

(v) A telecommunications and water location should be provided prior to work being carried out.

(vi) The contractor is to be responsible for any damages to these services.

(vii) The standard of work should be carried out in accordance with the relevant standards provided by Council.

(viii) Council will contribute 50% towards the cost of the work, providing the work is done to an acceptable standard and the cost is in accordance with standard annual contract rates subject to the maximum of 20 square metres. If the works form part of development application they are the responsibility of the developer and Council will not contribute to the cost of works.

New concrete crossovers and entrances where a kerb and gutter does not exist

(i) Are to be constructed at the property owner's expense.

(ii) Property owners are to request permission from Council.

(iii) The work must be carried out by a recognised contractor.

(iv) In accordance with Council plans and specifications.

(v) Contractors are responsible for acquiring locations and damage to existing services.

(vi) Council will contribute 50% towards the cost of the work, providing the work is done to an acceptable standard and the cost is in accordance with Council's standard annual contract rates subject to the maximum of 20 square metres.

Additional (second) concrete crossings

(i) To be constructed at the property owner's expense.

(ii) Property owners are to request permission from Council.

(iii) The work must be carried out by a recognised contractor.

(iv) In accordance with Council plans and specifications.

(v) Contractors are to be responsible for acquiring locations and damage to existing services.

(vi) Applicant must demonstrate that the street parking will not be affected by installation of a second entrance.