

2026-07-20 - OPEN COUNCIL - ORDINARY MEETING ATTACHMENTS

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Section 28ZK (7) of the *Local Government Act 1993* requires that any person who receives a determination report must keep the determination report confidential until the report is included within an item on the agenda for a meeting of the relevant council. Failure to do so may result in a fine of up to 50 penalty units.

Local Government Act 1993

CODE OF CONDUCT PANEL DETERMINATION REPORT

NORTHERN MIDLANDS CODE OF CONDUCT

Complaint brought by Mr Todd Lambert against Councillor Andrew McCullagh

Code of Conduct Panel

- Jill Taylor (Chairperson),
- Greg Preece (Local Government Member)
- David Palmer (Legal Member)

Date of Determination: 3 September 2024

Content Manager Reference: C31712

Summary of the complaint

A code of conduct complaint dated 4 December 2023 was submitted by Mr Todd Lambert to the General Manager – Northern Midlands Council.

The complaint alleges that Councillor (Cr) Andrew McCullagh breached the following parts of the Northern Midlands Council's Code of Conduct, endorsed on 30 January 2023, in that on 23 November 2023 and 25 November 2023 Cr McCullagh posted statements on social media that were unfair, false and defamatory about himself and his wife Councillor Janet Lambert, who is the Deputy Mayor of the Northern Midlands Council:

Part 7- Relationship with Community, Councillors and Employees

7.1 - A councillor: -

- a) must treat all persons fairly*
- b) must not cause any reasonable person offence or embarrassment*
- c) must not bully or harass any person*

Part 8 -Representation

8.6 - A councillor must show respect when expressing personal views in public.

Initial assessment

Following receipt of the complaint, the Chairperson conducted an initial assessment of the complaint in accordance with the requirements of section 28ZA of the Act. Having assessed the complaint against the provisions of sections 28ZB and 28ZC of the Act, the Chairperson determined that:

- the complainant had made a reasonable effort to resolve the complaint. The Chairperson arrived at this conclusion for the following reason -

Mr Lambert messaged Cr McCullagh stating his displeasure about the contents of the statement regarding his wife and others. He also requested that Cr McCullagh remove the offensive post made by Mr Michael Hicks from Cr McCullagh's Facebook page titled "*Andrew McCullagh – Councillor of Action, Councillor in Action*". This had not been done at the time Mr Lambert lodged his complaint on 4 December 2023;

- part of the complaint substantially related to a contravention of Northern Midlands council's Code of Conduct, namely Parts 7.1 (a) and (b) and Part 8.6;
- part of the complaint, outlined above, should not be dismissed on the grounds that it was frivolous, vexatious or trivial. The reason for this conclusion was that Mr Lambert provided evidence of the alleged breaches by Cr McCullagh and his request for Mr Hicks' comment to be removed. Additionally, Mr Lambert advised that he was not Rupert Pumkin, a statement that Cr McCullagh refused to accept
- having made enquiries of the Code of Conduct Executive Officer, there was no relevant direction under section 28ZB(2) or 28ZI of the Act that would apply to the complainant and the complaint.¹

On this basis, the Chairperson determined to investigate Parts 7.1 (a) and (b) and Part 8.6. Part 7.1 (c) was dismissed as the complaint identified only two separate incidents and was not ongoing within the context of bullying and harassment.

The complainant, respondent councillor and the General Manager were notified of the outcome of the outcome of the initial assessment by letter dated 19 January 2024.

Investigation

In accordance with section 28ZE of the Act, the Code of Conduct Panel (the Panel) investigated the complaint.

The following documents were presented to the Panel to consider as evidence in this matter:

- Mr Lambert's code of conduct complaint under cover of his statutory declaration sworn on 4 December 2023 with attachments.
- The Northern Midlands Council's Code of Conduct endorsed on 30 January 2023.
- The following emails from Cr McCullagh, in which the Panel notes that he did not specifically address the allegations made by Mr Lambert in his complaint filed on 4 December 2023 and did not submit his statements by sworn evidence from him (or any other witness) under cover of a statutory declaration, despite being requested by the Panel numerous times to do so –
 - 7.42 pm 3 July 2024
 - 3.38pm 4 July 2024
 - 4.25pm 16 July 2024 – advising he will not be attending a hearing
 - 10.15am 24 July 2024
- Submission by Mr Lambert under cover of his statutory declaration sworn on 17 July 2024.

Mr Lambert alleges that Cr McCullagh breached the abovementioned Parts of the Code by posting unsubstantiated and disparaging comments on his Facebook page on 23 November 2023 relating to the Deputy Mayor, Cr Janet Lambert (Mr Lambert's wife). Furthermore, Mr Lambert noticed on 25 November 2023 that there was an interchange on Facebook between Cr McCullagh and a Rupert Pumkin (or Rupert Pumpkin) in which Cr McCullagh claimed that this identity was "Todd" – the husband of a councillor. Mr Lambert alleged that anyone (locally) reading this exchange would reasonably conclude it was him.

The substance of Mr Lambert's complaint relating to Cr McCullagh's public statement on his Facebook page titled "*Andrew McCullagh – Councillor of Action, Councillor in Action*", dated 23 November 2023, is that Cr McCullagh states that Cr Lambert and the Mayor have "*helped themselves to thousands of dollars of ratepayers money*". Cr McCullagh's statement prompted a post on his Facebook page by Mr Michael Hicks stating, "*Time for the 3 to go, stealing owe money to fund their own agenda, and the lies, resign now*". Mr Lambert responded to Cr McCullagh by

¹ Section 28ZB(2) and 28ZI of the Act enable the Chairperson or the Panel (as applicable) to issue a direction to a complainant in prescribed circumstances not to make a further complaint in relation to the same matter unless the complainant provides substantive new information in the further complaint.

saying “*My wife is not a thief and I suggest you remove Mr Hicks’ comment off your page immediately*” which Cr McCullagh failed to do.

Mr Lambert provided details of the social media exchange between Cr McCullagh and Rupert Pumkin around 25 November 2023. Mr Lambert added “I have no knowledge whatsoever who that profile is owned by and who that page belongs to.”

Cr McCullagh was provided with a copy of Mr Lambert’s complaint on 19 January 2024 and requested to respond within 14 days from receipt of the advice. As no response was received by the due date, the Executive Officer sent a reminder to Cr McCullagh on 14 March. This resulted in an email from Cr McCullagh on 2 April 2024 stating that he would respond within 14 days, i.e. 16 April 2024. Again, Cr McCullagh did not provide a response by his nominated date. Finally, after further requests, Cr McCullagh provided an email on 3 July 2024, but this response did not address the substance of Mr Lambert’s complaint. Attached to Cr McCullagh’s email were selected, incomplete and/or extracts of parts documents relating to action he initiated in the Supreme Court of Tasmania against the Mayor and General Manager of the Northern Midlands Council and which incomplete extracts of documents were provided to the Panel by Cr McCullagh without coherent submissions from him as to context or relevance to the current matter at hand that the Panel was dealing with namely this complaint by Mr Lambert vs Cr. McCullagh. These documents, or incomplete parts thereof as sent to the Panel, relating to those apparently filed in the Supreme Court of Tasmania by Cr McCullagh, are unrelated proceedings to the matter at hand, and they do not name Cr Lambert as a respondent, nor the complainant Mr Todd Lambert (husband of Cr Lambert, Deputy Mayor). The Panel determines therefore, in all of the circumstances, that these documents are unrelated to this complaint. Cr McCullagh’s response contained further unsubstantiated claims against Cr Lambert and Mr Todd Lambert, asserting that Mr Lambert was Cr Lambert’s “head kicker”. Furthermore, Cr McCullagh restated that the entity Mr Rupert Pumkin was Mr Lambert.

Apart from failing to address Mr Lambert’s complaint, Cr McCullagh asserted in his email correspondences to the Panel at various points in time to denigrate the Panel claiming, without foundation, it was “*biased*” and a “*farce*”. He also failed to maintain confidentiality of the complaint by copying into his response the Premier, the Minister for Local Government and the Acting Executive Director of Local Government.

On 2 July 2024, the Panel wrote to Cr McCullagh advising him that having regard to section 28ZD(1) (a), the Panel would determine whether or not to have a hearing and providing him with a final opportunity to respond to the substance of Mr Lambert’s complaint. Cr McCullagh was requested to respond by 18 July 2024.

On 17 July 2024, Mr Lambert submitted a further statement under cover of a statutory declaration, refuting the unsubstantiated statements made by Cr McCullagh in his email response of 3 July 2024. Mr Lambert has on two occasions stated that he is not Rupert Pumkin, despite Cr McCullagh’s wrongful conclusion and public statements that he is.

In response to the Panel’s letter of 2 July 2024, Cr McCullagh advised by email on 16 July 2024 that he would not be attending a hearing. In accordance with section 28ZG(2)(b) of the Act, the Code of Conduct Panel considered that a hearing would be unnecessary in these circumstances. Cr McCullagh and Mr Lambert were advised on 22 July 2024 that the Panel would proceed to determining the complaint and a hearing was not required due to Cr McCullagh’s advice of his non-attendance.

This advice resulted in an email response from Cr McCullagh on 22 July 2024, which again he denigrated the complaint process describing it as a “*kangaroo court*” and questioning the integrity and bias of the Panel, claiming the Chairperson “*demonstrated bias beyond reason*”. He put forward no submissions to support or provide any proper basis for the allegation of “*bias*” that he made. The content of Cr McCullagh’s email dated 22 July 2024 was, in effect, merely a re-statement of his earlier email response and it did not address the substance of the complaint made against him in this matter.

Mr Lambert advised on 22 July 2024 that he had no objections to proceeding without a hearing.

On 24 July 2024, Cr McCullagh advised the Executive Officer that he was proceeding on leave of absence from 1 August 2024 until 17 September 2024 and would be unable to attend any hearings. However, on 26 July 2024, he sent a further email to the Executive Officer that he would attend the hearing in relation to Mr Lambert's complaint but re-iterated his previous advice that he was unavailable until after 17 September 2024.

The Panel was mindful that this matter had been subjected to significant delays largely due to Cr McCullagh being absent on leave of absence, his asserted need to attend jury duty and overseas trips (a total of 143 days in 2024 including up to 17 September 2024) and it needed to comply with section 28ZD(1)(a) to investigate and determine the complaint within 90 days of the initial assessment. Therefore, the Panel confirmed its decision to proceed as planned and hold a meeting to determine the complaint on 1 August 2024.

Determination

As per section 28ZI of the Act the Panel determines that Councillor Andrew McCullagh has breached the Code of Conduct, and therefore the Panel upholds the complaint as detailed below.

Reasons for determination

The Panel considered the information listed above. Whilst Mr Lambert submitted his evidence under cover of statutory declarations, the responses provided by Cr McCullagh were in the form of various emails sent by him for the attention of the Panel and he did not provide any statutory declarations. As mentioned previously, Cr McCullagh did not specifically address the allegations by Mr Lambert that he had breached Parts 7.1(a) &(b) and 8.6, he had at various times advised that he did not wish to attend at a hearing, and he provided no sworn evidence to refute Mr Lambert's complaint despite request to do so. Accordingly, the Panel has drawn the inference that Cr McCullagh was not able to give sworn evidence that would have assisted him these proceedings, specifically in responding to the substance of the complaint made against him by Mr Lambert in this matter.

The Panel found in relation to the following Parts of the Code –

Part 7.1 (a) A Councillor – must treat all persons fairly

Mr Lambert's contention that Cr McCullagh had treated himself and his wife, Cr Lambert, unfairly was borne out by providing evidence of Cr McCullagh's arguably defamatory and unsubstantiated comments in his public statement of 23 November 2023 as made on his Facebook page "*Andrew McCullagh – Councillor of Action, Councillor in Action*". Specifically, Mr Lambert pointed to the respondent's assertion that the "*Mayor and Deputy Mayor have helped themselves to tens of thousands of dollars of Ratepayers money*". The respondent Cr McCullagh then went on to assert on this Facebook entry that the amount ran into "*hundreds of thousands of dollars*". Mr Lambert provided sworn evidence that he has requested that Cr McCullagh take down a post by Mr Michael Hicks posted on his Facebook page alleging that Cr Lambert was stealing. By the respondent's failure to remove, from his Facebook page, the assertion by Mr Hicks that in effect accuses three people, including Cr Lambert of "stealing", Cr McCullagh has permitted public access to this unsubstantiated assertion. Despite Mr Lambert requesting Cr McCullagh to remove Mr Hicks' post, Cr McCullagh did not. Furthermore, Mr Lambert alleges in sworn evidence that Cr McCullagh has unfairly and incorrectly identified him as one "*Rupert Pumkin*" being a Facebook user/page publisher that had been making comment about activities on Northern Midlands Council, saying that this Facebook user was "*Todd - the husband of a councillor*" which people in the municipality would conclude it was Mr Lambert. Cr McCullagh has not provided any sworn evidence in responding to any part of this complaint made by Mr Lambert, or in response to sworn evidence provided by Mr Lambert. The Panel found Cr McCullagh breached this part of the code. ***Part 7.1 (b) – A Councillor must not cause any reasonable person offence or embarrassment***

The Panel accepts that Cr McCullagh's public statement as made on his Facebook page, making serious allegations that Cr Lambert was responsible (with two others) for "*helping themselves to hundreds of thousands of ratepayers money*", would cause Mr Lambert and Cr Lambert offence and embarrassment. Mr Lambert has been further offended by Cr McCullagh's comment on Rupert Pumkin social media alleging the identity was "*Todd – the husband of a councillor*". In

relation to Cr McCullagh's posts, Mr Lambert claims that Cr McCullagh "*had publicly defamed my name*". The Panel found Cr McCullagh breached this part of the code.

Part 8.6 – A Councillor must show respect when expressing personal views publicly

The sworn evidence produced by Mr Lambert and not specifically addressed by Cr McCullagh in his email responses lead to the conclusion that Cr McCullagh has not considered the adverse impact his public statements may have on others. On this occasion he has made serious unsubstantiated allegations about Cr Lambert, and it seems, also her husband. Cr McCullagh claims in his various email responses to Mr Lambert's complaint that he has a matter pending in the Supreme Court against North Midlands Council. However, it appears that neither Mr Lambert, the complainant, or his wife are parties to any such action. Furthermore, Cr McCullagh has not provided clear reasons as to why any proceedings he has instituted in the Supreme Court are relevant to this current matter and its determination and should be taken into account by the Panel. The public statement that Cr McCullagh posted on his Facebook page on 23 November 2023, lacks respect as a minimum and is arguably defamatory at worst. Cr McCullagh's unsworn assertion that the entity/individual Facebook user "Rupert Pumkin" is Mr Lambert is not supported by any sworn evidence adduced by the respondent Cr McCullagh. Mr Lambert, on the other hand, has affirmed twice in statutory declarations submitted by him that he is not "Rupert Pumkin". To make these assertions on a public carriage namely Facebook demonstrates that Cr McCullagh has been disrespectful of Mr Lambert. The Panel found that Cr McCullagh breached this part of the code.

Sanctions

On 2 August 2024 Cr McCullagh was advised that the Panel had determined he had breached Parts 7.1 (a) & (b) and 8.6 of the Code and invited him to make a submission regarding what, if any, sanction should be applied. The advice outlined the range of sanctions contained in section 28Z1 (2) of the act. Cr McCullagh was given 14 days to provide his response which was due on 20 August 2024. No response was received from Cr McCullagh by that date.

The Panel met again on 22 August 2024 to discuss and determine whether a sanction should be applied and what was appropriate in the circumstances. As outlined in this determination, Cr McCullagh was found to have made serious and unsubstantiated allegations regarding Cr Lambert's integrity. Furthermore, his reference to Todd, the husband of a councillor, as the entity Rupert Pumkin on Facebook, would have led members of the community reading that on Facebook, to identify this entity as Mr Lambert causing him embarrassment and offence.

Given the serious nature of Cr McCullagh's unsubstantiated allegations, the Panel has determined that it is appropriate for a suspension to be applied to him for a period of six weeks. The commencement of the suspension should take effect on the date following the completion of appeal period (section 28ZP of the Act), which is 28 days from the date of determination report or in the case of Cr McCullagh being on leave of absence, on his return from leave, whichever is the latter.

Timing of the Determination

In accordance with section 28ZD (1) a Code of Conduct Panel is to make every endeavour to investigate and determine a code of conduct complaint within 90 days of the chairperson's determination that the complaint is to be investigated. In this instance the Panel has been unable to determine the complaint within 90 days. Reasons for this include Cr McCullagh not responding to requests from the Panel within acceptable timeframes coupled with his regular absence from Council duties through leave of absence and other reasons during the period of the investigation of the complaint.

Right to review

A person aggrieved by the determination of the Code of Conduct Panel, on the ground that the Panel failed to comply with the rules of natural justice, is entitled under section 28ZP of the Act to apply to the Magistrates Court (Administrative Appeals Division) for a review of that determination.



Jill Taylor
Chairperson



David Palmer
Legal member



Greg Preece
Member

DATE: 3 September 2024

MINUTES 27 MAY 2026

Cressy District Committee

7 pm at the Cressy Fire Station, 73 Main Street Cressy.

1. Opened: Meeting commenced at 7:00 pm

Attendees: [Petrina Goss](#), [Angela Jenkins](#), [Ann Green](#), [Toni Burton](#), [Peter Goss](#), [Andy Byard](#), [Daniel Rowbottom](#) & [Maurita Taylor](#) (7:07)

Guest: [Cr Paul Terret](#)

Apologies: [Cr Richard Goss](#)

Declaration of Pecuniary interest: Nil

In accordance with the provisions of the Local Government Act 1993, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

a) has an interest; or

b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive, or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

2. Acknowledgement of Country:

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present, and emerging.

3. Confirmation of previous minutes:

The minutes of the meeting of the Cressy Local District Committee held on 25th March 2026 be confirmed as a true and correct record of proceedings.

Moved: [Toni Burton](#) second: [Ann Green](#) *carried*

4. Business arising

		Action
5.1	Water Tower Mural. 30 June 2025 – Email to Emma Helks TasWater 21 July 2025 - Cressy Water Tower Mural - Community Submission 22 July 2025 Louis Van Ek – TasWater Community Programs Manager	TasWater will lead community consultation. Louis Van Ek has included this project in the TasWater budget for 2026/27

	Confirmed - project will be undertaken in February 2026. Community Consultation -design/theme with school/community	<i>Ongoing</i> <i>Request for Council to contact TAS Water to see where this is at?</i>
5.2	Cressy Street Banners Final designs and printing completed.	<i>Completed remove from Agenda</i> <i>Missing a half from one Banner</i>
5.3	Barthlomew Park upgrades. Committee to be advised and consulted on developments. Committee have received draft now of Childcare	<i>Ongoing.</i> <i>Still concern with Entry/Exit. Committee requests for Main Street frontage to be fenced.</i> <i>Cr Terret mentioned the plan had been discussed at last Council meeting but couldn't comment on the matter.</i> <i>Daniel to write to Council seeking clarification and request a meeting With Mayor, Acting GM and Works Supervisor.</i>
5.4	Speed concern in Macquarie Street Young families living in area past recreation ground. Suggestions of speed reduction or speed humps installed. Also noted that this street has no footpaths, making it unsafe for pedestrians to use.	Budget item request
5.5	Welcome to Cressy letter. AED information could include Bowls Club, Fire Station and Cressy District High School	Will be added to next print run when requested <i>AED in park has been replaced. Access now requires to phone for code. Committee wonders if unit can be changed back. Andy to follow up.</i>
5.6	Meeting Dates for 2026. • July 29th TBC August TBC • September 30th • November 25th • December District Committee dinner (TBC)	BGM and new committee elections will be held in August following council ratification of members

5.7	Cressy Child Care Concept At the December 2025 Council Meeting, Council accepted in principle the attached draft masterplan for the Cressy Childcare Expansion, Bartholomew Park Upgrade and approved the draft plan's release for public consultation – with the plan to be forwarded to the Cressy District Committee for review prior to being released for broader public consultation. <i>Helen Williams brought up the concern with vehicle access in and out Main Street.</i> <i>Motion moved by Ann Green seconded Helen Williams for the following</i> <i>Carpark and entry be moved to Church Street.</i> <i>Is a designated sleeping room area in Centre.</i> <i>BBQ shade shelter- Committee doesn't agree with it added to toilet block – can be added to existing shelter.</i> <i>Better fencing along Main Street for safety of little ones entering roadway.</i> <i>Light up Bollards around Park and small Bike safety track added.</i> <i>All in favor</i>	The feedback from the Cressy District Committee is included in the report to council presented at the May 18 2026 council meeting.
5.8	Motion moved by Petrina Goss second Toni Burton For Council to - Investigate the access at pick up point at Park for Tassielink Bus travelers. Currently not allowed to hop on at this Bus Stop. All in favor	This is deemed an operational matter and has been forwarded to the works department for their investigation. <i>Feedback from Works Dept? Discussion that after Drivers break time could passengers then Start their journey from this point.</i> <i>Andy to contact Tassielink</i>

6 Budget Items/Requests Table

	Budget Items/ Request List 2025 – 2026 and 2026/2027	Budget
6.1	- Bartholomew Park – Rotunda/New shelter - Bartholomew Park – Development of park with land acquisition adjacent. - Spencers Lane – Curb and guttering with road seal.	Budget 2026-27 Budget 2026-27 Budget 2026-27 In progress

	• Recreation Ground – General discussion around the use of ground with Football games scheduled this year, clubs using for training and Cressy District High School for the roster games. Cricket wise – Good chance for Cricket Club to start again. Concern with the surface not up to scratch with injuries in the past. Water supply issues for irrigation to happen regularly, therefore Budget item request added. Current ground committee have handed back to council to take care of grounds. Thanks to Roy Butler for tending to watering the ground of late. • Community Hall – Window replacements	Andy & Daniel had submitted Budget items. Couple off extras added as discussed. See attachment
6.2	Footpaths The council was requested to give priority to some new footpaths around Cressy. King St and Archer St.	Budget 2026-27 Macquarie Street to added Service request for King Street hazards.
6.3	Recreation Ground Children’s play area need for something to be included for smaller children to use up there. <i>Committee requests any brochures on possible equipment suitable for 2–5-year-old children.</i>	Budget 2026-27
6.4	Bike Track Longford to Cressy. A report supplied to the committee made them aware that a Feasibility Study was conducted for this idea in 2010. It only needs to be from Cressy to Golf Club corner for safe use and connecting of the communities. Shared Pathway Plans 6 September 2023 Bicycle Advisory Committee meeting - Committee endorsed the following maps for inclusion and consideration in the NMC municipal bicycle and shared pathway strategy. 18 September 2023 the recommendations of the Committee were endorsed by Council. Please see the website via this link. Strategic Projects - Northern Midlands Council	Budget 2026-27

7. New Business. –

General Business - [Cr Terret asked if Solar had been added to Pool sign yet. Maurita confirmed that this hasn’t been done.](#)

8. The Meeting closed at 7:47 pm. Next meeting will be held 7 pm on 29 July 2026, at the Cressy Fire Station.

ASSESSMENT AGAINST LPS CRITERIA

DRAFT AMENDMENT 27-2026

Amend Translink Specific Area Plan clause NOR-S1.7.3 Materials and Presentation

34(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

Consideration: The Local Provisions Schedule Requirements are at clause LP1.0 of the SPPs. These are: Zone Maps, Local Area Objectives, Particular Purpose Zones, Specific Area Plans, Site-specific Qualifications, Code Overlay Maps, and Code Lists in Tables.

An amendment to the Translink Specific Area Plan is proposed as follows:

A. Delete clause NOR-S1.7.3 A2 and insert:

NOR-S1.7.3 A2.1

Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), materials used on external walls must be one or more of the following:

- (a) Face brickwork;
- (b) Formed concrete panels;
- (c) Natural stone;
- (d) Painted or rendered concrete blocks;
- (e) Painted or rendered cement composite sheets;
- (f) A patented pre-treated and pre-painted metal cladding such as colorbond;
- (g) Polycarbonate;
- (h) Fibreglass.

NOR-S1.7.3 A2.2

Within Areas 1, 2, and 3 (refer to Figure NOR-S1.2.1), materials used on roofs must be one or more of the following:

- (a) a patented pre-treated and pre-painted metal cladding such as colorbond;
- (b) Polycarbonate;
- (c) Fibreglass.

AND

B. Delete clause NOR-S1.7.3 P2 and insert:

NOR-S1.7.3 P2.1

No Performance Criterion.

NOR-S1.7.3 P2.2

No Performance Criterion.

(b) is in accordance with section 32

Under section 32:

(3) An LPS may, if permitted to do so by the SPPs, include

(a) a particular purpose zone...

(b) a specific area plan, being a plan consisting of –

(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, being a provision, or provisions, in relation to a particular area of land, that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.

(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; or

(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

Consideration: The existing Translink SAP recognises the particular economic and spatial qualities of Translink.

(c) furthers the objectives set out in Schedule 1 of LUPAA

Part 1 Objectives	Consideration
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The draft amendment does not conflict with this objective.
(b) to provide for the fair, orderly and sustainable use and development of air, land and water	The draft amendment is consistent with this objective.
(c) to encourage public involvement in resource management and planning	The statutory process for the assessment of a planning scheme amendment includes public notification of the draft amendment. Any representations received must be considered by the Planning Authority. The Planning Authority is required to report on any representations to the Tasmanian Planning Commission, which may hold public hearings into representations.
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)	Allowing translucent wall materials (fibreglass and polycarbonate sheeting) as proposed by the draft amendment can allow for use of natural lighting, reducing energy use and therefore operating costs, consistent with this objective.
(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	Community, industry, and government agencies will have the opportunity to comment on the draft amendment during the public notification period.
Part 2 Objectives	Consideration
(a) to require sound strategic planning and co-ordinated action by State and local government	The Northern Tasmanian Regional Land Use Strategy identifies Translink as a specialist centre.
(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land	The Tasmanian Planning Scheme – Northern Midlands is the planning instrument relevant to the draft amendment.
(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	The draft amendment does not conflict with this objective.
(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	The draft amendment does not conflict with this objective.

(e) <i>to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals</i>	The draft amendment does not conflict with this objective.
(f) <i>to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation</i>	The Launceston Airport's Head of Planning & Infrastructure has advised that as long as lighting is not point upwards (through the roofing towards the sky), clear roof sheeting would not be a problem for the safe operation of the airport.
(g) <i>to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	The draft amendment does not conflict with this objective.
(h) <i>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</i>	The draft amendment does not conflict with this objective.
(i) <i>to provide a planning framework which fully considers land capability.</i>	Land capability is considered through the State Policy on the Protection of Agricultural Land 2009 and the Agriculture Zone and Rural Zone provisions.

(d) is consistent with each State policy

State Policy on the Protection of Agricultural Land 2009		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
To conserve and protect agricultural land so that it remains available for the sustainable use and development of agriculture, recognising the particular importance of prime agricultural land. 'Agricultural use' includes use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animals, excluding domestic animals and pets. It includes the handling, packing or storing of agricultural produce for dispatch to processors or markets and controlled environment agriculture and plantation forestry.	Proposed non-agricultural use and development that is 'discretionary' or 'prohibited' on land zoned either Significant Agriculture or Rural Resources in planning schemes or land adjoining these zones but with a different zoning.	All agricultural land in Tasmania zoned either Significant Agriculture or Rural Resources in planning schemes.
State Policy on Water Quality Management 1997		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
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 the RMPS.	Proposed use and development that may impact on surface or ground water quality in Tasmania.	All surface waters, including coastal waters, and groundwaters, other than: privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or

		waters in any tank, pipe or cistern.
State Coastal Policy 1996		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
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.	Proposed use and development in a coastal area that is 'discretionary' or 'prohibited' under land use zones applying to coastal areas in planning schemes.	Tasmania's coastal area, including all islands except for Macquarie Island. The coastal zone includes State Waters (as defined in the Living Marine Resources Management Act 1995) and all land to a distance of 1km from the high water mark.
National Environmental Protection Measures (NEPMs) In accordance with the State Policies and Projects Act 1993, a NEPM is taken to be a State Policy. The following NEPMs are therefore State policies: - Air Toxics - Ambient Air Quality - Assessment of Site Contamination - Diesel Vehicle Emissions - Movement of Controlled Waste between States and Territories - National Pollutant Inventory - Used Packaging Materials		

Consideration: The draft amendment is consistent with State policies as far as they are applicable.

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

Consideration: The Tasmanian Planning Policies (TPPs) come into effect on 1 July 2026. They are:

1.0	Settlement	
1.1	Growth	No relevant criteria.
1.2	Liveability	No relevant criteria.
1.3	Social infrastructure	No relevant criteria.
1.4	Settlement types	No relevant criteria.
1.5	Housing	No relevant criteria.
1.6	Design	Consistent with strategies 2, & 3.
1.7	Development contributions	No relevant criteria.
2.0	Environmental Values	
2.1	Biodiversity	No relevant criteria.
2.2	Waterways, wetlands and estuaries	No relevant criteria.
2.3	Geodiversity	No relevant criteria.
2.4	Landscape values	No relevant criteria.
2.5	Coasts	No relevant criteria.
3.0	Environmental Hazards	
3.1	Bushfire	No relevant criteria.
3.2	Landslip	No relevant criteria.
3.3	Flooding	No relevant criteria.

3.4	Coastal hazards	No relevant criteria.
3.5	Contaminated air and land	No relevant criteria.
4.0	Sustainable Economic Development	
4.1	Agriculture	No relevant criteria.
4.2	Timber production	No relevant criteria.
4.3	Extractive industry	No relevant criteria.
4.4	Tourism	No relevant criteria.
4.5	Renewable energy	No relevant criteria.
4.6	Industry	Consistent with strategies 1, 6, & 7.
4.7	Business and commercial	No relevant criteria.
4.8	Innovation and research	No relevant criteria.
5.0	Physical Infrastructure	
5.1	Provision of services	No relevant criteria.
5.2	Energy infrastructure	No relevant criteria.
5.3	Roads	No relevant criteria.
5.4	Passenger transport modes	No relevant criteria.
5.5	Ports and strategic transport networks	Consistent with strategies 1, 2, 5, & 6.
6.0	Cultural Heritage	
6.1	Aboriginal cultural heritage	No relevant criteria.
6.2	Historic cultural heritage	No relevant criteria.
7.0	Planning Processes	
7.1	Public Engagement	No relevant criteria.
7.2	Strategic Planning	No relevant criteria.

(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

Consideration: The Northern Tasmanian Regional Land Use Strategy, 23 June 2021 (NTRLUS) is the applicable regional land use strategy for the Northern Midlands. The NTRLUS identifies Translink as a Specialist Centre.

(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

Consideration: Council's Strategic Plan 2021-2027 is based upon four key priorities:

Lead: Serve with honesty, integrity, innovation and pride

Progress: Economic health and wealth – grow and prosper

People: Cultural and society – a vibrant future that respects the past

Place: Nurture our heritage environment

Each key priority has four strategic outcomes. Of most relevance to this draft amendment is strategic outcome Progress – Translink Precinct.

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

Consideration: Adjacent municipal areas are: Meander Valley, City of Launceston, and Break O' Day (Northern Region), and Glamorgan-Spring Bay, Southern Midlands and Central Highlands (Southern Region).

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

Consideration: The site is not in the vicinity of the Tasmanian Gas Pipeline.



**NORTHERN
MIDLANDS
COUNCIL**

Exhibited

PLANNING APPLICATION

FOR BUILDINGS, WORKS AND CHANGE OF USE

(E.g. Residential houses, sheds, carports, retaining walls, visitor accommodation, commercial development, signage etc.)

Office Use Only:

The Proposal

Description of proposal:

Campbell Town High Street Streetscape- Stage 2 - King Street to Esplanade.

Consisting of Kerb realignment, pedestrian barriers, street furniture, garden beds, signage, pavement ,replacement kerbs, pedestrian nodes and carriageway pavement

Driveway construction material:

NA

The Land

Site address:

High Street Campbell Town

Title reference:

C/T: NA

Existing buildings on site:

Road infrastructure and associated items

Existing use of site:

NA

**Applicant justification of any variation/discretion to the
Tasmanian Planning Scheme – Northern Midlands**



PROPOSED STREETSCAPE IMPROVEMENTS MIDLAND HIGHWAY, CAMPBELL TOWN

TRAFFIC ENGINEERING ASSESSMENT



Exhibited

PROPOSED STREETSCAPE IMPROVEMENTS MIDLAND HIGHWAY, CAMPBELL TOWN

Client: Northern Midlands Council

Report Reference: 25696REP001

File Path: Y:\2025\25696 – Campbell Town Streetscape Works\08 Reports\25696REP001F01.docx

Tuesday, March 10, 2026

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1 INTRODUCTION

SALT has been engaged by Northern Midlands Council to prepare the following Traffic Engineering Assessment for proposed streetscape works at the intersection of Midland Highway and King Street, and along Midland Highway (between King Street and Red Bridge) in Campbell Town.

The proposal will form the continuation of partially completed streetscape works along Midland Highway to the north of King Street, and will include:

- Construction of widened footpaths, verge areas and kerb outstands;
- Construction of traffic islands with pedestrian refuges;
- Realigning pram ramps to better direct pedestrians and reduce crossing distances.
- Sealing and re-line-marking existing parking spaces;
- Minor kerb and pavement works to provide additional 90-degree parking spaces along King Street.

In the course of preparing this report SALT has inspected the site and its surrounding environs (15.01.2026), commissioned turning movement at the intersection of Midland Highway and King Street (13.02.2026) and undertaken intersection analysis using SIDRA10 software.

Our analysis indicates that the removal of excessive / redundant pavement from Midland Highway to provide improved landscaping and pedestrian accessibility will better serve Campbell Town as a township, whilst the modifications to the Midland Highway and King Street intersection will not detrimentally impact the arterial role of Midland Highway through the study area.

A copy of the development plans prepared by rare consulting is attached at APPENDIX 1.

Exhibited

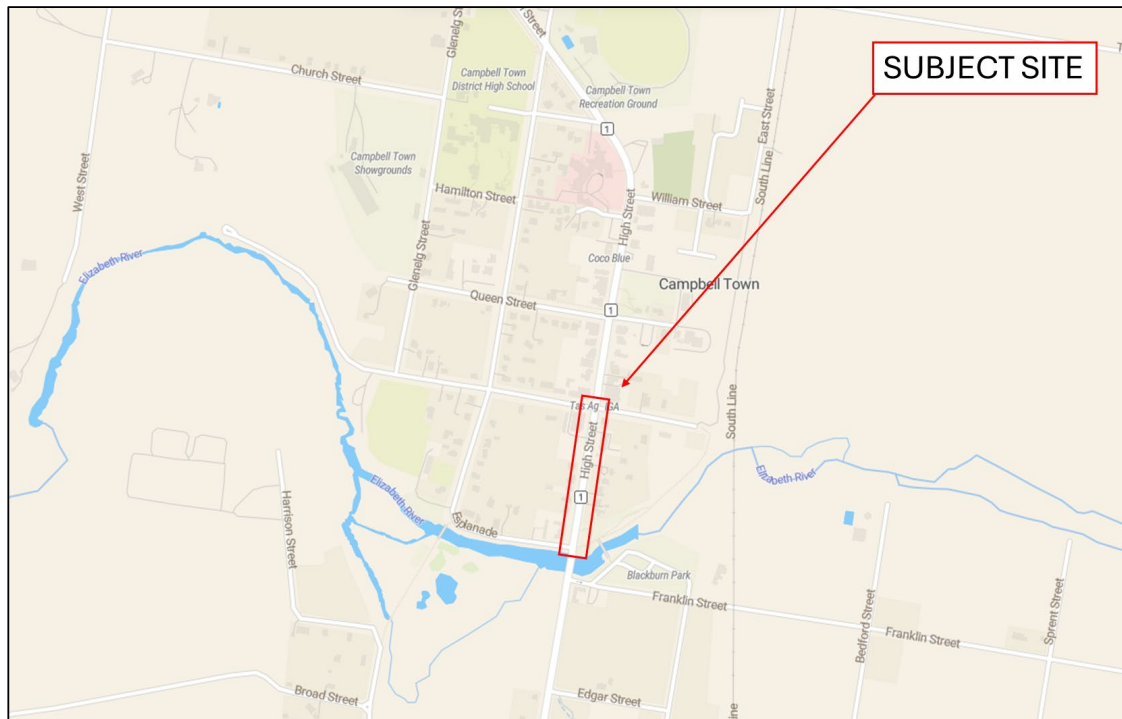
2 EXISTING CONDITIONS

2.1 STUDY AREA

The study area comprises the length of Midland Highway between King Street and Esplanade in Campbell Town, inclusive of the intersections with both streets at the northern and southern ends respectively.

Figure 1 shows the location of the site and surrounding road network.

Figure 1 Site Locality Plan



The northern end of the study area is fronted by commercial development on both sides and forms the southern extent of the town centre.

The remainder of the study area is largely fronted by residential development with occasional commercial land uses.

2.2 ROAD NETWORK

2.2.1 MIDLAND HIGHWAY

Midland Highway (Highway 1) is a state road under the jurisdiction of the Department of State Growth (DSG).

It is the primary north-south highway through Tasmania, extending from Burnie at its northern end to Hobart at its southern end, and provides both an arterial and 'High Street' function as it passes through Campbell Town.

Within the study area, Midland Highway has a reservation width of 30 metres which typically accommodates a single two-way carriageway of around 23 metres width.

This carriageway width is exceptionally wide and generally provides only a wide central travel lane and a wide kerbside parallel parking lane.

Tree beds are placed at regular longitudinal intervals approximately 2 metres from the face of kerb on both sides of the carriageway, effectively defining the unmarked edge of the travel lane.

This results in:

- A travel lane of around 6 metres width, which realistically could accommodate 2 travel lanes; and
- A parallel parking lane of almost 5.4 metres width, which would be wide enough to accommodate 90-degree parking.

Exhibited

Both verges accommodate bitumen footpaths that extend from the back of kerb to the edge of the reservation / property boundaries.

The eastern footpath has a width of around 3 metres and the western footpath has a width of around 4 metres.

The western footpath includes the 'Convict Brick Trail', which is a decorative length of red bricks dedicated to Tasmania's convict history.

Vehicle crossovers are regularly provided on both sides of the reservation, with several steeper crossovers on the western side requiring culverts in the kerblines to extend into the parking lane.

The following photographs show the typical layout of Midland Highway within the study area.

Figure 2 Midland Highway, looking south from King Street



Figure 3 Midland Highway, looking north from Red Bridge



To the north of the study area, Midland Highway provides a ghosted median and comprises a central travel lane and kerbside parking lane on both sides of the carriageway.

To the south of the study area, Midland Highway reduces to provide a single travel lane over the Red Bridge.

Exhibited

Figure 4 Midland Highway, looking north from Study Area



Figure 5 Midland Highway, looking south from Study Area



2.2.2 KING STREET

King Street is a local access street under the jurisdiction of Northern Midlands Council which extends in an east-west alignment through the north of the study area.

- To the east of Midland Highway, King Street has a reservation of approximately 30 metres width which accommodates a single two way carriageway of around 7.3 metres.
 Indented 90-degree car parking is provided between crossovers on both sides of the carriageway. Fully mountable kerb is provided between the carriageway and parking spaces, and a small barrier kerb is provided at the front of the spaces.
 A bitumen footpath is provided on the northern side of the reservation along the frontage of a supermarket on the northeastern corner of the intersection with Midland Highway.
 No footpath is provided on the southern side of the reservation.
 King Street terminates at a cul-de-sac approximately 200 metres east of Midland Highway.

Exhibited

Figure 6 King Street Eastern Leg, looking towards Midland Highway



- To the west of Midland Highway, King Street has a reservation of approximately 30 metres width which accommodates a single two way carriageway of around 15 metres width.

The carriageway initially provides a single travel lane in each direction and indented 90-degree car parking on its southern side, before reverting back to a width of 10 metres to the west of the indentation and permitting parallel kerbside parking along its southern side.

Indented 90-degree car parking between a fully mountable kerb and small barrier kerb is provided on the northern side.

A bitumen footpath is provided on the northern side of the reservation from Midland Highway to the western edge of an agricultural business.

A bitumen footpath is provided on the southern side of the reservation from Midland Highway to the western edge of a hotel, beyond which a concrete footpath has recently been constructed.

King Street west of Midland Highway intersects two local streets (Bridge Street and Glenelg Street) then terminates near Elizabeth River approximately 700 metres west of the Highway.

Figure 7 King Street Western Leg, looking towards Midland Highway



Exhibited

2.2.3 ESPLANADE

Esplanade is a local street under the jurisdiction of Northern Midlands Council that extends westward from Midland Highway along the northern side of Elizabeth River, just north of the Red Bridge.

Esplanade is a one-way (westbound) street that provides a sealed carriageway of around 5 metres width.

A concrete footpath and a few 90-degree parking spaces are provided at grade on the northern side of the reservation along the frontage of a historic Coaching Inn, beyond which a grassed verge is provided.

A grassed verge is provided on the southern side of the reservation to the western edge of the Red Bridge wall, beyond which a walking trail is provided.

Figure 8 Esplanade, as viewed from Midland Highway



2.3 INTERSECTIONS

2.3.1 MIDLAND HIGHWAY / KING STREET

King Street intersects Midland Highway as the minor east-west aligned legs of a four-way 'Give-Way' controlled cross intersection.

Each King Street leg approaches a single approach and departure lane.

Midland Highway through the intersection provides a 23 metre wide carriageway. No turn lanes are provided into King Street, however the exceptionally wide carriageway allows through vehicles to pass vehicles propped to turn right into the King Street legs.

All four corners provide pram ramps that direct pedestrians into the centre of the intersection rather than across the four intersection legs.

On the northern leg, a length of kerb is missing on the western side of the carriageway along the frontage of a retail business and a wide pram ramp is provided on the eastern side in front of a supermarket.

Both elements can assist in facilitating pedestrian movement across the highway, however can be blocked by vehicles permitted to park along either kerbside. A splitter island in the centre of Midland Highway further obstructs pedestrian movement.

On the southern leg, a similar wide pram ramp is provided on the western side of the highway and no pram ramp is provided on the eastern side.

Exhibited

Figure 9 Pram ramps directing pedestrians into intersection (L) & Missing kerb on western side northern leg (R)



Figure 10 Pedestrians staging atop northern leg island (L) & vehicle blocking wide ramp on southern leg (R)



2.3.2 MIDLAND HIGHWAY / ESPLANADE

Esplanade intersects the western side of Midland Highway just north of the Red Bridge. Esplanade accommodates one-way (westbound) movements and provides a single departure lane only.

The Midland Highway carriageway over Red Bridge provides a single lane in each direction, then widens as it passes through the intersection to its typical cross section through the study area.

Pram ramps are provided on both sides of Midland Highway to the north of the intersection, where pedestrians can cross its 23 metre wide carriageway.

Figure 11 Pram ramps on northern side of Esplanade Intersection



Exhibited

2.4 PREVIOUS WORKS NORTH OF STUDY AREA

Streetscape works have been partially completed and are still under construction to the north of the site between Queen Street and William Street.

These works have included:

- Removing the angle parking from the eastern side of Midland Highway along the Valentine Park frontage to allow for a widened verge with improved landscaping and the establishment of a parallel kerbside parking lane;
- Drainage works along the western side of Midland Highway between the travel and parallel parking lane;
- Various works at the intersection of Midland Highway / Queen Street / Commonwealth Lane, including:
 - The establishment of kerb outstands on all four corners to provide better pram ramps, new street furniture and landscaping;
 - The construction of a raised splitter islands on both Midland Highway legs, each of which will provide 'cut throughs' to accommodate east-west pedestrian movements;
 - The construction of a raised pedestrian (wombat) crossing on the eastern Commonwealth Lane leg (yet to commence);
- The construction of compliant DDA Accessible spaces along Queen Street;
- Parking bay reorientation and line-marking along Queen Street (partially completed).

These works have primarily been undertaken to provide an improved, safer and more connected pedestrian network through the area.

Photographs showing these various works are provided below.

Figure 12 Improved Pram Ramps at Queen St (L) & Midland Highway at Proposed Median Cut Through (R)



Figure 13 Midland Hwy, looking north to widened verge (L) & Queen St DDA spaces and Street Furniture (R)



Exhibited

2.5 EXISTING TRAFFIC CONDITIONS

2.5.1 MIDLAND HIGHWAY TRAFFIC VOLUMES

SALT has sourced typical two-way traffic volumes for Midland Highway in the vicinity of the site from the Department of State Growth Traffic Data website.

The website indicates there is a permanent 'Weight in Motion' station on Midland Highway between Esk Highway and Lake Leak Road, approximately 6.5 kilometres north of the study area.

Short term traffic count stations were also installed along Midland Highway towards the northern (160m south of Pedder St) and southern (370m south of Torlesse St) extents of Campbell Town in November, 2025.

The location of the traffic count stations are shown at Figure 2 below.

Figure 14 DSG Traffic Count Station Locations



The two-way traffic volume data from each of the stations is presented at below.

Table 1 DSG Traffic Count Data

Location	Date	Average Weekday Total Traffic			%HV
		N'bound	S'bound	Total	
Northern Counter (160m south of Pedder St)	November 2025	3,292	3,641	6,933	24.7%
Southern Counter (370m south of Torlesse St)	November 2025	2,970	3,001	6,095	23.4%
Permanent Counter (6.5 kilometres north of study area)	2025 (Yearly)	3,687	3,600	7,287	21.5%

The short-term traffic counters to the north and south of the study area suggests Midland Highway within Campbell Town carries a daily traffic volume of around 6,000 to 7,000 vehicles per day, which is split roughly evenly in both directions and comprises a little over 20% Heavy Vehicles.

2.5.2 MIDLAND HIGHWAY / KING STREET TURNING VOLUMES

SALT engaged Matrix Traffic & Transport Data to undertake peak hour turning movement counts at the intersection of Midland Highway with King Street on Friday 13th February, 2026 between the following times:

- 8:00am & 10:00am; and
- 12:00pm & 5:00pm

Exhibited

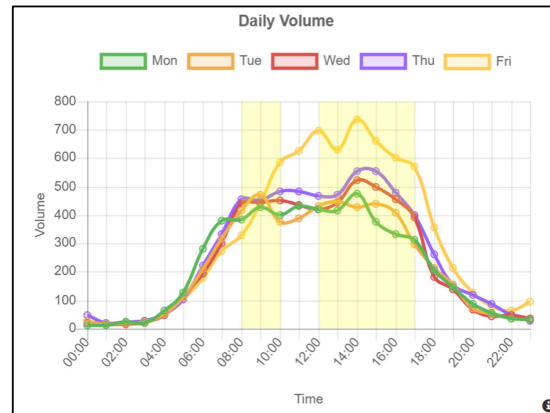
This date was chosen as it did not coincide with any school or public holiday periods or Industry RD0s.

The day of week (Friday) was chosen after reviewing the daily volume traffic data for the southern short-term counting station (right) which suggested Friday generated higher traffic volumes than all other weekdays.

The times of day (shown highlighted, right) were chosen to capture the typical weekday morning peak period, as well as the higher of the two afternoon peaks that may occur during a Friday.

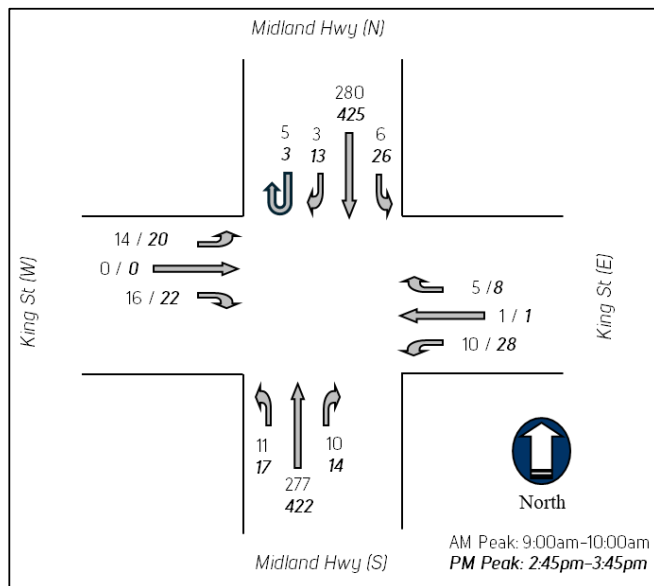
The surveys recorded the peak 1-hour periods of traffic activity at the following times:

- 9:00am – 10:00am; and
- 2:45pm – 3:45pm.



These volumes are presented at Figure 13, below.

Figure 15 Surveyed Traffic Volumes – Midland Highway / King Street



Based on the above, King Street west of Midland Highway carries 45 vehicle movements during the AM peak period and 73 vehicle movements during the PM peak period.

East of Midland Highway, King Street carries 32 vehicle movements during the AM peak period and 77 movements during the PM peak period.

2.5.3 EXISTING INTERSECTION OPERATION

SALT has reviewed the operation of the current intersection layout under the existing turning volumes at Figure 13 using SIDRA10 Intersection software.

This computer package measures the performance of an intersection using a range of parameters, as described below:

Degree of Saturation (D.O.S.) is the ratio of the volume of traffic observed making a particular movement compared to the maximum capacity for that movement.

Where an intersection is oversaturated, this indicates that not all traffic can pass through the control mechanism. Under such conditions, the degree of saturation would be greater than 1.0 (100%).

Exhibited

Austrroads "Guide to Traffic Management Part 3: Transport Study and Analysis Methods (AGTM3)" states that

"In practice the target degrees of saturation of 0.90 for signals, 0.85 for roundabouts and 0.80 for unsignalised intersections are generally agreed to.

These are usually called 'practical degrees of saturation.'

The **95th Percentile (95%ile) Queue** represents the maximum queue length, in metres, that can be expected in 95% of observed cycle lengths during the peak hour.

Average Delay is the delay time, in seconds, which can be expected over all vehicles making a particular movement in the peak hour.

Level of Service (L.O.S.) is a qualitative measure of traffic factors such as speed, volume of traffic, delays and freedom to manoeuvre.

Austrroads "Guide to Traffic Management Part 3: Transport Study and Analysis Methods (AGTM3)" states that the performance measure for defining LOS at an intersection is delay.

SIDRA assigns the Levels of Service ratings designated A to F at Table 2 to unsignalised intersections based on the average delay for all vehicle movements.

Table 2 Intersection Level of Service Ratings

L.O.S.	Average Delay per Vehicle (d) in seconds
A	$d \leq 10$
B	$10 < d \leq 15$
C	$15 < d \leq 25$
D	$25 < d \leq 35$
E	$35 < d \leq 50$
F	$50 < d$

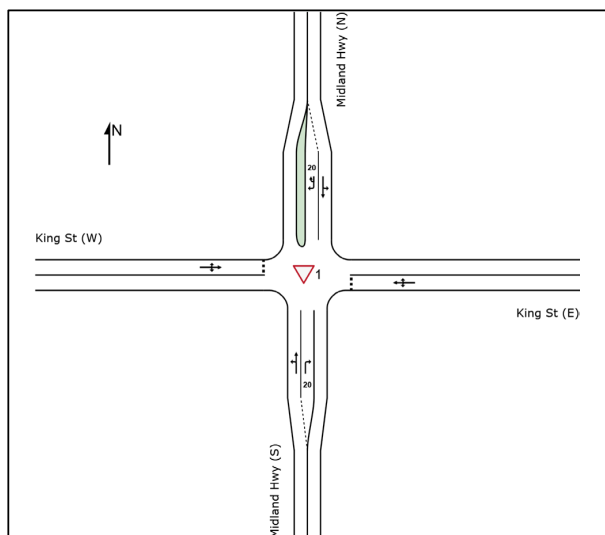
It is important to note that SIDRA provides LOS ratings at sign controlled intersections for individual movements and minor approaches only, as average delay is not a good LOS measure for major road movements with zero delays.

Whilst it is recognised that Midland Highway at the intersection is not line-marked as four lanes, it provides ample width for right-turning vehicles to prop near the centreline whilst allowing through vehicles to pass.

Accordingly, SALT has adopted the schematic layout at Figure 14 to assess the current operation of the intersection, which will allow vehicles to prop clear and cause no delays to through movements.

The key SIDRA outputs for both peak periods are summarised at Table 3

Figure 16 Existing Schematic Layout – Midland Hwy / King St Intersection



Exhibited

Table 3 Key SIDRA Outputs – Existing Schematic Layout

Approach	Movement	AM Peak Period			PM Peak Period		
		D.O.S	95 th %ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 th %ile Queue (m)	Average Delay (s) / LOS
Midland Hwy (S)	Left	0.18	0.0	5.9 (A)	0.25	0.0	5.7 (A)
	Through	0.18	0.0	0.0 (A)	0.25	0.0	0.1 (A)
	Right	0.10	0.3	6.7 (A)	0.01	0.4	7.2 (A)
King St (E)	Left	0.03	0.7	6.8 (A)	0.09	2.0	7.8 (A)
	Through	0.03	0.7	11.2 (B)	0.09	2.0	19.4 (C)
	Right	0.03	0.7	13.9 (B)	0.09	2.0	24.7 (C)
Midland Hwy (N)	Left	0.17	0.0	5.6 (A)	0.26	0.0	5.6 (A)
	Through	0.17	0.0	0.0 (A)	0.26	0.0	0.1 (A)
	Right	0.01	0.2	6.5 (A)	0.02	0.5	7.2 (A)
	U-Turn	0.01	0.2	8.7 (A)	0.02	0.5	10.1 (B)
King St (W)	Left	0.08	1.9	7.1 (A)	0.15	3.6	7.9 (A)
	Through	0.08	1.9	11.4 (B)	0.15	3.6	19.9 (C)
	Right	0.08	1.9	16.3 (C)	0.15	3.6	24.9 (C)
Intersection		0.18	1.9	1.2 (N/A)	0.26	3.6	1.7 (N/A)

The analysis suggests the intersection currently operates well below capacity during both peak periods.

On Midland Highway:

- There is no delay to through movements;
Delays to left and right-turning vehicles are minimal and generally only comprise geometric delay (i.e. the delay associated with a vehicle slowing, turning and accelerating) rather than stop line delay (i.e. the delay associated with a motorist waiting for a gap in opposing traffic in which to turn or cross); and
- Queue lengths do not exceed one (1) vehicle.

On King Street:

- Delays are greatest on the through and right-turn movements of both approaches.
These are greater during the afternoon peak period due to the higher traffic volumes on Midland Highway into which vehicles are required to turn or cross; and
- Queue lengths do not exceed one (1) vehicle.

Detailed SIDRA outputs are attached at APPENDIX 2.

Exhibited

3 PROPOSAL

Northern Midlands Council is proposing to undertake streetscape works along Midland Highway between King Street and Red Bridge to provide improved pedestrian facilities.

At the intersection of Midland Highway and King Street, these works include:

- The establishment of kerb outstands on all four corners to provide wider verge areas on Midland Highway, less carriageway pavement and shorter pedestrian crossing distances.
This includes constructing the missing section of kerb on the western side of Midland Highway, north of King Street;
- The construction of two new pram ramps on each corner, each of which will be aligned to direct pedestrians to cross a leg of the intersection (rather than directing pedestrians into the middle of the intersection); and
- The construction of splitter islands on the Midland Highway legs, both of which will provide 'cut through refuges' to allow the staging of east-west pedestrian movements over the highway;

Along King Street (West), these works include:

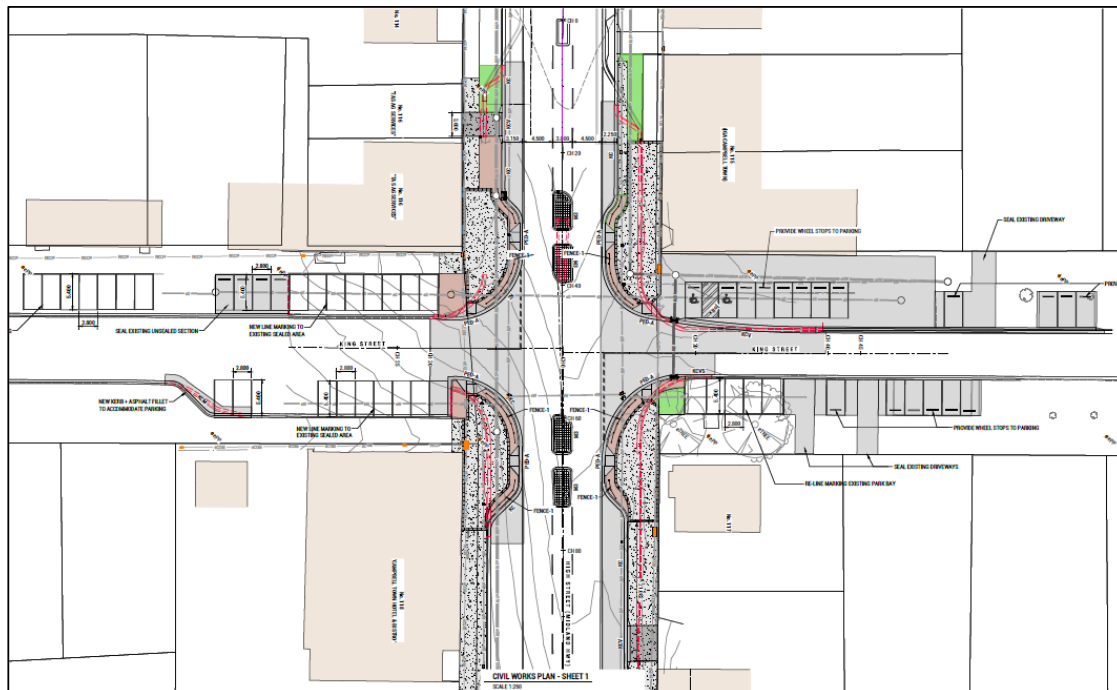
- Re-line marking the existing 90-degree car parking spaces on both sides of the carriageway;
- Sealing a small section of verge on the northern side of the carriageway (that is currently used for informal parking) to provide formalised 90-degree car parking spaces;
- Minor kerb and pavement works to the transition from 90-degree to parallel parking on the southern side of the carriageway, to provide 2 x 90-degree car parking spaces where informal parking currently occurs across the verge.

Along King Street (East), these works include:

- Sealing the 90-degree parking spaces along the northern side of the carriageway and installing wheel stops to prevent vehicle encroachment onto the footpath
- Conversion of the 1 x DDA Accessible space on the northern side of the carriageway into 2 x DDA Accessible spaces with dimensions that align with current design criteria;
- Sealing 90-degree parking spaces and driveways on both sides of the carriageway.

These works are shown in the excerpt from the development plans at Figure 17 below.

Figure 17 Proposed Midland Highway / King Street Works (Excerpt)



Exhibited

To the south of the King Street intersection, the following works are proposed:

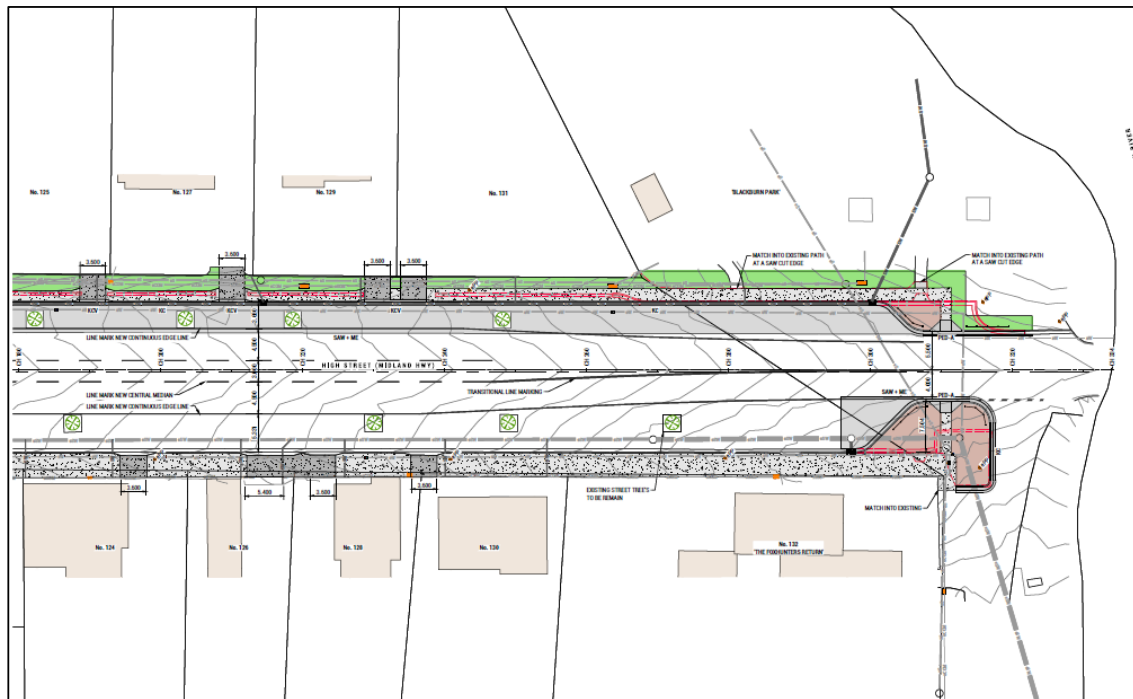
- The widening of the eastern Midland Highway verge and reconstruction of the vehicle crossings to abutting properties;
- The establishment of a new 3 metre wide ghosted median;
- Line-marking new continuous edge lines along the edge of the tree planter boxes to establish a single 4.5 metre wide travel lane in each direction; and
- Kerb infill and vehicle crossing reconstruction works along the western kerbside

At the intersection of Midland Highway and Esplanade:

- A new kerb outstand is proposed on the northwestern corner of the intersection to provide reduced pedestrian crossing distances.
- Widening of the verge on the eastern side of the carriageway;
- New pram crossings either side of Midland Highway; and
- Transitioning the ghosted median into 2 travel lanes as it approaches the Red Bridge.

The typical works along Midland Highway and the works at the Midland Highway / Esplanade intersection are shown in the excerpt from the development plans at Figure 18, below.

Figure 18 Proposed Midland Highway Works & Midland Highway / Esplanade Intersection Works (Excerpt)



These combined works will form the continuation of the partially constructed streetscape works north of the study area described in Section 2.4.

The modified Midland Highway and King Street intersection layout will closely reflect the modified layout of the Midland Highway and Queen Street intersection currently being reconstructed within that package of works.

Exhibited

4 DESIGN CONSIDERATIONS

SALT has undertaken a high level review of the development plans prepared by rare consulting.

(NOTE: SALT has not reviewed the functionality of the modified intersection design, which is required to be informed by swept path analysis using appropriate design and checking vehicles).

- The modifications to the Midland Highway and King Street intersection will result in:
 - 2 x 4.5 metre wide traffic lanes.
These widths are appropriate to accommodate heavy vehicles with appropriate clearances to adjacent kerbs and obstructions;
 - Pram crossings with a width of 1.5 metres.
 - These widths exceed the minimum width requirement outlined in the *Australian Standard Design for Access and Mobility (AS1428.1:2021)*; and
 - Pedestrian refuges with a minimum storage length of 3.0 metres.
 - These lengths are appropriate for both pedestrians and cyclists to store clear of the traffic lanes;

Most importantly, the changes will reduce pedestrian crossing distances on Midland Highway from a single

two-way carriageway of 23 metres width, to two (2) 4.5 metre wide one-way carriageway.

This arrangement reduces crossing distances, reduces crossing times, and will allow pedestrians to stage their movement so that they are only required to cross one stream of traffic at a time.

- The sealing and line-marking of car parking areas along King Street will yield 2.8m wide by 5.4m long 90-degree car parking spaces.

These dimensions exceed the 2.5m width required for town centre car parking in the *Australian Standard for On-Street Car Parking (AS2890.5:2020)*.

Similarly, the parking aisle width (measured from edge to edge of parking spaces on opposite sides of the carriageway) exceeds the 10.6m width requirement for parking to a low kerb on roads with a speed limit of 50km/h or less that carry less than 200 vehicles per hour as required by the standard

In reviewing the plans, the following recommendations are suggested:

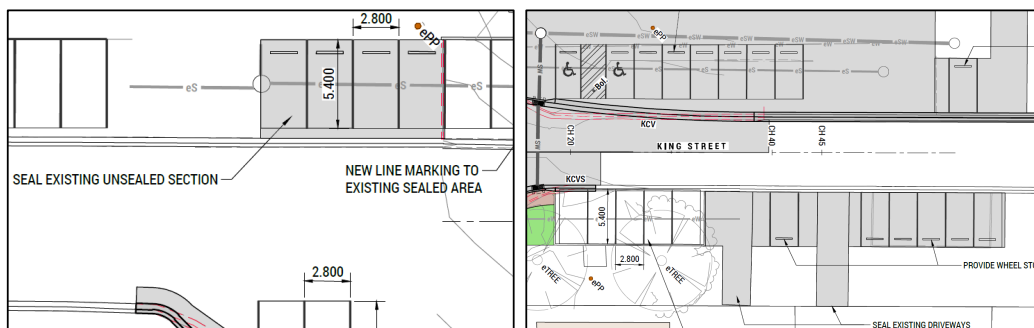
- The parking lane on the western side of Midland Highway south of King Street is shown to have a width of 5.33 metres. This closely aligns with the 5.4 metre length required for 90-degree car parking and could potentially be used as such.

It is recommended that parking signs along this length of carriageway have 'PARALLEL' stencilled at the bottom of the sign face to reinforce this method of parking.



- The 90-degree car parking spaces proposed to be formalised on the northern side of King Street (west) are shown at-grade with the verge, with wheel stops at the front of spaces to maintain a clear walking area between parked vehicles and the bounding properties (below left).

A similar arrangement is proposed along both sides of King Street (east), including within the DDA Accessible spaces on the northern side of the carriageway (below right).



Exhibited

Wheel stops present a tripping hazard, particularly if used irregularly throughout a car park design.

It is recommended that in each of these instances, the spaces be sealed to a low kerb that prevents vehicular intrusion onto the footpath.

This would mirror the arrangement already in place for the existing 90-degree parking space indentations.



Exhibited

5 DEVELOPMENT IMPACTS

5.1 TRAFFIC IMPACT

The subject proposal will reduce Midland Highway to a single lane in each direction where it passes through the King Street intersection.

As a result, there is no longer likely to be opportunity for northbound or southbound vehicles to pass vehicles propped to turn right into the minor King Street legs.

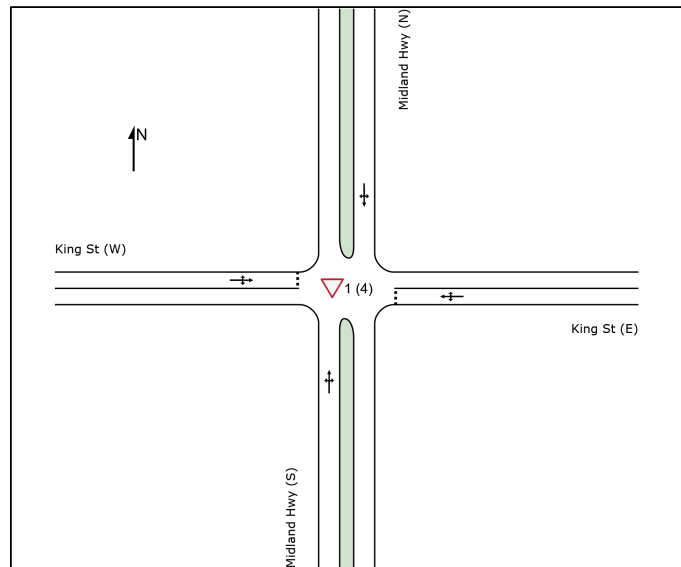
To assess the impact of this change, SALT has again assessed the operation of the intersection under the existing traffic volumes at Figure 13, albeit with the proposed intersection configuration presented in Figure 17.

In doing so, it is noted that the vehicles recorded undertaking a u-turn manoeuvre (north to north) at the intersection will no longer be able to do so.

Accordingly, these vehicle movements have been removed and included as right-turn (north to west) movements.

The schematic layout for the revised intersection arrangement is presented at Figure 19.

Figure 19 Proposed Intersection Schematic Layout



The key SIDRA outputs are presented for comparison with the outputs from our existing conditions analysis at Table 4.

Table 4 Comparison of Existing & Post-Development SIDRA Outputs

Peak	Approach	Movement	Existing Layout			Proposed Layout		
			D.O.S	95 th %ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 th %ile Queue (m)	Average Delay (s) / LOS
AM Peak	Midland Hwy (S)	Left	0.18	0.0	5.9 (A)	0.17	1.0	6.6 (A)
		Through	0.18	0.0	0.0 (A)	0.17	1.0	0.1 (A)
		Right	0.10	0.3	6.7 (A)	0.17	1.0	7.1 (A)
	King St (E)	Left	0.03	0.7	6.8 (A)	0.0	0.5	6.5 (A)
		Through	0.03	0.7	11.2 (B)	0.0	0.5	8.0 (A)
		Right	0.03	0.7	13.9 (B)	0.0	0.5	9.8 (A)
	Midland Hwy (N)	Left	0.17	0.0	5.6 (A)	0.16	0.7	6.4 (A)
		Through	0.17	0.0	0.0 (A)	0.16	0.7	0.1 (A)
		Right	0.01	0.2	6.5 (A)	0.16	0.7	6.8 (A)
		U-Turn	0.01	0.2	8.7 (A)	-	-	-
	King St (W)	Left	0.08	1.9	7.1 (A)	0.05	1.3	6.8 (A)
		Through	0.08	1.9	11.4 (B)	0.05	1.3	8.1 (A)
		Right	0.08	1.9	16.3 (C)	0.05	1.3	11.1 (B)
Intersection			0.18	1.9	1.2 (N/A)	1.2 (N/A)	1.3	1.1 (N/A)

Exhibited

Peak	Approach	Movement	Existing Layout			Proposed Layout		
			D.O.S	95 th ile Queue (m)	Average Delay (s) / LOS	D.O.S	95 th ile Queue (m)	Average Delay (s) / LOS
PM Peak	Midland Hwy (S)	Left	0.25	0.0	5.7 (A)	0.25	1.5	6.9 (A)
		Through	0.25	0.0	0.1 (A)	0.25	1.5	0.1 (A)
		Right	0.01	0.4	7.2 (A)	0.25	1.5	7.8 (A)
	King St (E)	Left	0.09	2.0	7.8 (A)	0.06	1.3	7.3 (A)
		Through	0.09	2.0	19.4 (C)	0.06	1.3	11.5 (B)
		Right	0.09	2.0	24.7 (C)	0.06	1.3	14.5 (B)
	Midland Hwy (N)	Left	0.26	0.0	5.6 (A)	0.25	1.7	6.6 (A)
		Through	0.26	0.0	0.1 (A)	0.25	1.7	0.1 (A)
		Right	0.02	0.5	7.2 (A)	0.25	1.7	7.8 (A)
		U-Turn	0.02	0.5	10.1 (B)	-	-	-
	King St (W)	Left	0.15	3.6	7.9 (A)	0.09	2.1	7.3 (A)
		Through	0.15	3.6	19.9 (C)	0.09	2.1	11.8 (B)
		Right	0.15	3.6	24.9 (C)	0.09	2.1	14.6 (B)
	Intersection		0.26	3.6	1.7 (N/A)	1.7 (N/A)	2.1	1.4 (N/A)

The analysis suggests there will be an incremental increase in average delay (i.e. up to 0.1 seconds) to through movements along Midland Highway, caused by the occasional propping of vehicles waiting to turn right into either High Street leg.

When this occurs, a queue no greater than one (1) vehicle is expected to form.

On the King Street legs, the average delay to vehicles travelling straight through the intersection or turning right onto Midland Highway is expected to decrease.

This is due to the narrowing of the Midland Highway carriageway, which reduces the crossing and turning distances of these movements allowing SIDRA to adopt smaller 'gap acceptance' and 'follow-up headway' parameters (time gaps in opposing vehicles streams) for vehicles to undertake these manoeuvres.

Based on the above, the proposed intersection works will have no significant adverse impacts on arterial movements through Campbell Town, and will benefit local traffic crossing or turning from King Street.

5.2 PARKING IMPACTS

Based on a review of the development plans, the kerb outstand works around the intersection of Midland Highway and King Street will result in a loss of approximately 4 parallel car parking spaces (-4 spaces).

This loss will be offset by the proposed pavement works along King Street, which will formalise approximately 4 additional 90-degree car parking spaces to the west of Midland Highway, and approximately 6 additional 90-degree car parking spaces to the east of Midland Highway (+10 spaces).

To the south of the intersection, the widening of the verge along the eastern side of Midland Highway will prevent approximately 5 vehicles from parking in a parallel alignment between the tree planter boxes and existing kerb (through the practicality of vehicles parking in these locations is questionable). A further space will be lost from the western side of Midland Highway to allow for the construction of the kerb outstand north of Esplanade (-6 spaces).

Based on the above, there is anticipated to be no net change to the on-street car parking supply in the study area as a result of the proposed works.

Exhibited

6 CONCLUSION

SALT has been engaged by Northern Midlands Council to review the traffic engineering impacts of proposed streetscape works at the intersection of Midland Highway and King Street, and along Midland Highway (between King Street and Red Bridge) in Campbell Town.

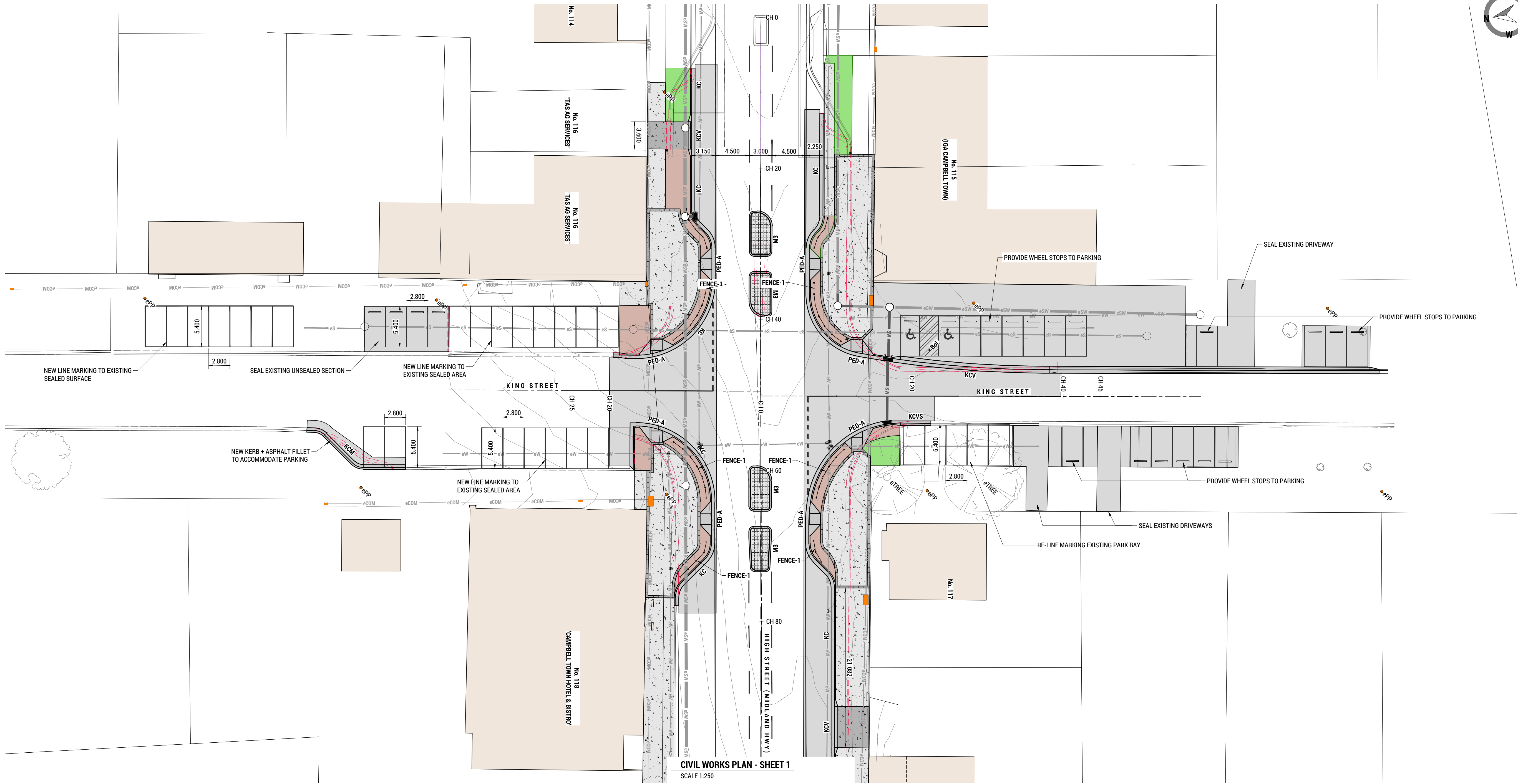
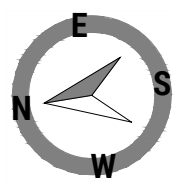
Based on the foregoing:

- The works will form the continuation of streetscape and intersection works that have been completed north of the site around the Midland Highway and Queen Street intersection;
- The removal of excessive / redundant pavement from Midland Highway will significantly improve the level of safety afforded to pedestrian within Campbell Town; and
- The modifications to the Midland Highway and King Street intersection will not detrimentally impact the arterial role of Midland Highway through the study area.

Exhibited

APPENDIX 1 DEVELOPMENT PLANS

Exhibited



CIVIL WORKS PLAN - SHEET 1
SCALE 1:250

LEGEND	
	HOTMIX - TRAFFICABLE
	CONCRETE - TRAFFICABLE
	CONCRETE - PEDESTRIAN
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN
	GRASSED AREA
	MULCHED LANDSCAPED AREA
	EXISTING KERB TO BE DEMOLISHED
	KC KERB & CHANNEL KCV KERB & CHANNEL VEHICULAR KCM KERB & CHANNEL MOUNTABLE VEE 0.6m WIDE VEE CHANNEL M3 DSG MOUNTABLE KERB PED PEDESTRIAN ACCESS RAMP Bol BOLLARD FENCE-1 PEDESTRIAN FENCE SAW SAW CUT ME MATCH EXISTING ePP EXISTING POWER POLE

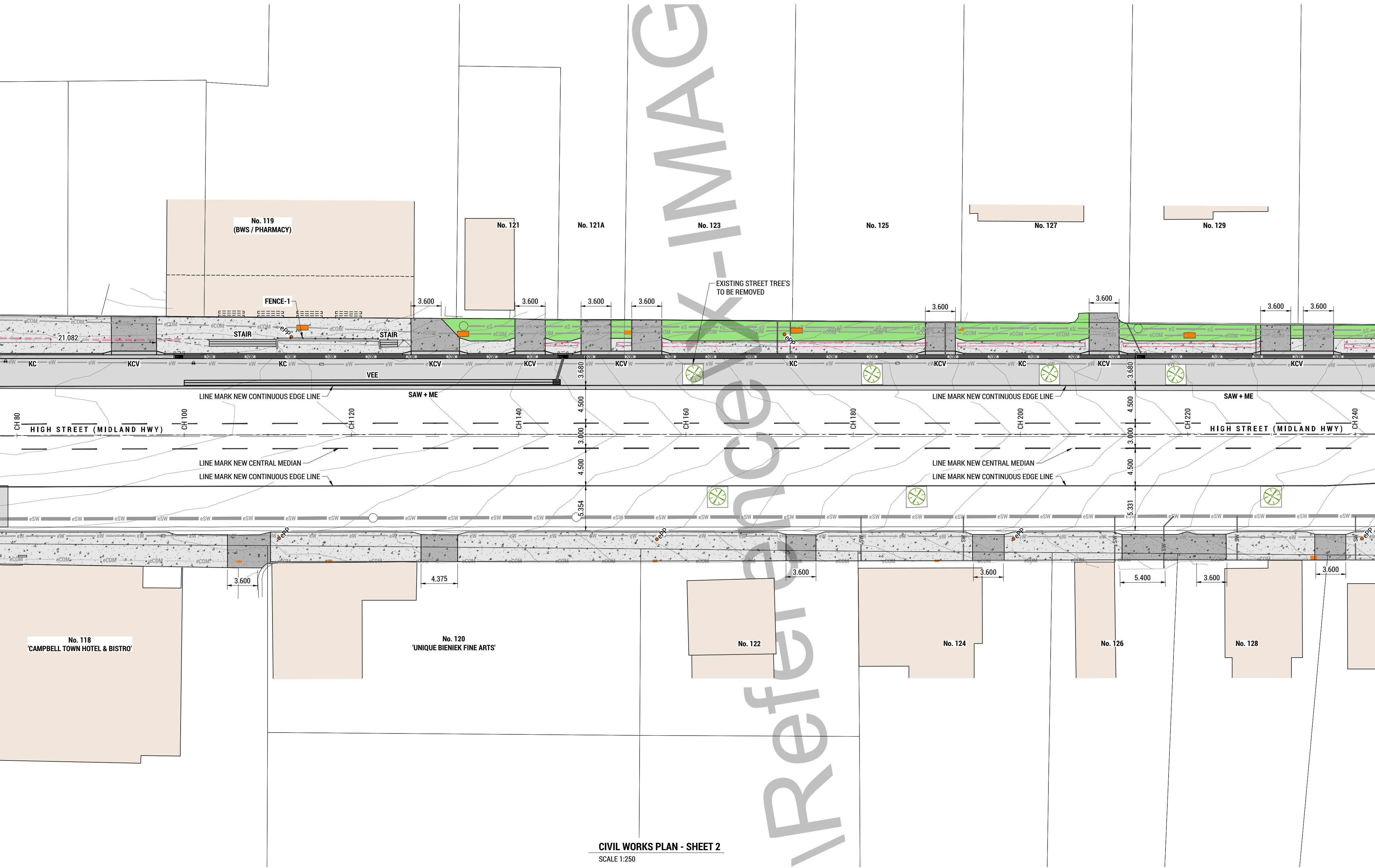
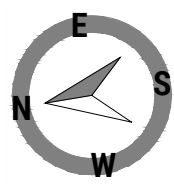


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 1
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA01 REV: A

Exhibited



CIVIL WORKS PLAN - SHEET 2
SCALE 1:250

LEGEND

	HOTMIX - TRAFFICABLE
	CONCRETE - TRAFFICABLE
	CONCRETE - PEDESTRIAN
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN
	GRASSED AREA
	MULCHED LANDSCAPED AREA
	EXISTING KERB TO BE DEMOLISHED

KC	KERB & CHANNEL
KCV	KERB & CHANNEL VEHICULAR
KCM	KERB & CHANNEL MOUNTABLE
VEE	0.6m WIDE VEE CHANNEL
M3	DSG MOUNTABLE KERB
PED	PEDESTRIAN ACCESS RAMP
Bol	BOLLARD
FENCE-1	PEDESTRIAN FENCE
SAW	SAW CUT
ME	MATCH EXISTING
ePP	EXISTING POWER POLE

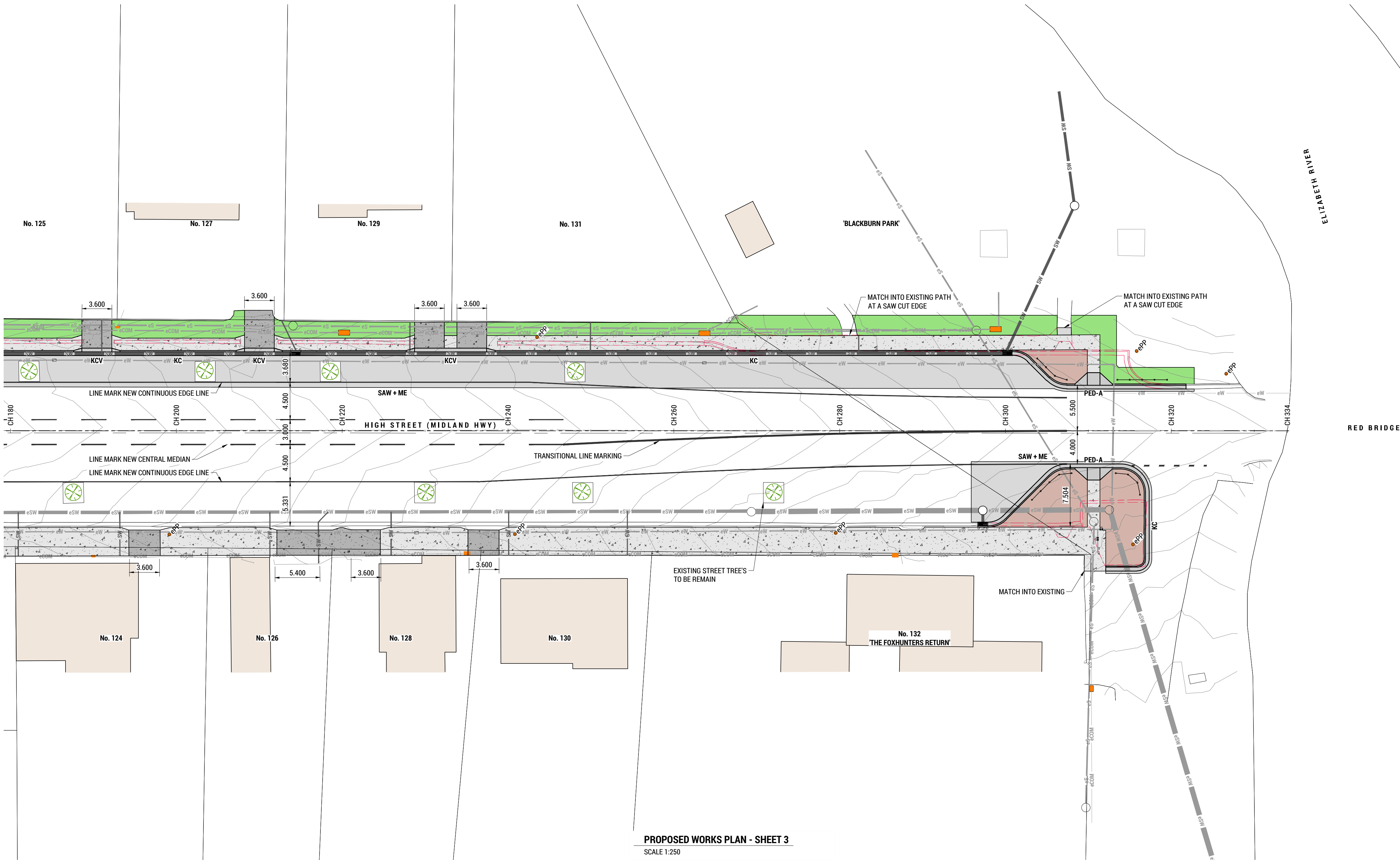
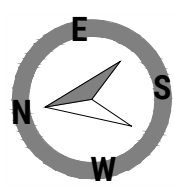


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA02 REV: A

Exhibited



LEGEND	
	HOTMIX - TRAFFICABLE
	CONCRETE - TRAFFICABLE
	CONCRETE - PEDESTRIAN
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN
	GRASSED AREA
	MULCHED LANDSCAPED AREA
	EXISTING KERB TO BE DEMOLISHED
	KC KERB & CHANNEL
	KCV KERB & CHANNEL VEHICULAR
	KCM KERB & CHANNEL MOUNTABLE
	VEE 0.6m WIDE VEE CHANNEL
	M3 DSG MOUNTABLE KERB
	PED PEDESTRIAN ACCESS RAMP
	Bol BOLLARD
	FENCE-1 PEDESTRIAN FENCE
	SAW SAW CUT
	ME MATCH EXISTING
	ePP EXISTING POWER POLE

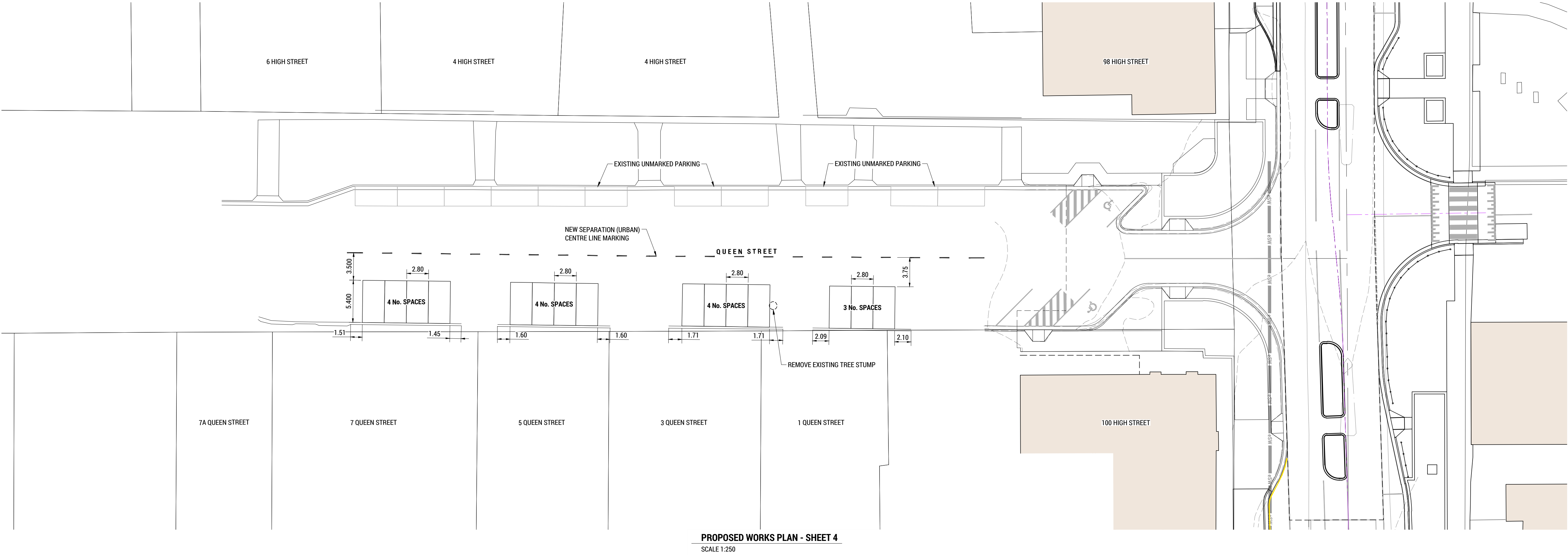
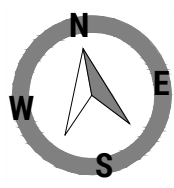


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 3
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA03 REV: A

Exhibited



PROPOSED WORKS PLAN - SHEET 4
SCALE 1:250

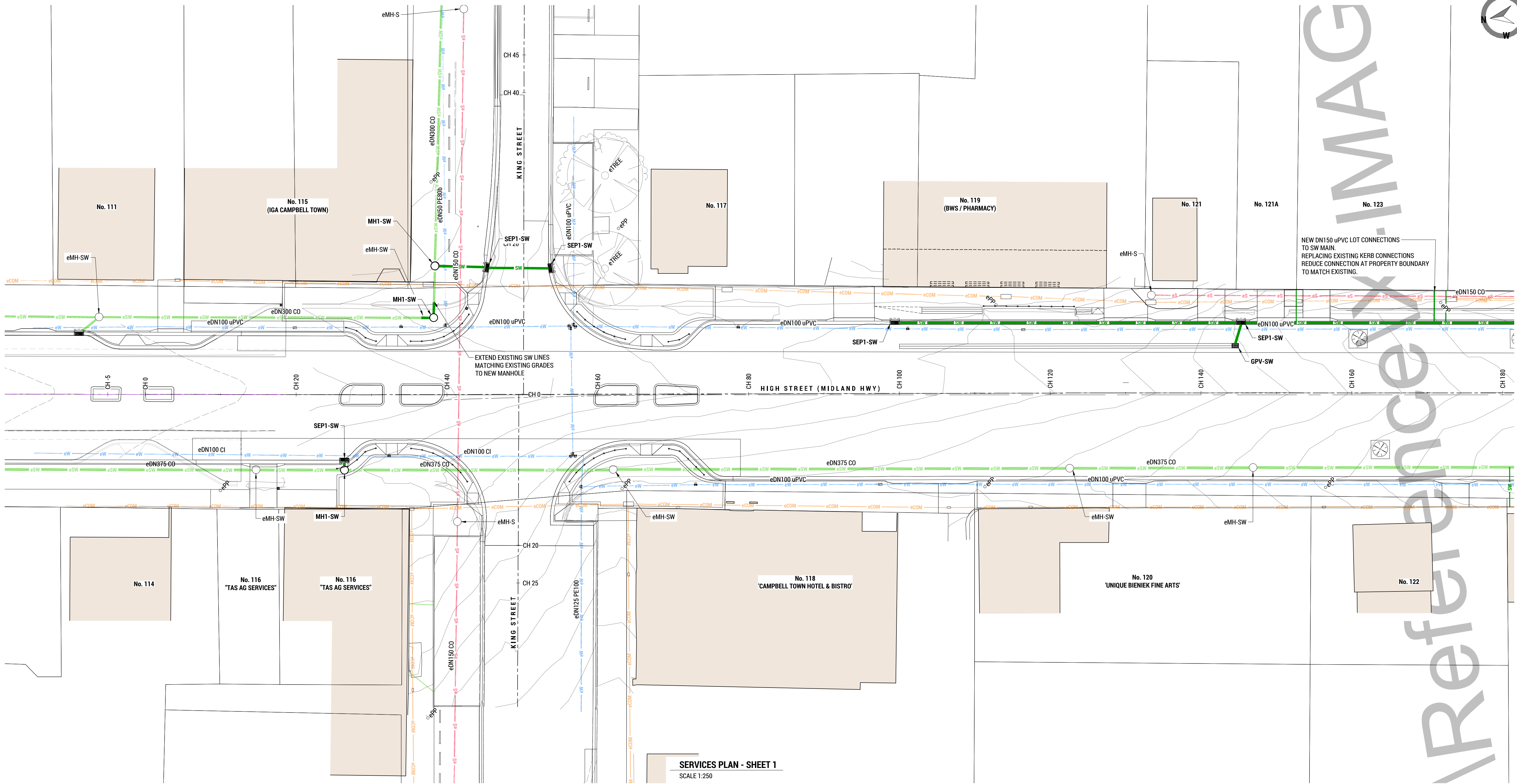


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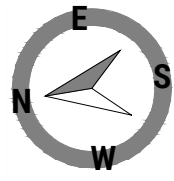
CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 4
PROJECT: STREETSCAPE	
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	
SCALE: 1:250	SHEET SIZE: A1 DWGs IN SET: -
PROJECT No: 251023	DWG No: CDA04 REV: A

Exhibited



IMAG

Reference



LEGEND			
	EXISTING STORM WATER MAIN		SEWER MANHOLE
	PROPOSED STORMWATER MAIN		STORMWATER MANHOLE
	EXISTING SEWER MAIN		SIDE ENTRY PIT
	PROPOSED SEWER MAIN		HEADWALL
	PROPOSED AG DRAIN		GRATED PIT
	EXISTING WATER MAIN		GRATED VEE PIT
	PROPOSED WATER MAIN		EXISTING FIRE PLUG
			EXISTING STOP VALVE
			EXISTING WATER METER

SERVICES PLAN - SHEET 1
SCALE 1:250

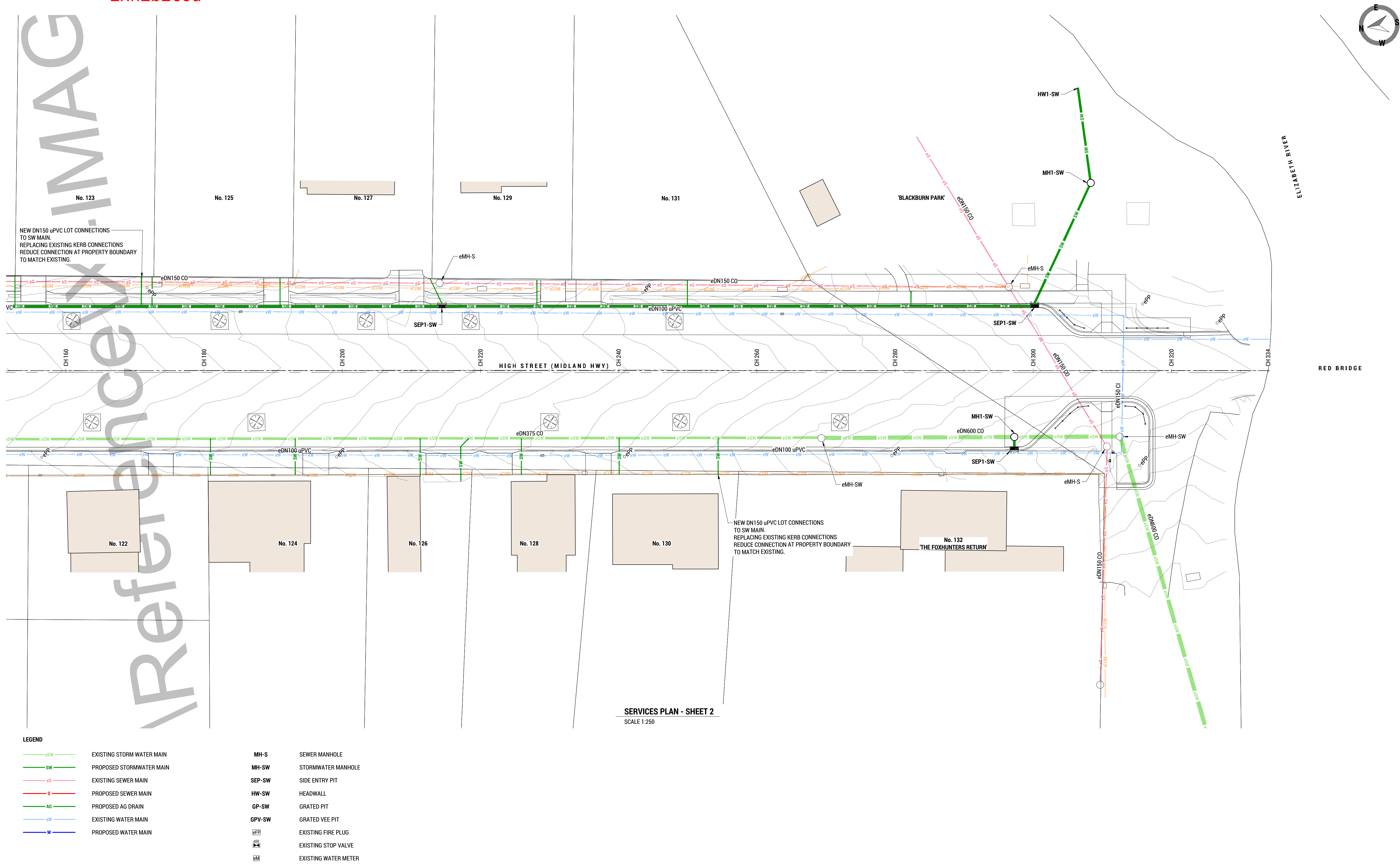


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 1
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA11REV: A

Exhibited



SERVICES PLAN - SHEET 2
SCALE 1:250

LEGEND			
	EXISTING STORM WATER MAIN		MH-S
	PROPOSED STORMWATER MAIN		MH-SW
	EXISTING SEWER MAIN		SEP-SW
	PROPOSED SEWER MAIN		HW-SW
	PROPOSED AG DRAIN		GP-SW
	EXISTING WATER MAIN		GPV-SW
	PROPOSED WATER MAIN		
			EXISTING FIRE PLUG
			EXISTING STOP VALVE
			EXISTING WATER METER

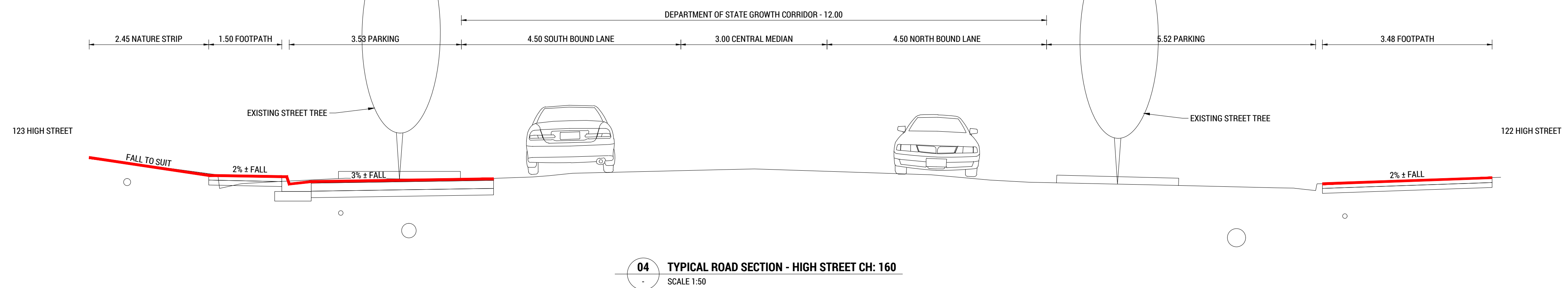
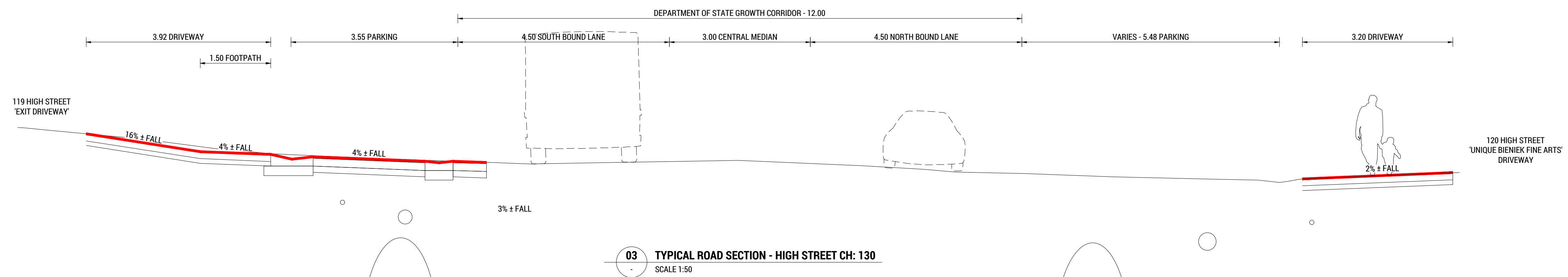
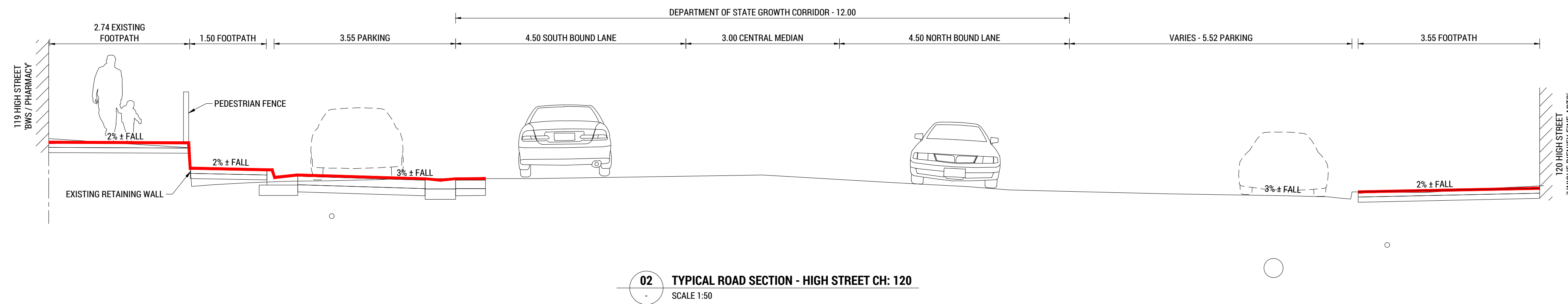
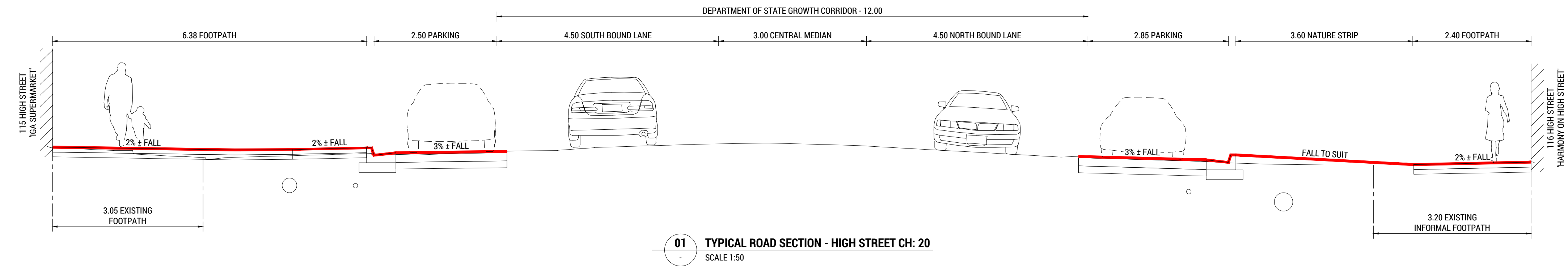


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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 2
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWG's IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA12REV: A

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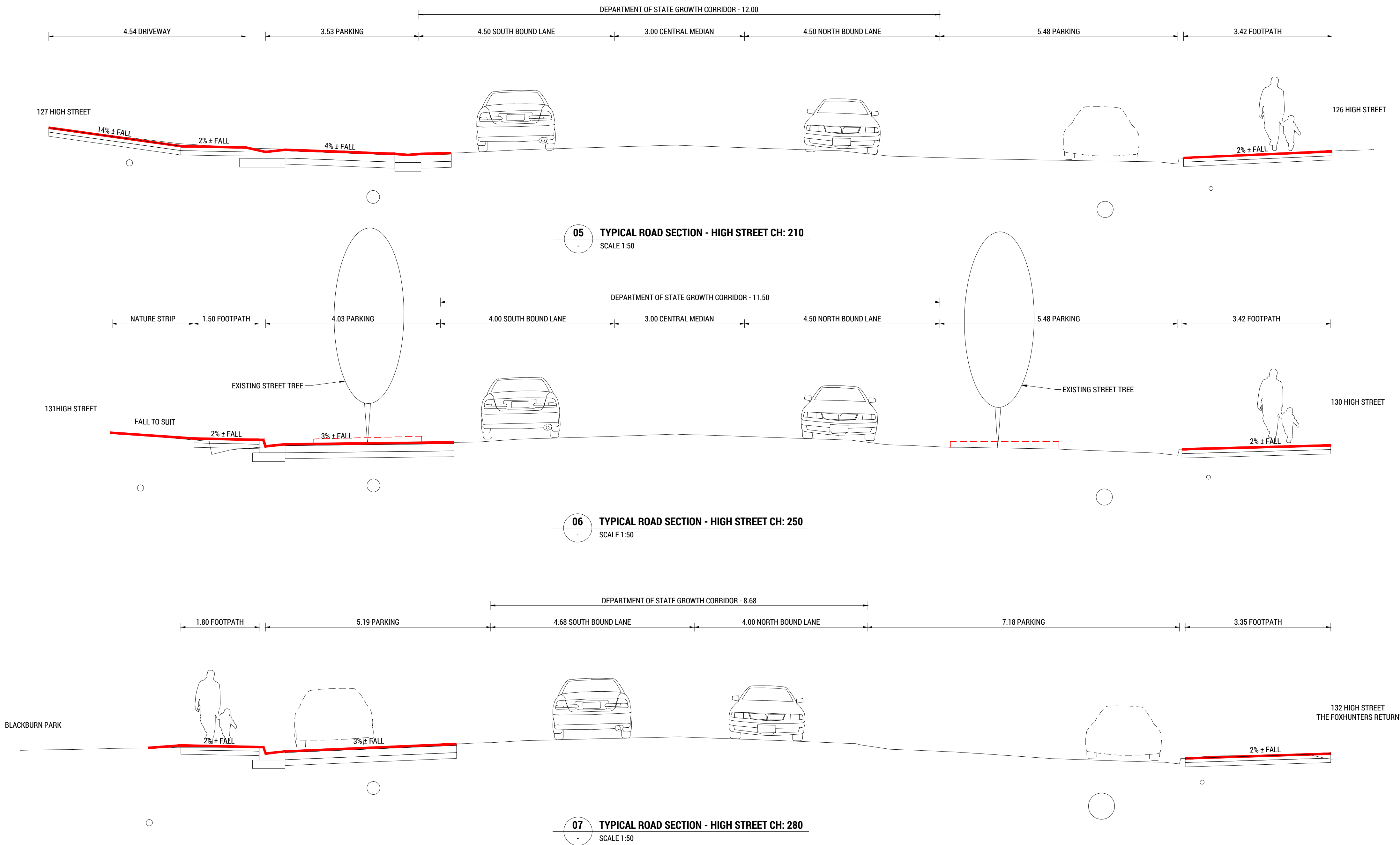
CLIENT: **NORTHERN MIDLANDS COUNCIL**

PROJECT: **STREETSCAPE**

ADDRESS: **HIGH ST (QUEEN ST - RED BRIDGE)**
CAMPBELL TOWN

TITLE: TYPICAL SECTIONS - SHEET 1	
SCALE: 1:50	SHEET SIZE: A1 DWG's IN SET: -
PROJECT No: 251023	DWG No: CDA22 REV: A

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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: TYPICAL SECTIONS - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:50 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA22REV: A

Exhibited

APPENDIX 2 SIDRA OUTPUTS

Exhibited

MOVEMENT SUMMARY



Site: [1] AM Ex (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

MiKi AM Peak

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Stop Rate	Eff. Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m					km/h
South: Midland Hwy (S)																
1	L2	All MCs	12	27.3	12	27.3	0.175	5.9	LOS A	0.0	0.0	0.00	0.02	0.00	0.00	55.9
2	T1	All MCs	292	15.9	292	15.9	0.175	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	0.00	59.7
3	R2	All MCs	11	10.0	11	10.0	0.009	6.7	LOS A	0.0	0.3	0.40	0.58	0.40	0.40	51.2
Approach			314	16.1	314	16.1	0.175	0.5	NA	0.0	0.3	0.01	0.04	0.01	0.01	59.2
East: King St (E)																
4	L2	All MCs	11	0.0	11	0.0	0.028	6.8	LOS A	0.1	0.7	0.51	0.65	0.51	0.51	50.2
5	T1	All MCs	1	0.0	1	0.0	0.028	11.2	LOS B	0.1	0.7	0.51	0.65	0.51	0.51	50.5
6	R2	All MCs	5	0.0	5	0.0	0.028	13.9	LOS B	0.1	0.7	0.51	0.65	0.51	0.51	50.1
Approach			17	0.0	17	0.0	0.028	9.3	LOS A	0.1	0.7	0.51	0.65	0.51	0.51	50.2
North: Midland Hwy (N)																
7	L2	All MCs	6	0.0	6	0.0	0.171	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	0.00	57.3
8	T1	All MCs	295	13.6	295	13.6	0.171	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	0.00	59.8
9	R2	All MCs	3	0.0	3	0.0	0.009	6.5	LOS A	0.0	0.2	0.42	0.61	0.42	0.42	51.0
9u	U	All MCs	5	0.0	5	0.0	0.009	8.7	LOS A	0.0	0.2	0.42	0.61	0.42	0.42	50.8
Approach			309	12.9	309	12.9	0.171	0.4	NA	0.0	0.2	0.01	0.03	0.01	0.01	59.4
West: King St (W)																
10	L2	All MCs	15	7.1	15	7.1	0.076	7.1	LOS A	0.3	1.9	0.58	0.75	0.58	0.58	48.2
11	T1	All MCs	1	0.0	1	0.0	0.076	11.4	LOS B	0.3	1.9	0.58	0.75	0.58	0.58	48.8
12	R2	All MCs	17	12.5	17	12.5	0.076	16.3	LOS C	0.3	1.9	0.58	0.75	0.58	0.58	47.8
Approach			33	9.7	33	9.7	0.076	12.0	LOS B	0.3	1.9	0.58	0.75	0.58	0.58	48.0
All Vehicles			673	13.9	673	13.9	0.175	1.2	NA	0.3	1.9	0.05	0.09	0.05	0.05	58.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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PM

Project: Y:\2025\25696 - Campbell Town Streetscape Works\07 Analysis\25696SID001.sipx

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MOVEMENT SUMMARY



Site: [1 (5)] PM Ex (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

MiKi AM Peak

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Stop Rate	Eff. Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m					km/h
South: Midland Hwy (S)																
1	L2	All MCs	18	11.8	18	11.8	0.252	5.7	LOS A	0.0	0.0	0.00	0.02	0.00	0.00	56.6
2	T1	All MCs	444	6.4	444	6.4	0.252	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	0.00	59.7
3	R2	All MCs	15	0.0	15	0.0	0.013	7.2	LOS A	0.1	0.4	0.48	0.63	0.48	0.48	51.3
Approach			477	6.4	477	6.4	0.252	0.5	NA	0.1	0.4	0.01	0.04	0.01	0.01	59.2
East: King St (E)																
4	L2	All MCs	29	0.0	29	0.0	0.086	7.8	LOS A	0.3	2.0	0.61	0.78	0.61	0.61	48.5
5	T1	All MCs	1	0.0	1	0.0	0.086	19.4	LOS C	0.3	2.0	0.61	0.78	0.61	0.61	48.9
6	R2	All MCs	8	0.0	8	0.0	0.086	24.7	LOS C	0.3	2.0	0.61	0.78	0.61	0.61	48.5
Approach			39	0.0	39	0.0	0.086	11.8	LOS B	0.3	2.0	0.61	0.78	0.61	0.61	48.5
North: Midland Hwy (N)																
7	L2	All MCs	27	0.0	27	0.0	0.257	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	0.00	57.1
8	T1	All MCs	447	6.1	447	6.1	0.257	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	0.00	59.5
9	R2	All MCs	14	0.0	14	0.0	0.017	7.2	LOS A	0.1	0.5	0.49	0.64	0.49	0.49	51.1
9u	U	All MCs	3	0.0	3	0.0	0.017	10.1	LOS B	0.1	0.5	0.49	0.64	0.49	0.49	50.8
Approach			492	5.6	492	5.6	0.257	0.6	NA	0.1	0.5	0.02	0.06	0.02	0.02	59.0
West: King St (W)																
10	L2	All MCs	21	0.0	21	0.0	0.154	7.9	LOS A	0.5	3.6	0.72	0.88	0.72	0.72	45.4
11	T1	All MCs	1	0.0	1	0.0	0.154	19.9	LOS C	0.5	3.6	0.72	0.88	0.72	0.72	45.8
12	R2	All MCs	23	0.0	23	0.0	0.154	24.9	LOS C	0.5	3.6	0.72	0.88	0.72	0.72	45.3
Approach			45	0.0	45	0.0	0.154	16.9	LOS C	0.5	3.6	0.72	0.88	0.72	0.72	45.4
All Vehicles			1053	5.5	1053	5.5	0.257	1.7	NA	0.5	3.6	0.07	0.11	0.07	0.07	57.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY



Site: [1 (3)] AM Post (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

MiKi AM Peak

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Stop Rate	Eff. Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m					km/h
South: Midland Hwy (S)																
1	L2	All MCs	12	27.3	12	27.3	0.171	6.6	LOS A	0.1	1.0	0.05	0.07	0.05	0.05	55.7
2	T1	All MCs	292	15.9	292	15.9	0.171	0.1	LOS A	0.1	1.0	0.05	0.07	0.05	0.05	59.4
3	R2	All MCs	11	10.0	11	10.0	0.171	7.1	LOS A	0.1	1.0	0.05	0.07	0.05	0.05	56.5
Approach			314	16.1	314	16.1	0.171	0.6	NA	0.1	1.0	0.05	0.07	0.05	0.05	59.2
East: King St (E)																
4	L2	All MCs	11	0.0	11	0.0	0.020	6.5	LOS A	0.1	0.5	0.44	0.61	0.44	0.44	51.3
5	T1	All MCs	1	0.0	1	0.0	0.020	8.0	LOS A	0.1	0.5	0.44	0.61	0.44	0.44	51.7
6	R2	All MCs	5	0.0	5	0.0	0.020	9.8	LOS A	0.1	0.5	0.44	0.61	0.44	0.44	51.3
Approach			17	0.0	17	0.0	0.020	7.7	LOS A	0.1	0.5	0.44	0.61	0.44	0.44	51.3
North: Midland Hwy (N)																
7	L2	All MCs	6	0.0	6	0.0	0.164	6.4	LOS A	0.1	0.7	0.04	0.05	0.04	0.04	57.1
8	T1	All MCs	295	13.6	295	13.6	0.164	0.1	LOS A	0.1	0.7	0.04	0.05	0.04	0.04	59.5
9	R2	All MCs	8	0.0	8	0.0	0.164	6.8	LOS A	0.1	0.7	0.04	0.05	0.04	0.04	57.1
Approach			309	12.9	309	12.9	0.164	0.4	NA	0.1	0.7	0.04	0.05	0.04	0.04	59.4
West: King St (W)																
10	L2	All MCs	15	7.1	15	7.1	0.051	6.8	LOS A	0.2	1.3	0.49	0.68	0.49	0.49	50.1
11	T1	All MCs	1	0.0	1	0.0	0.051	8.1	LOS A	0.2	1.3	0.49	0.68	0.49	0.49	50.8
12	R2	All MCs	17	12.5	17	12.5	0.051	11.1	LOS B	0.2	1.3	0.49	0.68	0.49	0.49	49.9
Approach			33	9.7	33	9.7	0.051	9.1	LOS A	0.2	1.3	0.49	0.68	0.49	0.49	50.1
All Vehicles			673	13.9	673	13.9	0.171	1.1	NA	0.2	1.3	0.07	0.11	0.07	0.07	58.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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Project: Y:\2025\25696 - Campbell Town Streetscape Works\07 Analysis\25696SID001.sipx

Exhibited

MOVEMENT SUMMARY



Site: [1 (4)] PM Post (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

MiKi AM Peak

Site Category: (None)

Give-Way (Two-Way)

Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Stop Rate	Eff. Rate	Number of Cycles to Depart	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]					
			veh/h	%	veh/h	%	v/c	sec		veh	m					km/h
South: Midland Hwy (S)																
1	L2	All MCs	18	11.8	18	11.8	0.247	6.9	LOS A	0.2	1.5	0.06	0.09	0.06	0.06	56.4
2	T1	All MCs	444	6.4	444	6.4	0.247	0.1	LOS A	0.2	1.5	0.06	0.09	0.06	0.06	59.4
3	R2	All MCs	15	0.0	15	0.0	0.247	7.8	LOS A	0.2	1.5	0.06	0.09	0.06	0.06	56.9
Approach			477	6.4	477	6.4	0.247	0.6	NA	0.2	1.5	0.06	0.09	0.06	0.06	59.2
East: King St (E)																
4	L2	All MCs	29	0.0	29	0.0	0.056	7.3	LOS A	0.2	1.3	0.54	0.71	0.54	0.54	50.4
5	T1	All MCs	1	0.0	1	0.0	0.056	11.5	LOS B	0.2	1.3	0.54	0.71	0.54	0.54	50.8
6	R2	All MCs	8	0.0	8	0.0	0.056	14.5	LOS B	0.2	1.3	0.54	0.71	0.54	0.54	50.4
Approach			39	0.0	39	0.0	0.056	8.9	LOS A	0.2	1.3	0.54	0.71	0.54	0.54	50.4
North: Midland Hwy (N)																
7	L2	All MCs	27	0.0	27	0.0	0.254	6.6	LOS A	0.2	1.7	0.06	0.10	0.06	0.06	56.8
8	T1	All MCs	447	6.1	447	6.1	0.254	0.1	LOS A	0.2	1.7	0.06	0.10	0.06	0.06	59.2
9	R2	All MCs	17	0.0	17	0.0	0.254	7.8	LOS A	0.2	1.7	0.06	0.10	0.06	0.06	56.7
Approach			492	5.6	492	5.6	0.254	0.8	NA	0.2	1.7	0.06	0.10	0.06	0.06	59.0
West: King St (W)																
10	L2	All MCs	21	0.0	21	0.0	0.092	7.3	LOS A	0.3	2.1	0.60	0.80	0.60	0.60	48.9
11	T1	All MCs	1	0.0	1	0.0	0.092	11.8	LOS B	0.3	2.1	0.60	0.80	0.60	0.60	49.3
12	R2	All MCs	23	0.0	23	0.0	0.092	14.6	LOS B	0.3	2.1	0.60	0.80	0.60	0.60	48.9
Approach			45	0.0	45	0.0	0.092	11.1	LOS B	0.3	2.1	0.60	0.80	0.60	0.60	48.9
All Vehicles			1053	5.5	1053	5.5	0.254	1.4	NA	0.3	2.1	0.10	0.15	0.10	0.10	58.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options 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 (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).

Two-Way Sign Control Capacity Model: SIDRA Standard.

Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

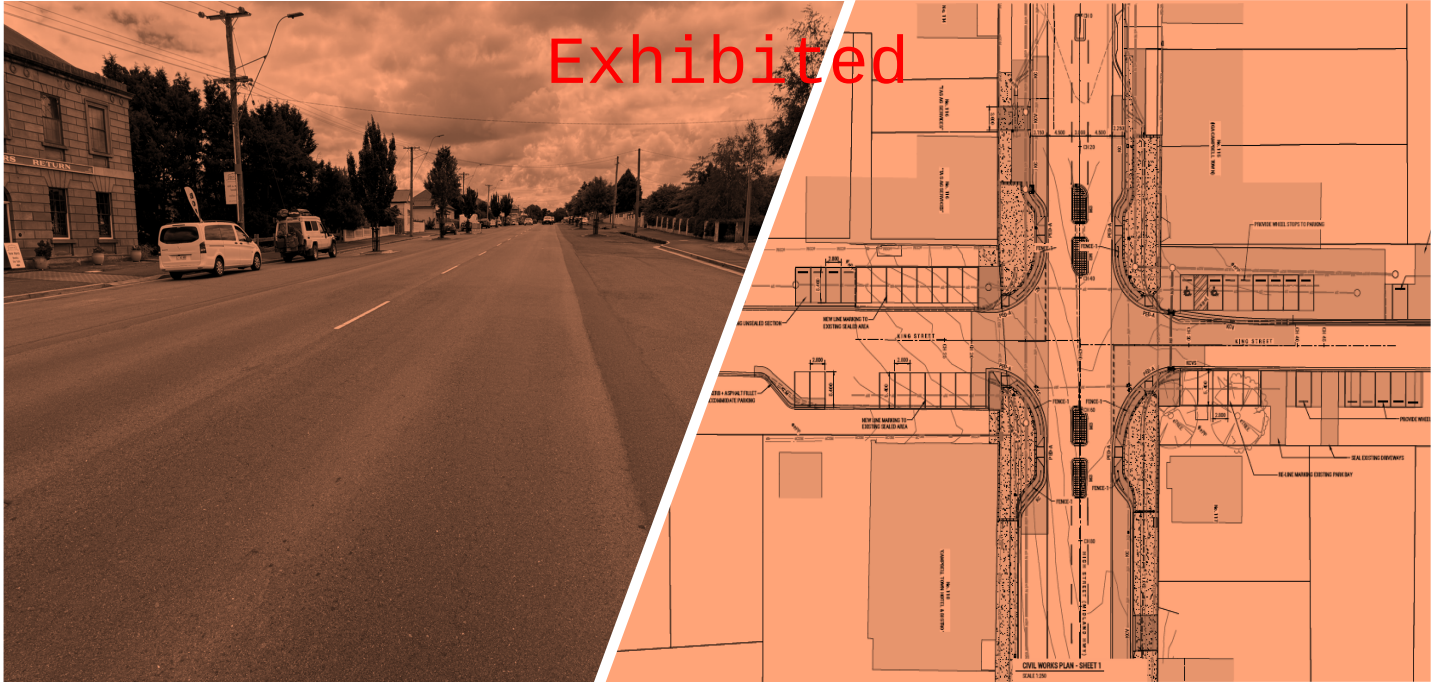
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CLIENT:
NORTHERN MIDLANDS COUNCIL

PROJECT:
STREETSCAPE

ADDRESS:
MAIN ROAD (QUEEN ST - RED BRIDGE)

PROJECT No:
251023

ISSUED FOR / DESCRIPTION:
DEVELOPMENT APPROVAL

DRAWINGS:

- C0V - COVER SHEET
- CDA00 - GENERAL ARRANGEMENT & STAGING PLAN
- CDA01 - CIVIL WORKS PLAN - SHEET 1
- CDA02 - CIVIL WORKS PLAN - SHEET 2
- CDA03 - CIVIL WORKS PLAN - SHEET 3
- CDA04 - CIVIL WORKS PLAN - SHEET 4
- CDA11 - DRAINAGE PLAN - SHEET 1
- CDA12 - DRAINAGE PLAN - SHEET 2
- CDA31 - VEHICLE TURN PATH - 12.5m TRUCK / BUS
- CDA32 - VEHICLE TURN PATH - 14.5m BUS
- CDA33 - VEHICLE TURN PATH - 19.0m SEMI TRAILER



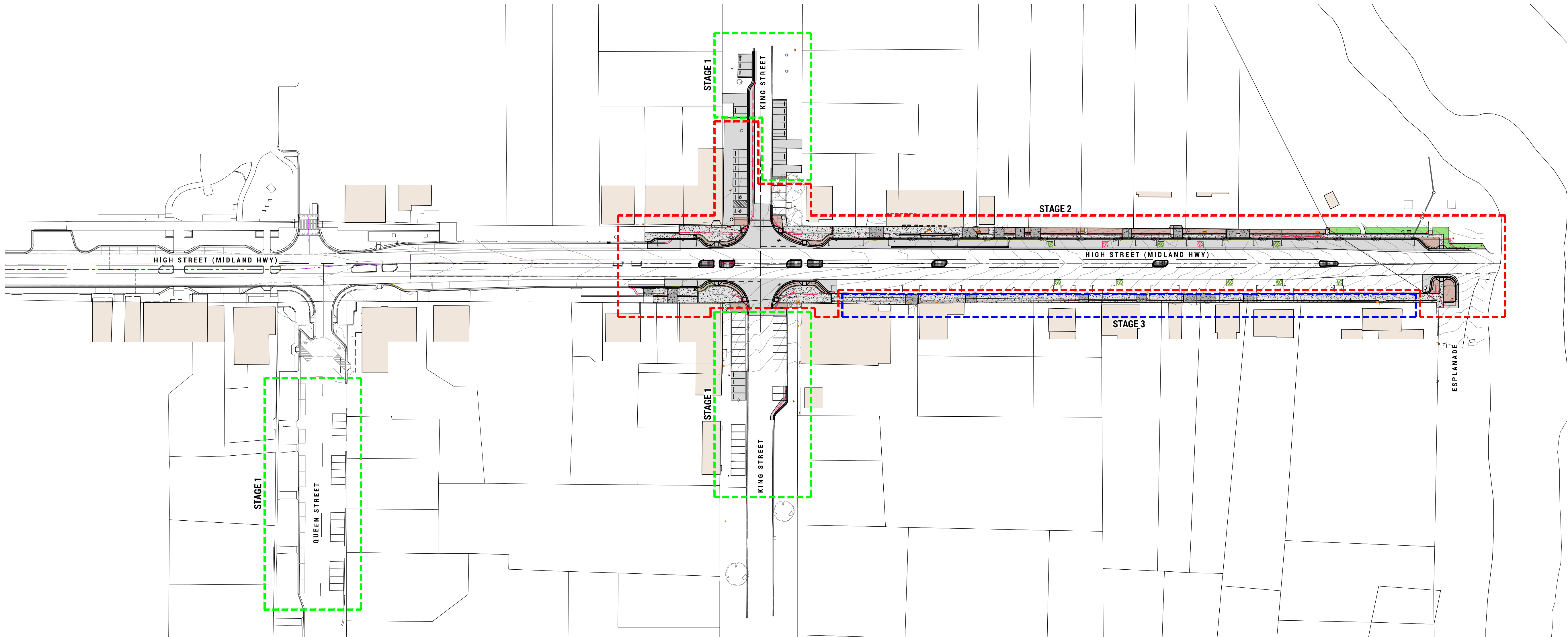
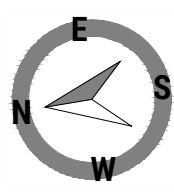
HOBART
DEVONPORT
LAUNCESTON



Launceston Office
22 - 24 Paterson Street
Launceston TAS 7250
03 6388 9200
www.vertotas.com.au

CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: COVER SHEET
PROJECT: STREETSCAPE	
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	SCALE: - SHEET SIZE: A1 DWGs IN SET: -
PROJECT No: 251023	DWG No: C0V REV: A

Exhibited



GENERAL ARRANGEMENT & STAGING PLAN
SCALE 1:750

- STAGE 1**
 - QUEEN STREET PARKING / LINE MARKING
 - KING STREET EAST & WEST PARKING / LINE MARKING
- STAGE 2**
 - KING STREET INTERSECTION
 - HIGH STREET EAST KERB / FOOTPATH WORKS
 - ESPLANADE CROSSING POINT
- STAGE 3**
 - HIGH STREET WEST FOOTPATH WORKS



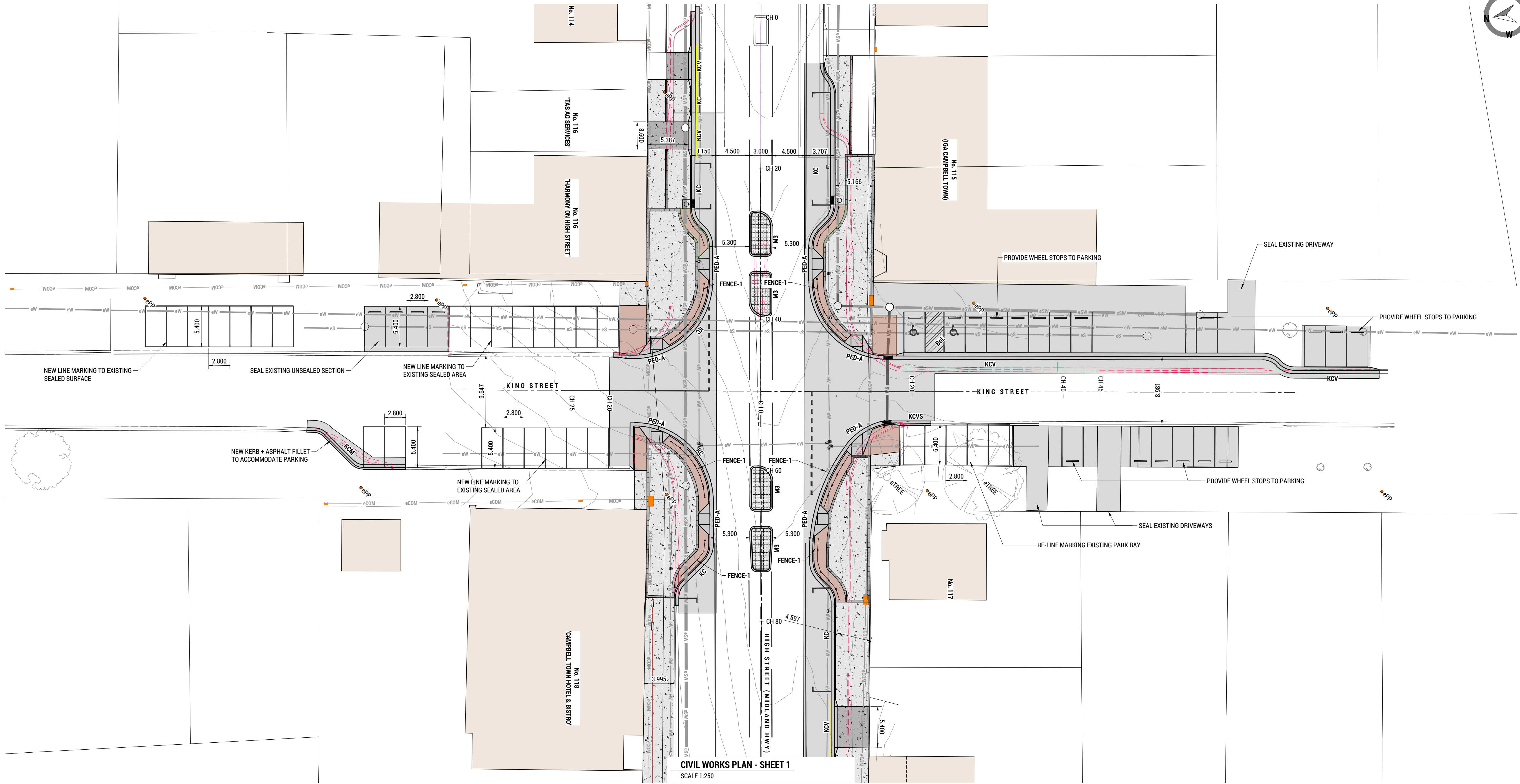
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: GENERAL ARRANGEMENT & STAGING PLAN
PROJECT: STREETSCAPE	
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	
SCALE: 1:250	SHEET SIZE: A1 DWGS IN SET: -
PROJECT No: 251023	DWG No: CDA00 REV: A

Exhibited



CIVIL WORKS PLAN - SHEET 1
SCALE 1:250

LEGEND

	HOTMIX - TRAFFICABLE		GRASSED AREA
	CONCRETE - TRAFFICABLE		MULCHED LANDSCAPED AREA
	CONCRETE - PEDESTRIAN		EXISTING KERB TO BE DEMOLISHED
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN		
	PAVER BANDING + CONVICT BRICK		
	CONVICT BRICK		

KC	KERB & CHANNEL
KCV	KERB & CHANNEL VEHICULAR
KCM	KERB & CHANNEL MOUNTABLE
VEE	0.6m WIDE VEE CHANNEL
M3	DSG MOUNTABLE KERB
PED	PEDESTRIAN ACCESS RAMP
Bol	BOLLARD
FENCE-1	PEDESTRIAN FENCE
SAW	SAW CUT
ME	MATCH EXISTING
ePP	EXISTING POWER POLE



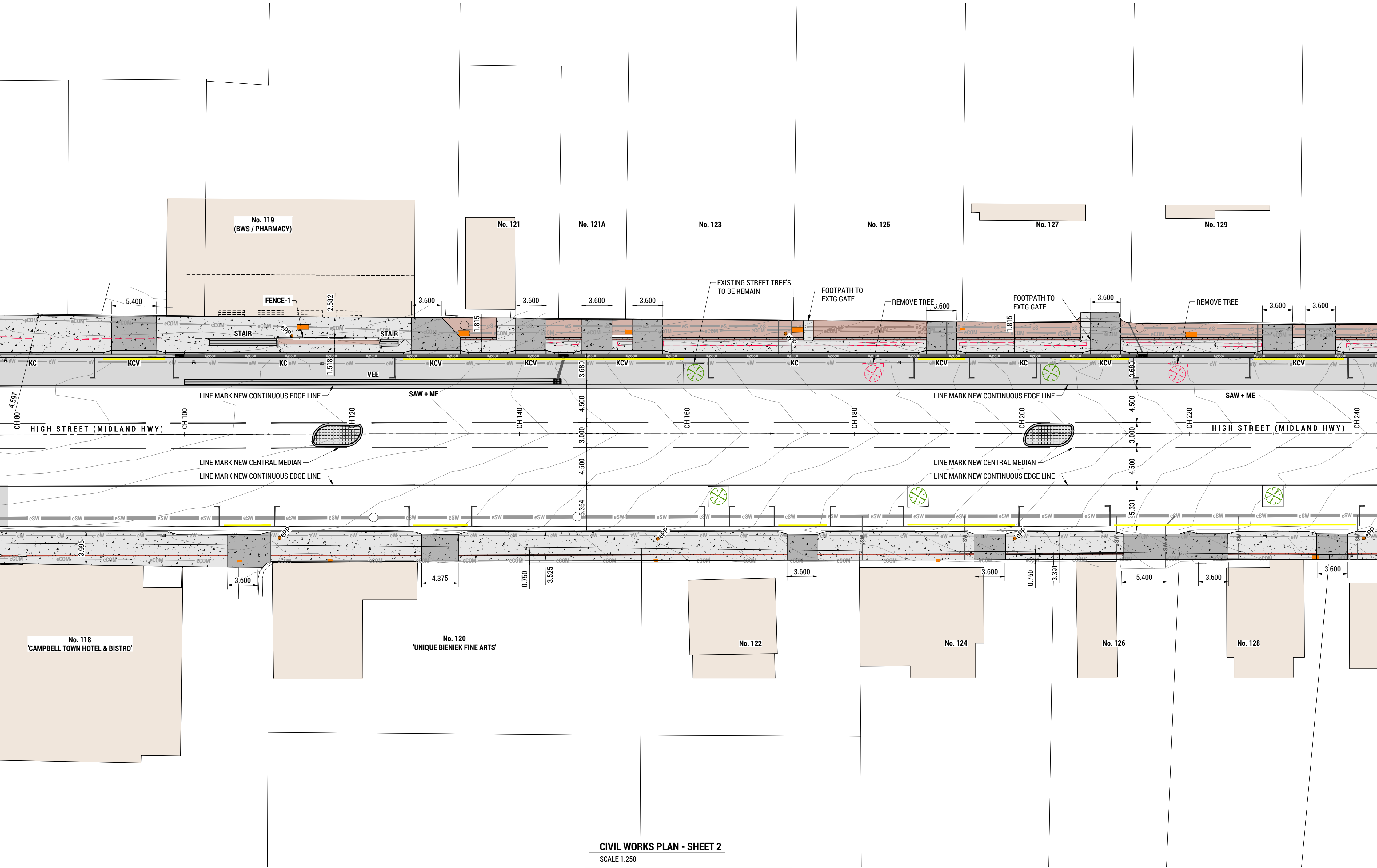
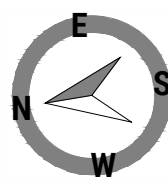
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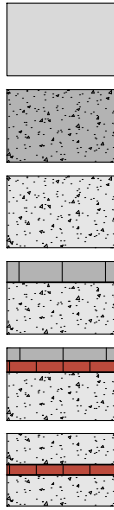
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 1
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA01 REV: A

Exhibited



LEGEND



HOTMIX - TRAFFICABLE

CONCRETE - TRAFFICABLE

CONCRETE - PEDESTRIAN

PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN

PAVER BANDING + CONVICT BRICK

CONVICT BRICK



GRASSED AREA

MULCHED LANDSCAPED AREA



EXISTING KERB TO BE DEMOLISHED

KC

KERB & CHANNEL

KCV

KERB & CHANNEL VEHICULAR

KCM

KERB & CHANNEL MOUNTABLE

VEE

0.6m WIDE VEE CHANNEL

M3

DSG MOUNTABLE KERB

PED

PEDESTRIAN ACCESS RAMP

Bol

BOLLARD

FENCE-1

PEDESTRIAN FENCE

SAW

SAW CUT

ME

MATCH EXISTING

ePP

EXISTING POWER POLE

CIVIL WORKS PLAN - SHEET 2

SCALE 1:250



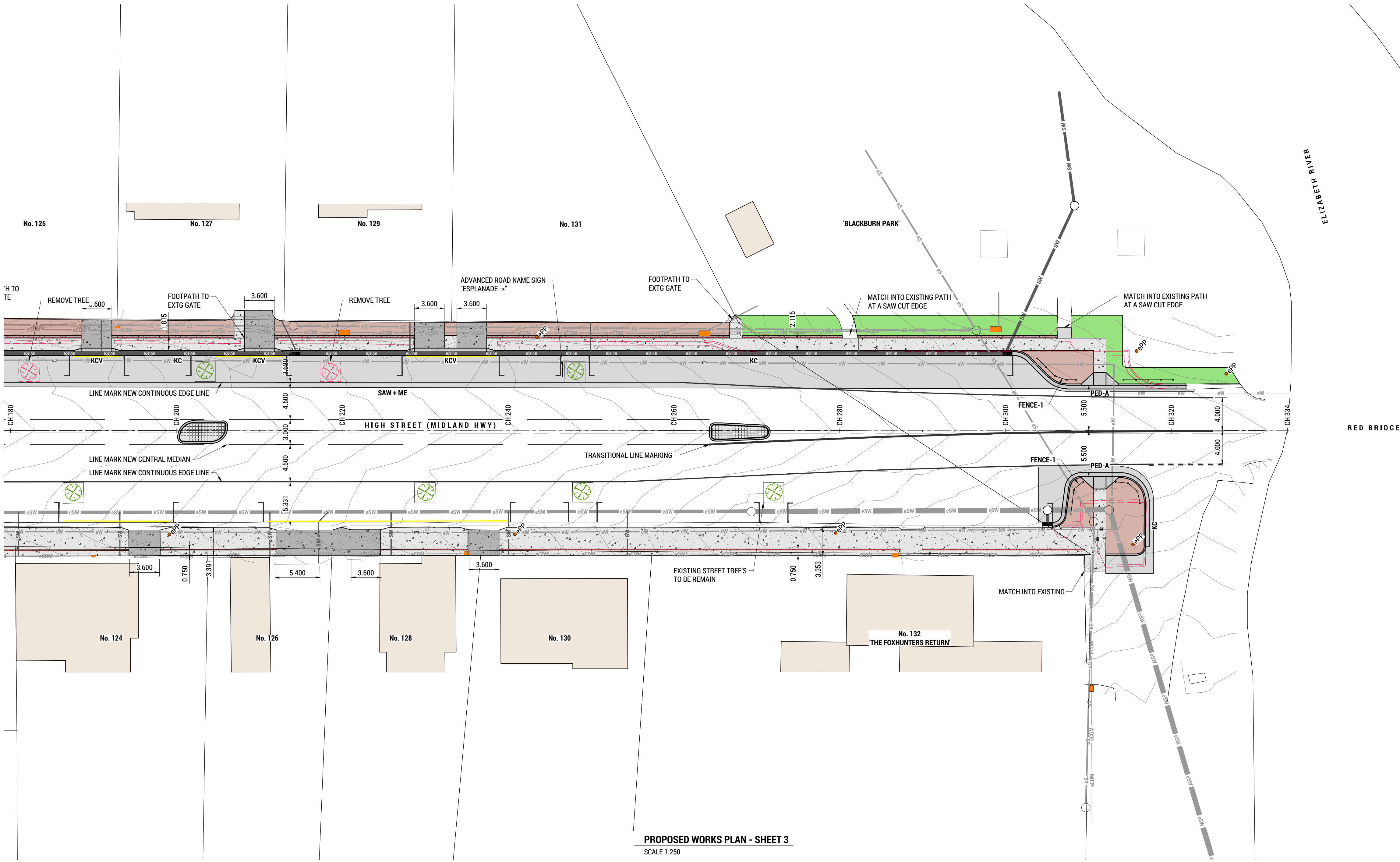
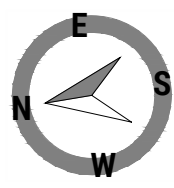
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA02 REV: A

Exhibited



LEGEND

	HOTMIX - TRAFFICABLE		GRASSED AREA
	CONCRETE - TRAFFICABLE		MULCHED LANDSCAPED AREA
	CONCRETE - PEDESTRIAN		EXISTING KERB TO BE DEMOLISHED
	PAVER BANDING / TRIM (300 WIDE) - PEDESTRIAN		
	PAVER BANDING + CONVICT BRICK		
	CONVICT BRICK		

KC	KERB & CHANNEL
KCV	KERB & CHANNEL VEHICULAR
KCM	KERB & CHANNEL MOUNTABLE
VEE	0.6m WIDE VEE CHANNEL
M3	DSG MOUNTABLE KERB
PED	PEDESTRIAN ACCESS RAMP
Bol	BOLLARD
FENCE-1	PEDESTRIAN FENCE
SAW	SAW CUT
ME	MATCH EXISTING
ePP	EXISTING POWER POLE



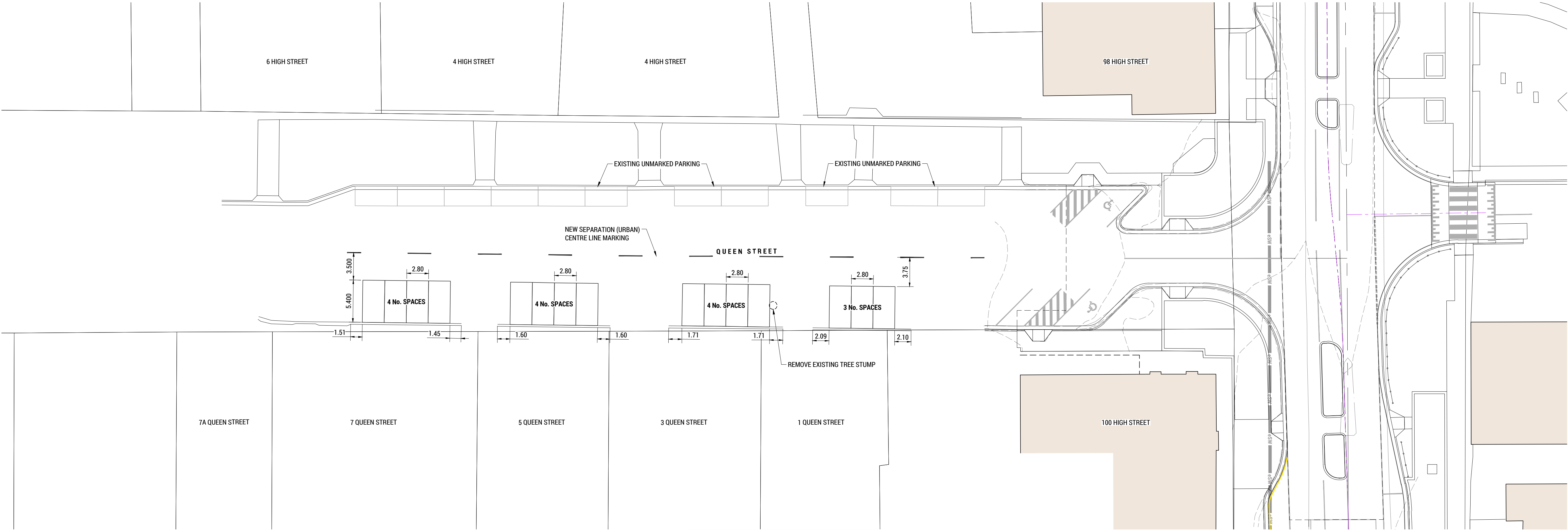
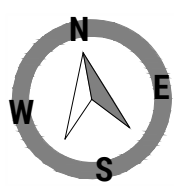
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 3
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA03 REV: A

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PROPOSED WORKS PLAN - SHEET 4
SCALE 1:250



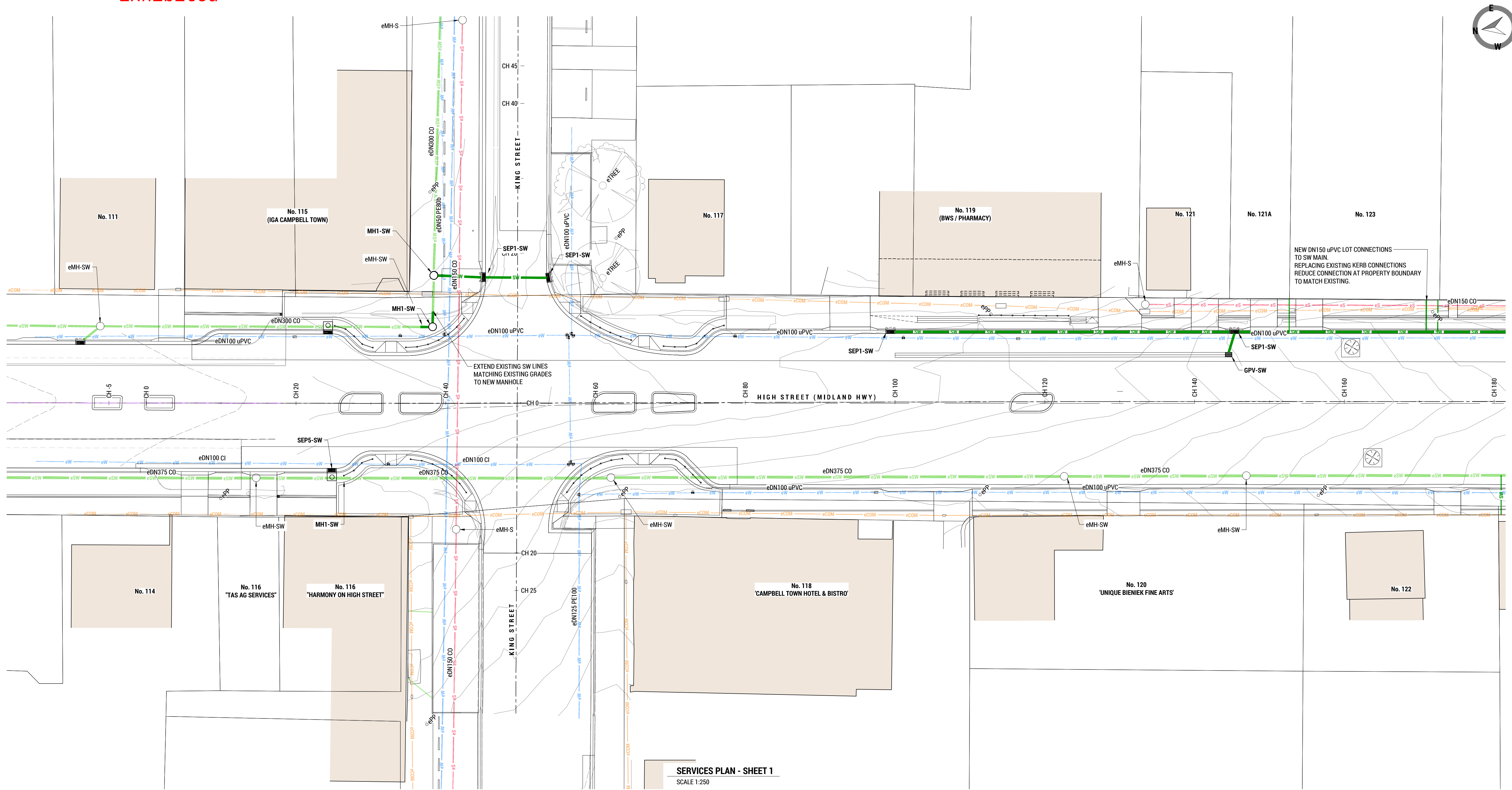
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: PROPOSED WORKS PLAN - SHEET 4
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA04 REV: A

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SERVICES PLAN - SHEET 1
SCALE 1:250

LEGEND			
	EXISTING STORM WATER MAIN		SEWER MANHOLE
	PROPOSED STORMWATER MAIN		STORMWATER MANHOLE
	EXISTING SEWER MAIN		SIDE ENTRY PIT
	PROPOSED SEWER MAIN		HEADWALL
	PROPOSED AG DRAIN		GRATED PIT
	EXISTING WATER MAIN		GRATED VEE PIT
	PROPOSED WATER MAIN		EXISTING FIRE PLUG
			EXISTING STOP VALVE
			EXISTING WATER METER



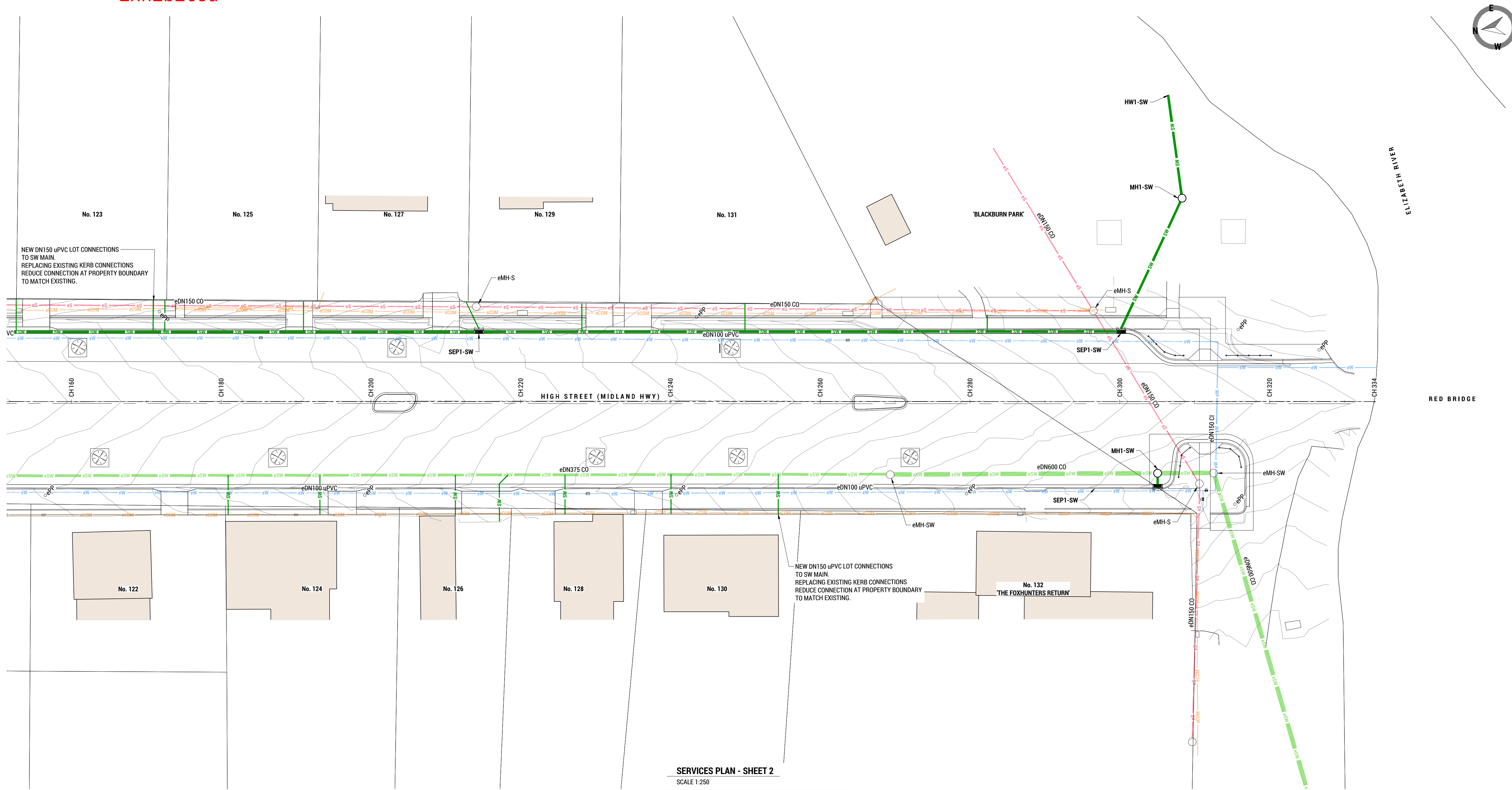
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 1
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA11REV: A

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SERVICES PLAN - SHEET 2
SCALE 1:250

LEGEND			
	EXISTING STORM WATER MAIN		MH-S SEWER MANHOLE
	PROPOSED STORMWATER MAIN		MH-SW STORMWATER MANHOLE
	EXISTING SEWER MAIN		SEP-SW SIDE ENTRY PIT
	PROPOSED SEWER MAIN		HW-SW HEADWALL
	PROPOSED AG DRAIN		GP-SW GRATED PIT
	EXISTING WATER MAIN		GPV-SW GRATED VEE PIT
	PROPOSED WATER MAIN		
			EXISTING FIRE PLUG
			EXISTING STOP VALVE
			EXISTING WATER METER



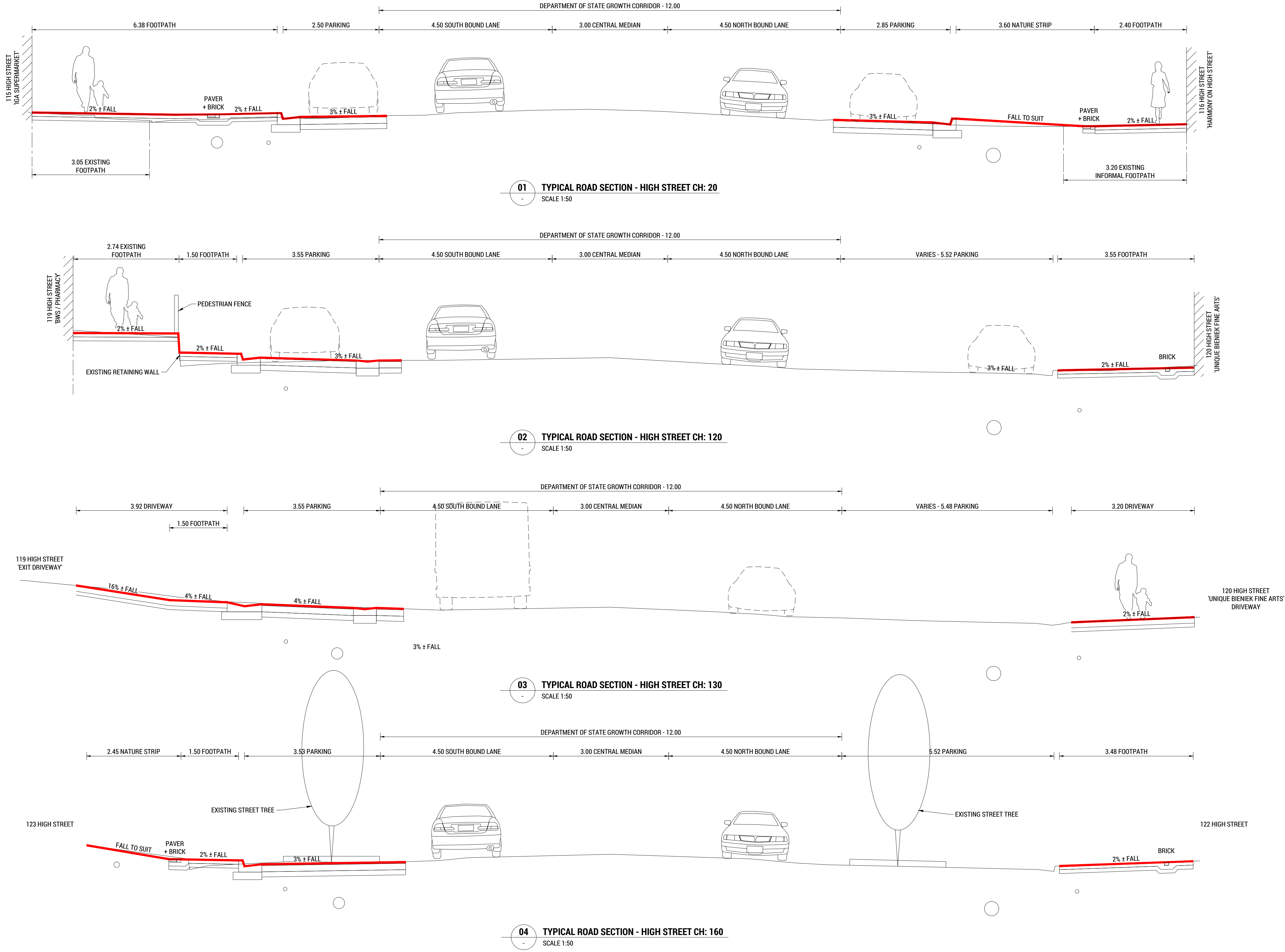
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: SERVICES PLAN - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA12 REV: A

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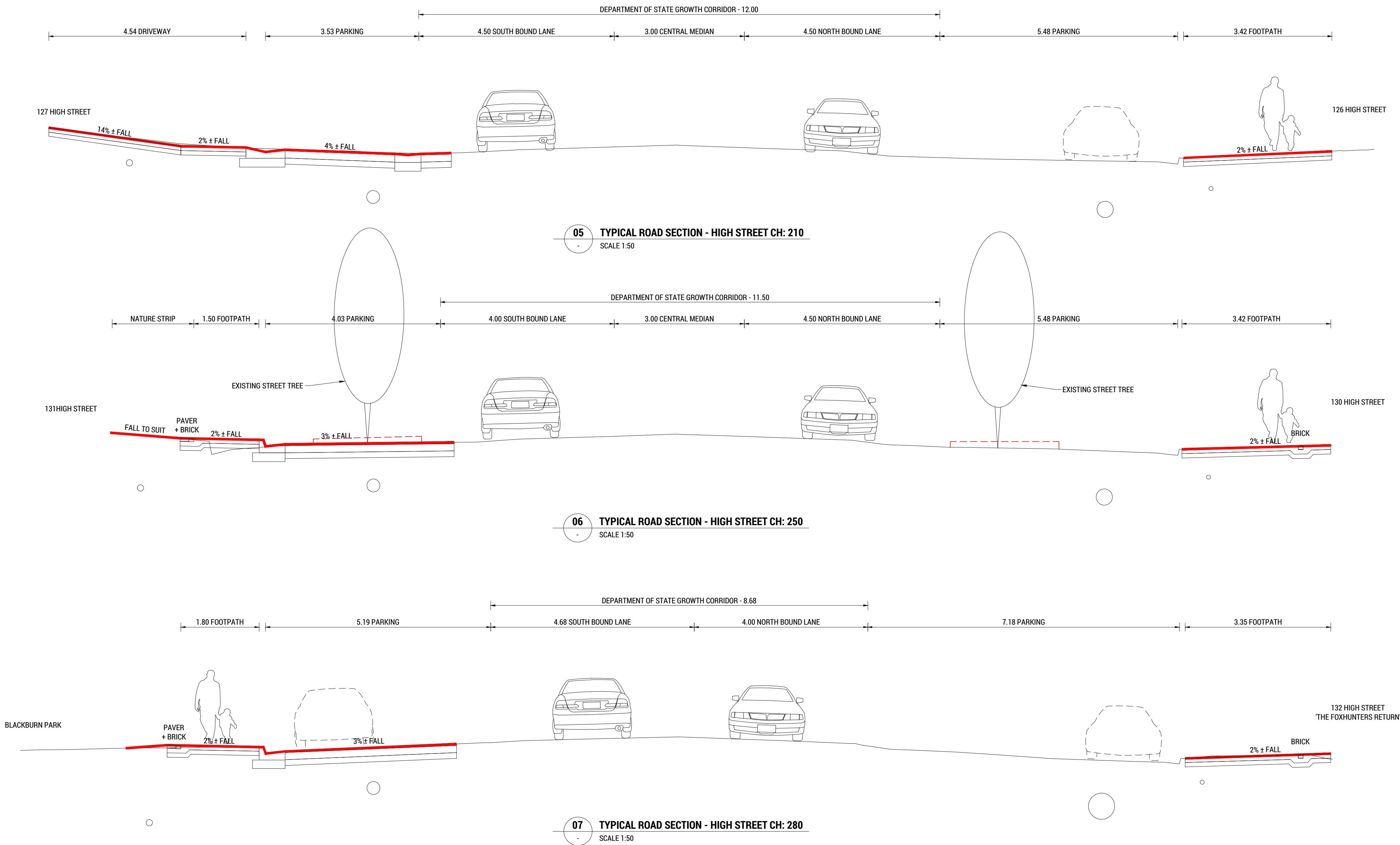
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: TYPICAL SECTIONS - SHEET 1
PROJECT: STREETScape	SCALE: 1:50 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA22REV: A

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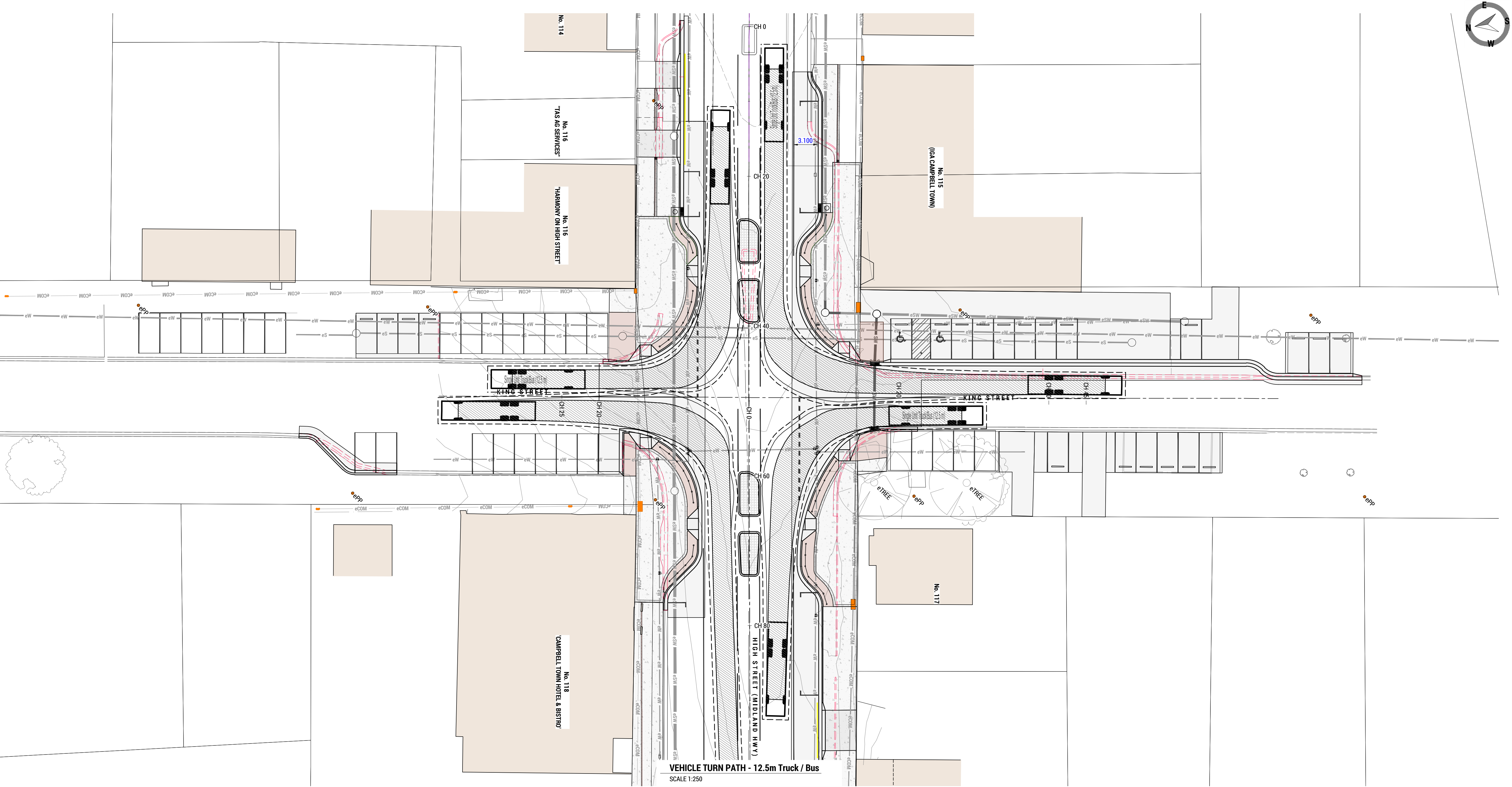
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: TYPICAL SECTIONS - SHEET 2
PROJECT: STREETSCAPE	SCALE: 1:50 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA22 REV: A

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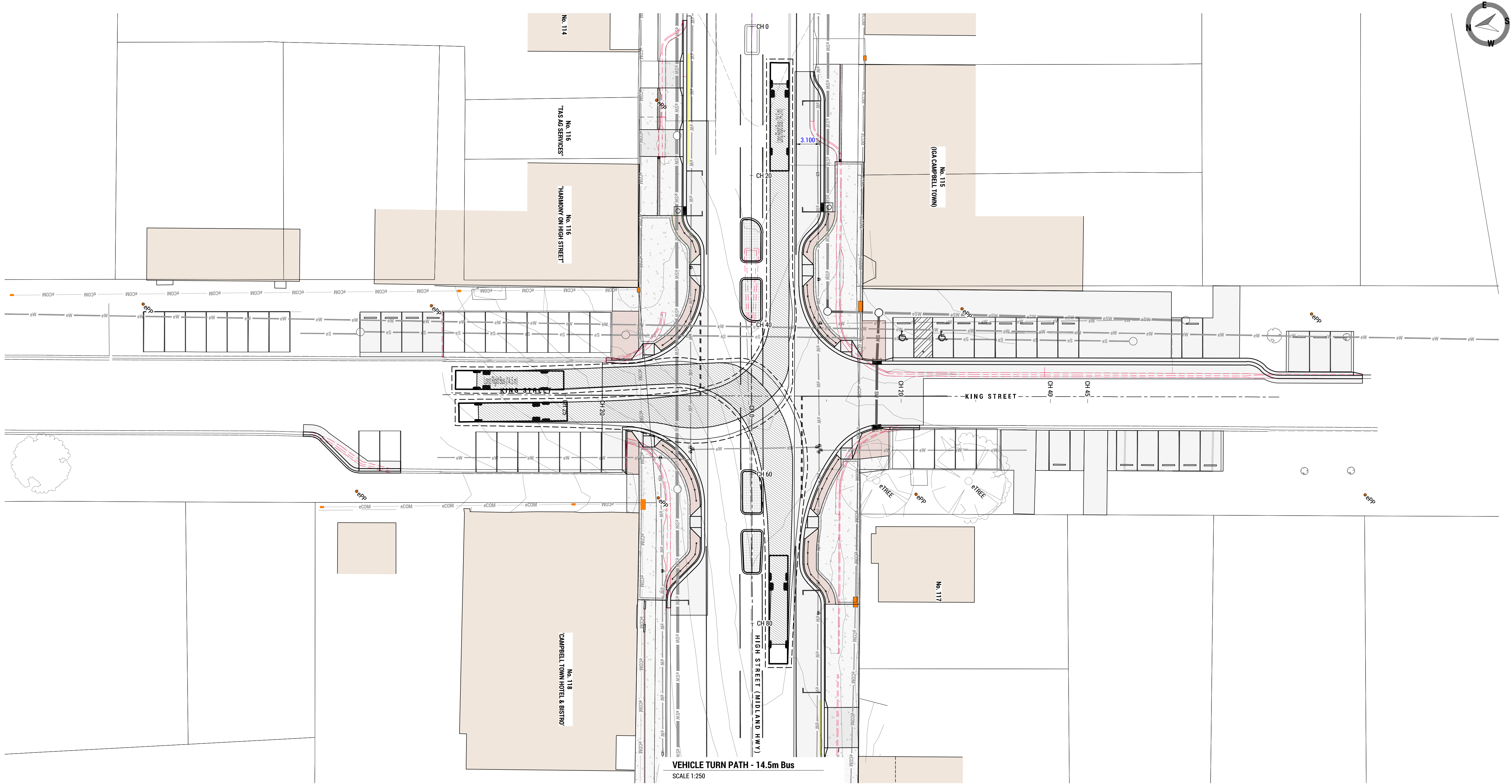
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: VEHICLE TURN PATH - 12.5m TRUCK / BUS
PROJECT: STREETSCAPE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA31 REV: A

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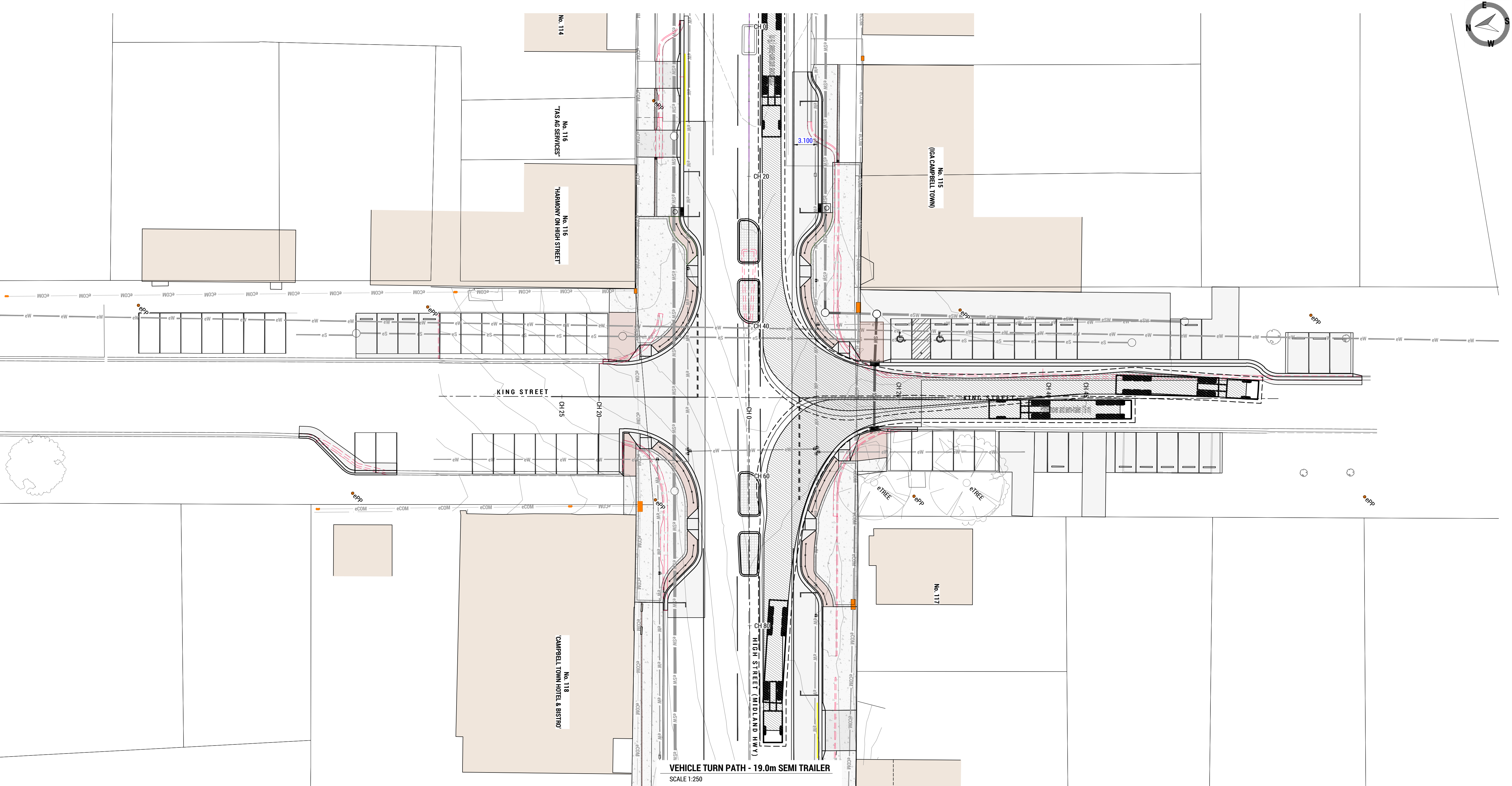
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: VEHICLE TURN PATH - 14.5m BUS
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWGs IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA32 REV: A

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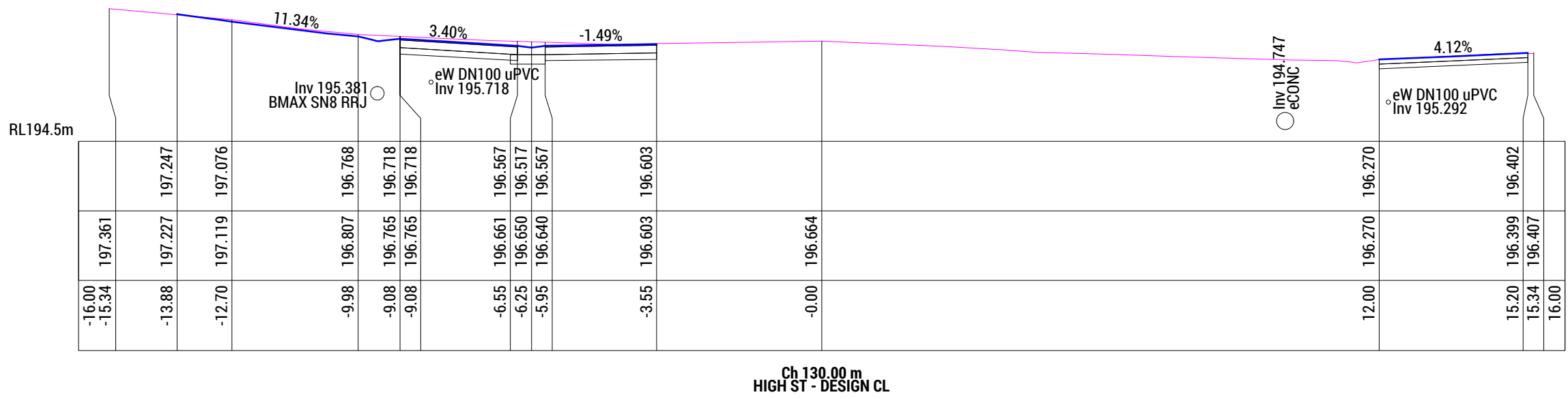
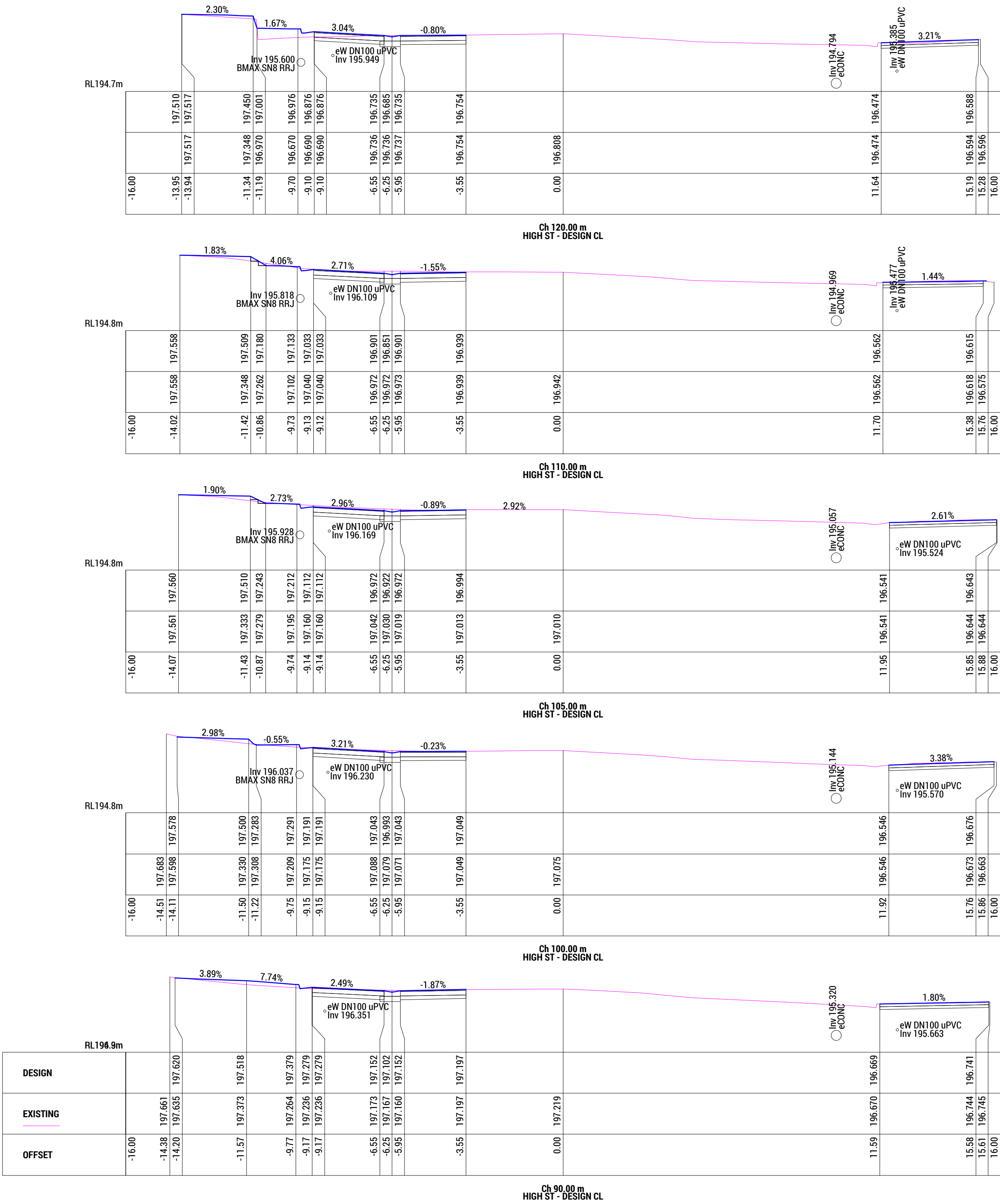
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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: VEHICLE TURN PATH - 19.0m SEMI TRAILER
PROJECT: STREETScape	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA33 REV: A

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CLIENT: NORTHERN MIDLANDS COUNCIL	TITLE: CROSS SECTIONS HIGH ST - DESIGN CL - CH 90 - 130
PROJECT: STREETSCAPE	SCALE: 1:50 SHEET SIZE: A1 DWGS IN SET: -
ADDRESS: HIGH ST (QUEEN ST - RED BRIDGE) CAMPBELL TOWN	PROJECT No: 251023 DWG No: CDA25REV: A

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LANDSCAPE WORKS TECHNICAL SPECIFICATION

CAMPBELL TOWN STREETSCAPE

High Street (Midland Highway)
From King Street through to The Red Bridge.

Campbell Town, Tasmania.

Prepared by:



ISSUE

DATE

A

14 / 05 / 2026

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Campbell Town Streetscape

Landscape Specification

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Campbell Town Streetscape

Landscape Specification

PRELIMINARIES – LANDSCAPE WORKS

1.0 SCOPE OF WORKS

The scope of the works to be undertaken from this contract are depicted on the drawings included in the Tender documents, as described in the Specification and qualified in these Preliminaries – Landscape Works.

The works to be performed are set out in the following documents:

- a) General Conditions of Contract.
- b) Annexure to the General Conditions of Contract.
- c) Conditions of Contract.
- d) Conditions of Tendering.
- e) Preliminaries – Landscape Works.
- f) Specification – Landscape Works.
- g) The following drawings:
 - NMCCCTSS1117 CS02 – Cover Sheet
 - NMCCCTSS1117 SF05 – Landscape Plan – Surface Finishes and Furniture.
 - NMCCCTSS1117 SF06 – Landscape Plan – Surface Finishes and Furniture.
 - NMCCCTSS1117 SF07 – Landscape Plan – Surface Finishes and Furniture.
 - NMCCCTSS1117 PP01 – Landscape Plan –Planting.
 - NMCCCTSS1117 PP02 – Landscape Plan - Planting.
 - NMCCCTSS1117 PP03 – Landscape Plan - Planting.
 - NMCCCTSS1117 LD03 – Landscape Details.

The Scope of Work items listed in the technical specification does not quantify the works or the full list of items required to be undertaken.

Requirements of individual technical sections of the specification take precedence over any conflicting requirements in the preliminaries.

Order of Precedence: Where discrepancies in the contract arise, the following order of precedence will be used:

- Letter of Acceptance
- Annexure to the General Conditions of Contract
- Standard General Conditions of Contract
- Written Site Instructions
- Addenda to Technical Specifications

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Campbell Town Streetscape

Landscape Specification

- Contract Drawings
- Technical Specification

2.0 EXCLUDED WORKS

All works described in this specification and on the drawings shall be carried out by the contractor, those works required by regulation or law to be carried out by other authorities (water connections, electrical certifications, etc) shall be engaged directly by the contractor. All fees and charges for such work shall be paid for by the contractor.

3.0 MATERIALS & WORKMANSHIP

The Client's Representative will permit substitutions for specified materials which are not available or cannot reasonably be provided in time to meet the program. The Client's Representative will permit substitutions for such materials provided that applications for substitution are made as soon as it is known that specified materials are unavailable. The Client's Representative shall approve substitutions if the Client's Representative is satisfied that the proposed substitute is satisfactory for the purpose intended.

Unless otherwise specified, manufactured items to be used in the work under the contract, are to be used in accordance with current recommendations published by the manufacturer.

Workmanship shall be of the highest quality of its respective kind and conform with the best practices of the trade. Only suitably qualified persons shall perform work on this project relevant to their area of expertise.

9.0 ORDERING

Within 14 days of the date of acceptance of tender, furnish proof of ordering the required materials, particularly **advanced trees and other plant stock**, and advise immediately if any supply difficulties are encountered.

No extension of time will be granted if any material/product is not available due to late ordering.

10.0 DOCUMENT SUBMISSIONS

Before plant material is delivered to site, provide details of lead times for delivery and address of suppliers so that plants can be inspected in the nursery.

11.0 PROTECTION

The complete protection of the work executed under this contract shall be the sole responsibility of the Contractor. The Contractor shall make good any damage caused to materials or workmanship associated with this contract.

The Contractor, at its own expense, shall replace materials and/or redo works that are deemed defective in quality and/or appearance, vandalised or stolen prior to the agreed Practical Completion date.

Temporary Protection Fencing: Unless installed by the project supervisor, the Contractor shall ensure the erection of a sturdy 2.0 metre high temporary mesh protection fence to secure the site from public. The cost of the fence shall be at the Contractor's expense throughout the duration of the contract.

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Campbell Town Streetscape

Landscape Specification

Equipment Operation: Cement mixers and/or cutting machinery shall be positioned so that dust is not blown on to nearby areas, and/or vegetation. It is the Contractor's responsibility that all care is taken to provide a safe and comfortable work environment and continued use of the adjacent areas, during and after construction hours.

12.0 ENVIRONMENTAL PROTECTION

Noise Control: The Contractor is required to take all practical precautions to minimise noise resulting from work under the Contract. Fit all motorised construction equipment with noise suppressors and use so that noise is minimised. Do not use loud hailers. Wet saws are to be used to cut pavers, within a suitable enclosure to the approval of the Client's Representative.

Dust Control: Minimise air-borne dust arising from the performance of the works under the Contract. Dust control as in accordance with The International Erosion Control Association Guidelines (1993).

Water Quality: Water quality to be maintained. Sampling of water quality is to be undertaken if directed by the Client's Representative.

Clean Plant & Equipment: Ensure that the wheels, tracks and body surface of all vehicles and plant entering and leaving the site are free of soil, organic material and pathogens. Ensure that soil, organic material and pathogens do not contaminate the site or surrounding properties.

Ozone Protection: Minimise the use of chlorofluorocarbons, halons and other compounds directly implicated in depletion of the ozone layer.

Soil Erosion Control: Minimise erosion of soil from any lands used or occupied in the performance of the work under the contract.

Pests: Do not introduce weeds, phytophthora, insect or animal pests to the property.

13.0 HOLD POINTS

Give sufficient notice (at least two working days) so that the Client's Representative may undertake site inspections at the following stages:

- Layout of service lines prior to backfilling of trenches as required.
- Set out of new pavements, fencing and garden edging/planting areas.
- Preparations/excavations for landscape planting work including trees.
- Upon completion of landscape works.
- End of plant establishment/maintenance period.
- Completion of defects liability period.

The Contractor shall advise the Client's Representative as soon as possible of any specific site issues for resolution/approval.

Special site meetings may be requested by giving a minimum of four working days' notice.

Lange Design

ISSUE – A (King Street to the Red Bridge)

6 of 27

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Campbell Town Streetscape

Landscape Specification

14.0 PLANT ESTABLISHMENT PERIOD

The Contractor shall form an agreement and coordinate the establishment period with Council upon signing the work contract.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

TECHNICAL SPECIFICATION - LANDSCAPE WORKS

1 GENERAL

1.1 GENERAL NOTES

This specification and the information held herein shall be used as a guide for the quality of finish and the workmanship expectations for all landscape works required for this project.

Where required, the tenderer shall seek clarification and/or guidance for any landscape component either covered within this specification or that has not been included within this specification but may well be required to complete the intention of the landscape as depicted on the provided landscape drawings.

1.2 SCOPE OF WORK

Provide the labour, materials, plant and services, to carry out the operations necessary for the proper performance of the hard and soft landscape works as shown on the drawings and as specified herein. All works within this section shall be carried out by an approved Contractor and shall include but not be limited to the following, unless agreed otherwise in the contract:

- Earthworks, excavation, site levelling / trimming.
- Installation of services including subsoil drainage (landscape).
- Construction of new pavements, general footings, barriers, furniture and edging.
- Construction of planting areas including cultivation and spreading of site soil .
- Supply and spread mulch to garden beds.
- Defects period for hard landscape works.

1.3 STANDARDS

Australian Standards: Unless otherwise specified in the Contract, and where applicable, materials and workmanship shall be in accordance with the relevant standards of the Standards Association of Australia.

1.4 INSPECTION

Periodic Inspections: The Client's Representative or his agent shall make regular inspections of the works in progress.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

2 EARTHWORKS

2.1 GENERAL

Unless performed by the principle Civil Contractor, the Contractor shall accept the site in its existing state after civil bulk earthworks and allow for all filling, grading and trimming, removal of spoils, excavation, cleaning, and surface finishes as specified herein.

Prior to the commencement of any works, the Contractor shall locate and verify all existing services; any significant discrepancies shall be reported to the Client's Representative before proceeding with the work. It is the Contractor's responsibility to determine the actual service locations on the site prior to commencing work.

It is the responsibility of the Contractor to adequately drain the site and comply with the Environment Protection Authority (E.P.A.) construction run off requirements during all stages of construction.

The Contractor shall arrange a site inspection with the Client's Representative prior to the start of any construction works to record any evident damage to existing features.

All surfaces and services damaged or disturbed during the progress of these works shall be made good with materials of similar nature to match existing conditions at the Contractor's expense.

Topsoil: Suitable excavated topsoil and subgrade material (approved as fill) shall be stockpiled separately in the area nominated by the Client's Representative for use in the contract if required.

Existing topsoil stockpiled on site shall be used to provide the base for modified topsoil proposed garden beds and grassing areas as specified.

All additional fill or topsoil material required due to a shortfall of suitable excavated and existing material shall be imported as specified.

Excavation and stripping shall not exceed 30mm depth under the drip line of existing trees to be retained. Excavation and stripping of topsoil shall only be carried out within the area required to carry out specified surrounding works.

Existing grassed areas, which are not affected by the works shall be retained.

2.2 EXCAVATION

Generally: Excavate to the correct design levels and profiles for footings, ground slabs, pads, service trenches, pits, pavements, filling, landscaping and the like, to the required sizes and depths.

Make provision for compaction and settlement. Remove surplus excavated soil from the site unless otherwise directed by the Client's Representative.

Excavate over the site to give correct levels and profiles as the basis for construction, paving, filling and landscaping. Make allowance for compaction or settlement.

Excavation for Landscaping: Excavate and grade areas to be landscaped for placing of topsoil. Leave work in a clean, rubbish free condition for planting.

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Campbell Town Streetscape

Landscape Specification

2.3 SITE CLEARING AND MINOR GRADING

Protection: Adequately protect from damage all structures and services which are beyond the limits allowed to the Contractor as shown. Where concrete, diesel oil or any other material harmful to vegetation has been spilt on the topsoil or sub grade, the affected areas shall be excavated and spoil removed from site.

Minor Grading: Supply all the machinery and equipment necessary to do the job in an efficient manner. All earthwork shall be carried out in accordance with any levels indicated on drawings, and to ensure water flows away from buildings and drains to sumps and drains.

Grade finished ground surfaces to falls indicated, and to ensure natural surface drainage to pits and surface drains.

Corners and intersections of planes shall be rounded and gradual. Grading from edging's shall have horizontal shoulders, minimum width 1000mm, before any change of level.

Protect all services. Any services damaged during site works shall be repaired, replaced or rectified at the Contractor's expense.

Spoil: Remove from site all vegetative material resulting from clearing unless agreed otherwise with the Client's Representative.

2.4 FILLING

Refer to project engineer's drawings and specifications.

2.4.1 Preparation For Filling

Refer to project engineer's drawings and specifications.

2.4.2 Placing Filling

Refer to project engineer's drawings and specifications.

3.4.3 Compaction Of Filling

Refer to project engineer's drawings and specifications.

2.5 CULTIVATION

Preparation: Prepare the sub-grade to receive topsoil by cultivation, and where directed treat the area to be topsoiled with a non-residual herbicide. Remove existing weeds as specified.

Herbicide Types: Non-residual.

Cultivation: Cultivate by ripping to the depths specified below, to loosen the compacted ground. Do not disturb services or tree roots; if necessary cultivate these areas by hand. During cultivation, thoroughly mix in any materials specified to be incorporated into the sub-grade.

Deleterious Material: Remove stones exceeding 50 mm, and any other deleterious material brought to the surface during cultivation, including roots, sticks, weeds and the like.

Exhibited

Campbell Town Streetscape

Landscape Specification

Sub-Grade Surfaces: Trim after cultivation to shapes and levels such that the required depth of topsoil can be placed to the specified finished surface levels.

Cultivation Depths: Excavate to depth of required topsoil layer for planting and turf areas and break up base to a further depth of 150mm.

2.6 TOPSOIL SPREADING

General: Prepare sub-grade / drainage layers as necessary to receive topsoil. If harmful material has been spilt on the sub-grade, remove the contaminated material from site and replace with topsoil at no extra cost.

Topsoil shall be a modified site topsoil as specified as the preferred medium. Place topsoil to the lines and levels shown on the drawings.

NOTE: Pre-empt natural settling of topsoil prior to placement of planting and mulch.

Planting and grassing areas: Spread topsoil to an even depth over cultivated sub grade and as follows;

- Cultivate topsoil into sub grade.
- Thoroughly water to prevent voids.
- Rake over lightly to attain finished profiles.
- The finished surface of the soil shall be at a level which allows the surface of the mulching material and turf to finish 25mm below the adjoining finished surface levels.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

3 DRAINAGE WORKS

3.1 GENERAL

Provide subsoil drainage to planting and grass areas where shown on the drawings including connection to approved discharge points, as determined on site to prevent ponding. Underground services and drainage layouts are subject to the requirements of the relevant authority.

REFER TO PROJECT ENGINEER'S DRAWINGS AND SPECIFICATIONS FOR SITE STORMWATER DRAINAGE.

3.2 SUBSOIL DRAINAGE

Generally: Provide subsoil drainage as required to alleviate ponding, dampness and the like. Connect drains to stormwater pits and/or underground drainage lines as directed by Client's Representative.

Provide inspection openings at the upstream end of agricultural pipes as specified.

Agricultural drain: Agricultural drain materials may include:

- Perforated plastic pipe: Type 1, Class 100 (corrugated) (AS 2439).
- Slotted 100 mm diameter UPVC pipe.
- Joints, elbows, tees and end plugs shall be fitted to the manufacturer's specification.
- Other suitable proprietary products including geotechnical drainage fabric.

Pipe Laying: Provide trenching and appropriate clearance for the proper laying and jointing of pipes. Minimum depth of drainage trench to be 350mm, and width 200mm. Trench to be lined with filter fabric as specified prior to placement of pipe work and backfilling.

Filter fabric to fully envelope aggregate backfill. Discharge pipes to stormwater outlets where required.

Drainage Aggregate: 10mmØ recycled concrete.

Filter Fabric: GEOFABRICS AUSTRALASIA Pty Ltd 'Bidum A14' (or equivalent).

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

4 INSITU CONCRETE WORKS

4.1 GENERAL

Concrete works shall include the construction of the following:

- Concrete pavement.
- General footings.

The work shall include the supply of all labour, tools, materials and plant necessary for the construction of all concrete works.

The Contractor shall construct all concrete work, including reinforcement, and shall supply, transport and place all concrete required for the work strictly in accordance with the strengths and other requirements shown on the Drawings, this specification and the current Code AS 3600-1994 Concrete Structures.

4.2 COLOUR PIGMENT

Concrete pathways shall be integrally coloured pigment concentrate by Concrete Colour Systems (1800 077 744), or approved equal, mixed into grey cement in accordance with CCS specifications.

The pigment concentrate for each colour concrete type is as follows:

- PT1: Plain grey cement, light wood float finish.
- PT2: 'ABILOX Black CAF X-2' 8.3%, grey cement, 7-10mm sharp bluestone aggregate, light exposed finish.
- PT3: ABILOX 'Mornington Peninsula 8.3%', 7-10mm sharp bluestone aggregate, light exposed finish.
- PT4: Plain grey cement 10mm Calderstone aggregate, light exposed finish, with 1m grid 'Decorative Saw Cuts'.
- PT5: ABILOX 'Black CAF X-2' 8.3%, grey cement, light wood float finish.
- PT6: Plain grey cement, 20mm dia. crushed tan coloured stone, heavy exposed finish.

4.3 CONCRETE SUPPLY AND PLACEMENT

Refer to project engineer's drawings and specifications.

4.4 JOINTS

Refer to project engineer's drawings and specifications.

Decorative Saw-cut Joints: Where shown on the drawings, install 3mm wide by 25mm deep Machine Sawn Joints following the finishing of the concrete. Ensure saw-joints extend the full length across the concrete pavement to the edge of the concrete. Joints are to be left unfilled.

Exhibited

Campbell Town Streetscape

Landscape Specification

4.5 REINFORCEMENTS

Refer to project engineer's drawings and specifications.

4.6 STRENGTH

Refer to project engineer's drawings and specifications.

4.7 CONSISTENCY

Refer to project engineer's drawings and specifications.

4.8 CONCRETE THICKNESS

Refer to project engineer's drawings and specifications.

4.9 FORMWORK

All concrete pavements and walls shall be installed to alignments consisting of smooth flowing curves and/or straight lines indicated on the drawings. Avoid truncations and deviations.

Unless shown otherwise, pathways and walls shall be consistently the same width as shown on the drawings and details.

4.10 POURING

Refer to project engineer's drawings and specifications.

4.11 DEFECTIVE CONCRETE

The Contractor shall be fully responsible for employing defective methods of mixing, placing, protecting and curing concrete, and for the adequacy of forms. Approval of any such work or methods by the Client's Representative will not relieve the Contractor of their responsibility.

Concrete which is not placed and completed in accordance with this specification or which, in the opinion of the Client's Representative, is defective shall be removed and replaced by the Contractor at the Contractor's expense.

4.12 CURING AND PROTECTION OF CONCRETE

Approved covering shall be provided to protect the concrete surfaces against rain, hail, dust or any other cause that may damage the concrete during the carrying out of the work.

The formwork may be stripped after 24 hours, but sufficient timbering must be provided to protect all exposed edges for at least four (4) days or longer.

Exhibited

Campbell Town Streetscape

Landscape Specification

Concrete shall be protected from premature drying at least seven (7) days after initial set has taken place. All covering material shall be kept continuously wet so that the concrete surface is always moist.

4.13 FINISHING

General: Ensure all edges are rounded with 10mm nominal radius.

All paving shall freely drain and the finished surface shall conform to the following tolerances:

- within +/- 5 mm of design thickness;
- within +/- 5 mm when tested with a 3 m straight edge.

Perpend must align and not deviate more than +/- 2 mm over 3 metre straight edge, off the building line or kerb edge.

Cross falls on all paved surfaces shall be as shown on the Set-out Plan. The finished surface of all pavements shall be free draining and shall not pond water.

Deficient areas shall be made good to the satisfaction of the Client's Representative.

Exposed finish: Concrete pavement where shown on the drawings shall be trowelled smoothly prior to exposing.

Exposure method shall consist of applying a diluted liquid retardant equal to PRIME EXPOSURE 'Exposed Aggregate Retarder', applied strictly to manufacturer's recommendations.

Depth of exposure shall be a light application to remove the top 1mm layer of the trowelled finish to reveal sand grains and top surface of aggregates.

Light Wood Float Finish: Apply a wood float finish to concrete pavement as indicated on the drawings, using a light sweeping motion, to achieve a non-slip rating as specified in the engineer's specification.

4.14 CONCRETE SPILLS, SMEARS OR STAINS

The contractor shall ensure all concrete spills, smears or stains on adjoining surfaces, structures or vegetation are removed prior to concrete setting. Failure to clean any spills, smears or stains will not be accepted, and the contractor will be directed by the Client's Representative to removed such spills, smears and stains as the Contractors own expense.

4.15 PROTECTION FROM TRAFFIC

No pedestrian or vehicle traffic will be permitted on the concrete works until curing is complete to the satisfaction of the Client's Representative.

The Contractor shall take such measures to ensure the pavement is protected at all times to prevent staining from foot traffic, vehicular traffic, etc.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

5 FURNITURE

5.1 SEATING

Supply and install seating where indicated on the drawings and as specified below.

Seating shall be fixed to pavements with M10 x 75mm galvanised anchor bolts, unless otherwise approved by the Client's Representative.

TYPE:

- **S1:** Northern Midlands Council ornate seat with backrest, with a satin black finish.

5.2 LITTER BIN SURROUND

Supply and install litter bin surrounds where indicated on the drawings and as specified below.

Litter bin surrounds shall be fixed to pavements with M10 x 75mm galvanised anchor bolts, unless otherwise approved by the Client's Representative.

Where bins are positioned within lawn or planting areas, install bins over a 100mm thick reinforced, charcoal coloured concrete pad.

TYPE:

- **B1:** Northern Midlands Council Litter Bin Surround*, 120Lt.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

6 PLANT MATERIALS

6.1 MODIFIED SITE TOPSOIL

Preference is for the use of modified site topsoil for grassing and planting areas, with site topsoil ameliorated in accordance with the recommendations of a certified agronomist. The Agronomist shall be engaged by the Contractor within seven (7) Days of being awarded the contract.

All available site topsoil shall be stock piled on site as a result of site clearing works, and shall be used as a priority over imported topsoil.

Issue independent test results and agronomist's reports to the Client's Representative to substantiate that the soil proposed for use complies.

Amelioration method: The modified site topsoil shall be ameliorated in accordance with the agronomist's recommendations.

Modified site topsoil shall be screened prior to installation and be free from materials toxic to plant growth, noxious weeds, stones, roots, and other extraneous materials greater than 20mm diameter.

Mixing modified site topsoil with a skidsteer or backhoe is not acceptable.

Screening after soil has been installed shall not be accepted.

Type and depth:

- Planting areas – 300mm depth (min).
- Advanced trees – Refer details.
- Grass seeding areas – 100mm depth (min).

6.2 IMPORTED TOPSOIL MIX

If site topsoil is deemed unviable to ameliorate as determined by the Client's Representative, the use of imported topsoil shall be granted.

Imported topsoil shall be a medium textured organic soil in accordance with the requirements of AS 4419-2003 and appendices, including Bio Assay of high horticultural quality containing a minimum of **10% organic matter** (measured as organic carbon) without structural defects, toxic materials or high salt content and with a pH of between 5.8 and 6.5.

Provide independent test results and agronomist's reports to substantiate that the soil proposed for use complies.

All imported topsoil shall be free from materials toxic to plant growth, noxious weeds, stones, roots, and other extraneous materials.

Exhibited

Campbell Town Streetscape

Landscape Specification

6.3 ORGANIC MULCH

General: All revegetation areas and planting beds, shall be mulched.

Mulch shall be slashed hardwood mulch from non-weed species, and composted for a minimum of 12 weeks before installation. Mulch shall be free from soil, weed growth, stones, metal and plastics. Sticks and/or timber splinters longer than 100mm will not be accepted.

Place mulch so that it is not in contact with the stems of plants.

Organic Mulch: Aged chipped tree waste.

Depth: 100mm to landscape planting areas.

6.4 PLANTS

Generally: Plants shall be vigorous, well established, hardened off, of good form consistent with species or variety (not soft or forced), free from disease and insect pests, with large healthy root systems and no evidence of having been restricted or damaged.

Plant Supply: The plant material shall be ordered by the Contractor and delivery arrangements shall be made by the Contractor.

Substitutions: Make no substitutions unless approved in writing. Substitutions will not be approved if the Contractor has not complied with the Specification.

Labelling: Label at least one plant of each species or variety in a batch with a durable, readable tag.

Replacements: Replace, with plants of the same specified type, quality and size, any plants which fail, are stolen or are damaged during the work under the Contract.

Warranty: Furnish a warranty from the supplier attesting that the plants are true to the specified species and type, and free from diseases, pests, weeds and the like.

Storage: Wherever possible, plants shall be planted immediately after delivery to the site. If this is not possible, keep them in good condition by appropriate storage methods, or as may be directed.

Prevent theft, drying out or damage from any cause including frost, wind, sun, vermin, animals and the like. Provide an on-site nursery for holding plant stock on site for more than 48 hours, of sufficient size, with provision for watering.

6.5 PLANT CONTAINERS

Sizes: Supply plants in weed-free containers of the sizes specified in the PLANT SCHEDULE as shown on the drawings.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

7 PLANTING WORKS

7.1 EXCAVATING FOR PLANTING

Planting areas: Excavate a hole for each plant large enough to provide not less than 200mm all around the root system of the plant or as shown otherwise on the Details.

7.2 PLANTING

Locations: Do not vary the plant locations from those shown on the Drawings unless otherwise directed. If it appears necessary to vary the locations and spacings to avoid service lines, or to cover the area uniformly, or for similar reasons, apply for directions.

Watering: Thoroughly water the plants before planting begins, immediately after planting, and thereafter as required to maintain growth rates free of stress.

Depth of Planting: When the plant is in its final position in its hole or bed, the top soil level of the plant root ball shall be level with the finished surface of the soil surrounding the hole or bed. Test the depth by measuring the sides of containers. If backfilling is required to correct the depth, use topsoil mixture.

Placing: When the hole or bed appears to be of correct size, and not before, remove the plant from the container with minimum disturbance to the root ball, and place it in its final position, in the centre of the hole and plumb.

Backfilling: Backfill with imported topsoil mixture as specified.

Groundwork: Lightly tamp down the mixture and water to eliminate air pockets.

Watering Basins: Construct a watering basin around the base of each individually planted tree, consisting of a raised ring of soil capable of holding a minimum of 10 litres.

7.3 MULCH SPREADING

Spread mulches evenly and rake smooth to finish 25 mm below surrounding finished levels unless otherwise specified. Grade the finished surface evenly between design surface levels.

7.4 SPRAYING

Report any evidence of insect attack or disease amongst plant material immediately it is noted. If so directed, spray with an insecticide and/or fungicide approved prior to use, in accordance with manufacturer's recommendations, and to comply with statutory requirements.

7.5 WEEDING AND RUBBISH REMOVAL

Collect empty plant containers daily during planting operations and remove or store on site for later removal if permitted, but ensure they are not able to be scattered by wind or other causes. Regularly remove, by hand, rubbish and weed growth that may occur or recur throughout turfed, planted and mulched areas.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

8 IRRIGATION

8.1 GENERAL

The Contractor shall be responsible for the design, supply and installation of the irrigation system as specified below.

The irrigation system shall be designed by a qualified and licensed irrigation design consultant with experience in designing systems suitable for this size project.

The irrigation water main connection point and controller location shall be determined on site with the Client's Representative.

The irrigation system shall utilise potable water and computer control panel for up to 20 stations unless approved otherwise by the Client's Representative.

Design Drawings shall consist of, but not limited to;

- Head Loss Calculation
- Irrigation Programme
- Schedule of Rates
- In Line Drip Tubes
- Valves
- Valve boxes
- Automatic control unit
- Rain-switch
- Electronic Controller/s.

The irrigation system design shall be presented to the Client's Representative in both electronic PDF format and hardcopy form as scaled drawings (1:100 or 1:200 scale at A1 drawing sheets), and accompanied detailed technical specification with all materials and components clearly documented.

The proposed irrigation drawings shall be approved by the client's representative prior to the ordering and installation of the system.

Documents shall also include installation details, specific product details/brochures and maintenance manuals requirements of the irrigation system.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

9 PRACTICAL COMPLETION OF WORKS

9.1 GENERAL

An agreed date shall be set for Practical Completion during the signing of the contract between the Contractor and the Client. This date shall take into consideration an adequate time period for the manufacture, delivery and installation of all landscape components as specified and as shown on the drawings.

The Contractor shall complete **ALL** construction works prior to the agreed date for Practical Completion, and prior to being issued a Certificate of Practical Completion.

The agreed date of Practical Completion may be amended as a result of valid and approved Extension of Time requests by the Contractor due to unforeseen supply matters and/or inclement weather.

Penalties against the Contractor for exceeding the agreed date of Practical Completion may be imposed by the Client's Representative. Refer to the Contract for penalties.

A Certificate of Practical Completion will be issued by the Client's Representative to the Contractor, when the works are sufficiently complete for the area to be safely used for the purpose for which they have been designed.

A Certificate of Practical Completion will not be issued until the following have been provided by the Contractor and approved by the Client's Representative;

- Product brochures, documentation and/or operation manuals,
- Other agency inspections and approvals,
- Certifications and third-party approvals (Plumbing, etc).
- Maintenance/Establishment Period Program/s.

9.2 DEFECTS PRIOR TO PRACTICAL COMPLETION

All defects identified and reported by the Client's Representative during the works period, shall be rectified prior to the issuing of a Certificate of Practical Completion.

Any defects that are not rectified within this time period may result in penalties being imposed by the Client's Representative against the Contractor for exceeding the agreed date of Practical Completion. Refer to the Contract for penalties.

The Defects Liability Period is separate from the defects to be rectified as identified by the Client's Representative, during the construction of works up to Practical Completion.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

10 DEFECTS LIABILITY PERIOD

10.1 GENERAL

The timeframe and commencement date for the Defects Liability Period shall be determined in the Contract between the Contractor and the Client.

The duration of the for Defects Liability Period, unless agreed otherwise in the contract, shall be for a minimum period of;

Hard Landscape Works: Fifty Two (52) weeks.

Planting Works: Twenty six (26) weeks.

Tasks: During this period the Contractor shall replace any item or material supplied by the Contractor and used in the works that is proven to be faulty. The Contractor shall also rectify any part of the works found to be faulty due to poor workmanship or incorrect installation practices.

Hard Landscape Works: The Contractor shall be responsible for any failure of hard landscape works covered by the specifications and drawings due to faulty workmanship or materials or installation for the period specified and shall replace any such fault at the Contractor's expense.

Planting Works: All plant failures prior to the practical completion of works and for the period specified after the date of Practical Completion, shall be replaced by the Contractor at the Contractor's expense.

Plant failure shall include, but not limited to, dying/dead plants, broken stems and/or branches, diseased roots, stems and/or leaves, insect infected roots, stems and/or leaves, or stolen.

END OF SECTION

Exhibited

Campbell Town Streetscape

Landscape Specification

11 MAINTENANCE AND ESTABLISHMENT PERIOD

11.1 GENERAL

The Contractor shall maintain and establish the hard and soft landscape works immediately after the Contractor has been issued with a Certificate of Practical Completion by the Client's Representative.

The Contractor shall be responsible for maintaining and establishing the hard and soft landscape works for, unless agreed otherwise in the contract, a minimum period of;

Maintenance Period: Twenty six (26) weeks.

Establishment Period: Twenty six (26) weeks.

Maintenance and Establishment refers to the protection, care, maintenance of the Contract area by accepted horticultural and landscape practices, as well as immediately rectifying any defects that become apparent within the Contract area under normal use for which the area has been designed.

Tasks shall include, but shall not be limited to, the following items where required:

- Weeding planting areas.
- Pest and disease control to planting areas.
- Re-mulching to planting areas.
- Checking irrigation system to planting areas.
- Maintaining a neat and tidy space.

11.2 PROGRAM OF WORKS

The Contractor shall provide a proposed Maintenance and Establishment program to the Client's Representative for approval prior to being issued a Certificate of Practical Completion, and make amendments as required.

The Contractor shall comply with the approved program during the agreed timeframe of the Maintenance and Establishment Period.

11.3 WEEDING AND RUBBISH REMOVAL

During the Maintenance and Establishment period, remove by hand, rubbish and weed growth that may occur throughout the contract area.

Eliminate broad leafed weeds by selective herbicides approved by the local authority and applied in accordance with current Occupational Health and Safety Legislation.

Ensure that spraying is carried out on a calm day and protect all plants from spray drift damage. This work is to be carried out regularly so that at weekly intervals the area may be observed in a completely clean and tidy condition.

Exhibited

Campbell Town Streetscape

Landscape Specification

11.4 REPLACEMENT

The Contractor at their own cost, shall replace within five (5) working days of detection, all plants and lawn / grass seeding areas that are unhealthy, damaged, dead or stolen.

11.5 SUBSIDENCE

The Contractor shall be responsible for making good any subsidence or depressions that occur during the Maintenance and Establishment Period.

11.6 REQUIREMENTS

Maintenance and Establishment shall include the care of the soft landscaping by accepted horticultural practices including watering, fertilising, weeding, pest and disease control, staking, pruning, replacement, re-planting, mulching and keeping the site neat and tidy.

Defects to the landscaping during the maintenance period shall be rectified immediately.

Mulched surfaces shall be kept clean and tidy, and reinstated or topped up where required. Soil erosion or subsidence shall be made good.

11.7 INSECTICIDE SPRAYING

Notify the Client's Representative of any occurrence of insect attack or evidence of disease, and prior to the commencement of any spraying.

Spray against insect and fungus infestation in accordance with the manufacturer's recommendations as required, or if directed by the Client's Representative.

11.8 PRUNING

Carry out pruning to trees provide a clear trunk and to encourage growth of dense foliage, to remove damaged growth, where beneficial to the condition of the plant-stock, or as directed by the Client's Representative.

11.9 VANDALISM

Where plant-stock is dead, damaged, destroyed or stolen by others before completion of the Maintenance and Establishment Period, report damage to the Client's Representative and carry out a joint inspection. Rectify or replace damaged plant-stock as directed and carry out a further joint inspection after completion.

Where damage occurs before Practical Completion, the Contractor shall pay for all costs of rectification or replacement.

Where damage occurs during the Maintenance and Establishment Period, the costs will be determined by the Client's Representative. Pay for all other reinstatement costs not due to vandalism.

Replacements shall be of the same species, and shall be free from disease and weeds.

Exhibited

Campbell Town Streetscape

Landscape Specification

11.10 URGENT WORKS

Notwithstanding anything to the contrary of the Contract, The Client's Representative may instruct the Contractor to perform urgent maintenance works. Should the Contractor fail to carry out the work immediately, the Client's Representative reserves the right without further notice to employ others to carry out such work and charge it to the Contractor.

11.11 CERTIFICATE OF FINAL COMPLETION

On completion of the Maintenance and Establishment Period, the Contractor shall arrange a joint inspection with the Client's Representative.

All work shall be completed and all defects rectified prior to receiving a Certificate of Final Completion, and the handing over of works to the Client's Representative.

Once a Certificate of Final Completion has been issued, Council will then take full ownership and responsibility for the ongoing maintenance of the project site.

END OF SECTION

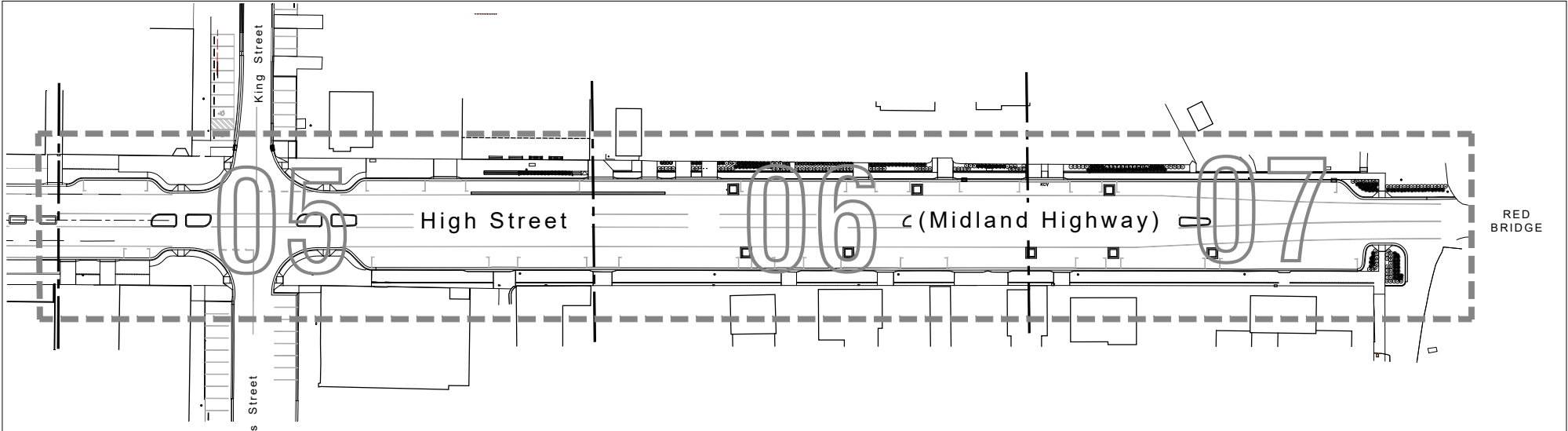
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Campbell Town Streetscape

Landscape Specification

END OF SPECIFICATION

Exhibited



CAMPBELL TOWN STREETSCAPE REDEVELOPMENT
STAGE: High Street from King Street to Red Bridge, Campbell Town, Tasmania

DRAWING SCHEDULE

DRAWING NAME	DRAWING NUMBER	ISSUE
Landscape Plan - Cover Sheet	NMCCTSS1117 - CS02	A
Landscape Plan - Surface Finishes and Furniture	NMCCTSS1117 - SF05	A
Landscape Plan - Surface Finishes and Furniture	NMCCTSS1117 - SF06	A
Landscape Plan - Surface Finishes and Furniture	NMCCTSS1117 - SF07	A
Landscape Plan - Planting	NMCCTSS1117 - PP05	A
Landscape Plan - Planting	NMCCTSS1117 - PP06	A
Landscape Plan - Planting	NMCCTSS1117 - PP07	A
Landscape Details	NMCCTSS1117 - LD03	A

THIS DRAWING SET SHALL BE READ AS A1 SIZE PLANS.

This plan shall be read in conjunction with all other plans within this full project set, the landscape technical specification, and the engineer's drawings and specifications.

LANGE

design

landscape architecture

M : 0412 336 381

ABN: 97 468 721 622

PO Box 5017

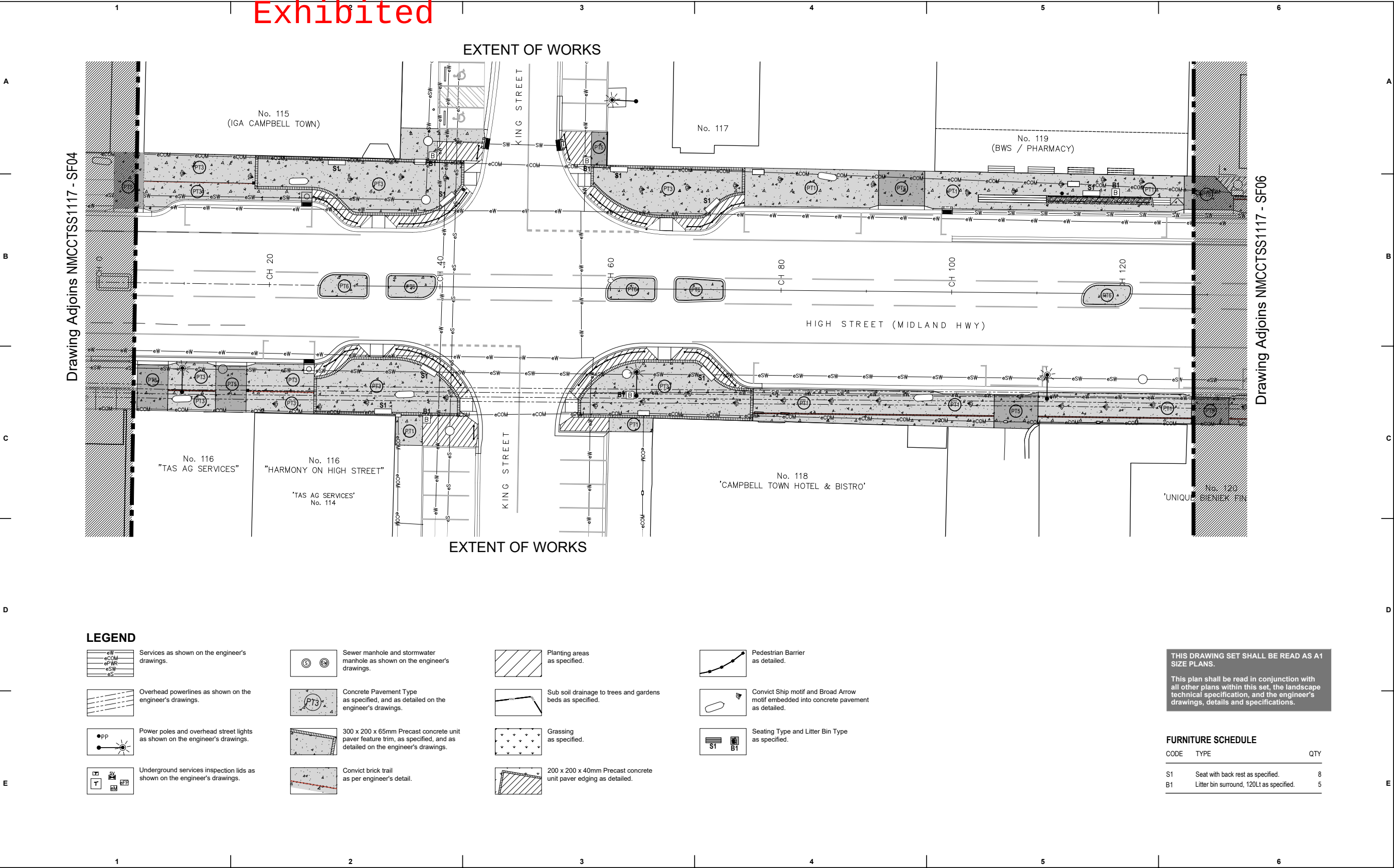
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CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION			
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including, architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: High Street from King Street to Red Bridge, Campbell Town, Tasmania	 	Date 14/05/26	Project Stage TENDER	Sheet 1/8
	A	TENDER issue	14/05/26						
DRAWING TITLE						DRAWING No. NMCCSS1117 - CS02			
LANDSCAPE PLAN - Cover Sheet						Issue A			

Exhibited



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ISSUE SCHEDULE		
Issue	Description	Date
A	TENDER issue	14/05/26

NOTES

Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including: architectural, engineering, hydraulic, and electrical services.

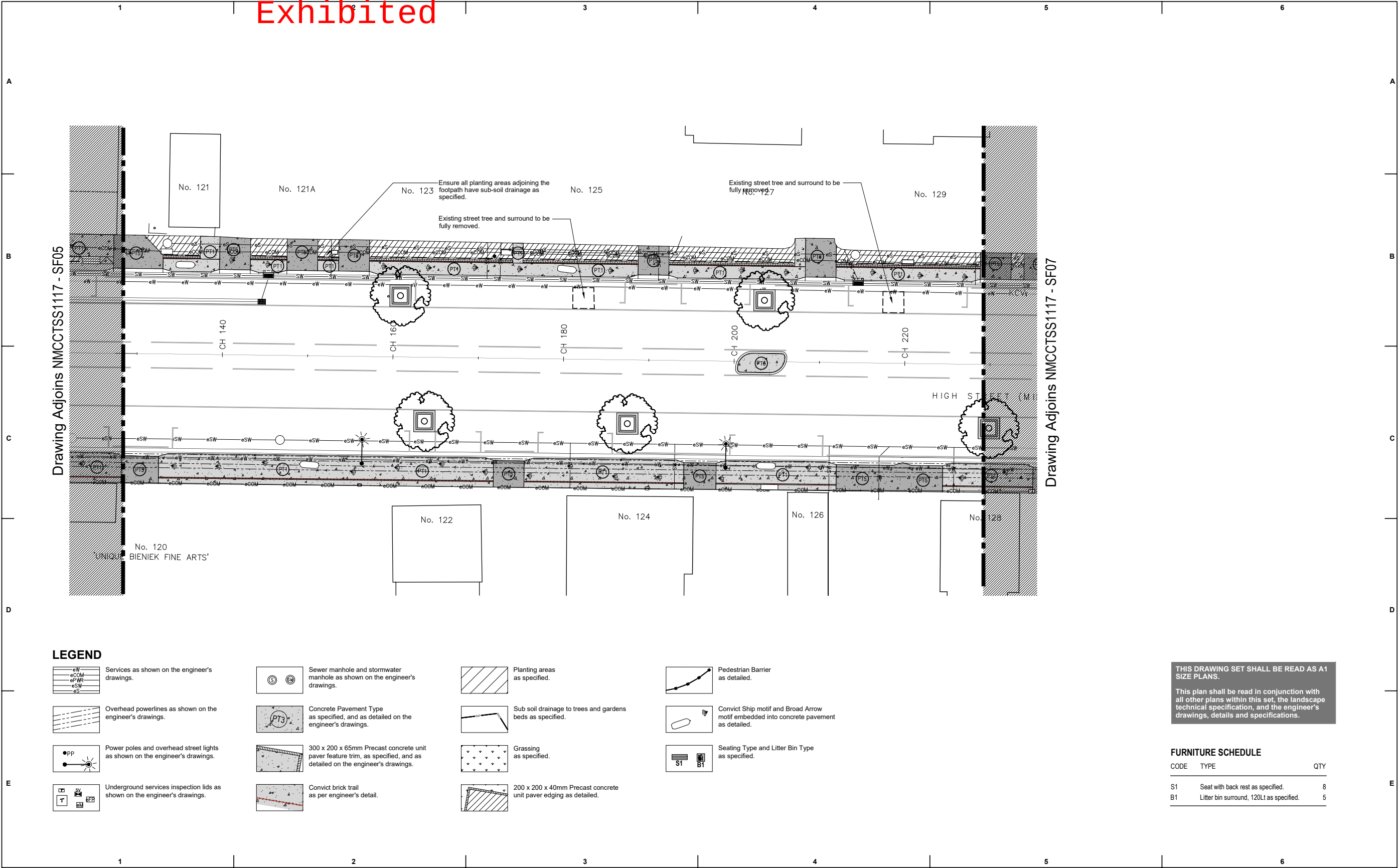
DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works.

Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.

PROJECT	
CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: High Street from King Street to Red Bridge, Campbell Town, Tasmania	
DRAWING TITLE	
LANDSCAPE PLAN - Surface Finishes and Furniture	

DRAWING INFORMATION		
Scale Bar 0 1 2 5 10m North 		
Date 14/05/26	Project Stage TENDER	Sheet 2/8
DRAWING No. NMCCTSS1117 - SF05		Issue A

Exhibited



THIS DRAWING SET SHALL BE READ AS A1 SIZE PLANS.
This plan shall be read in conjunction with all other plans within this set, the landscape technical specification, and the engineer's drawings, details and specifications.

FURNITURE SCHEDULE

CODE	TYPE	QTY
S1	Seat with back rest as specified.	8
B1	Litter bin surround, 120Lt as specified.	5

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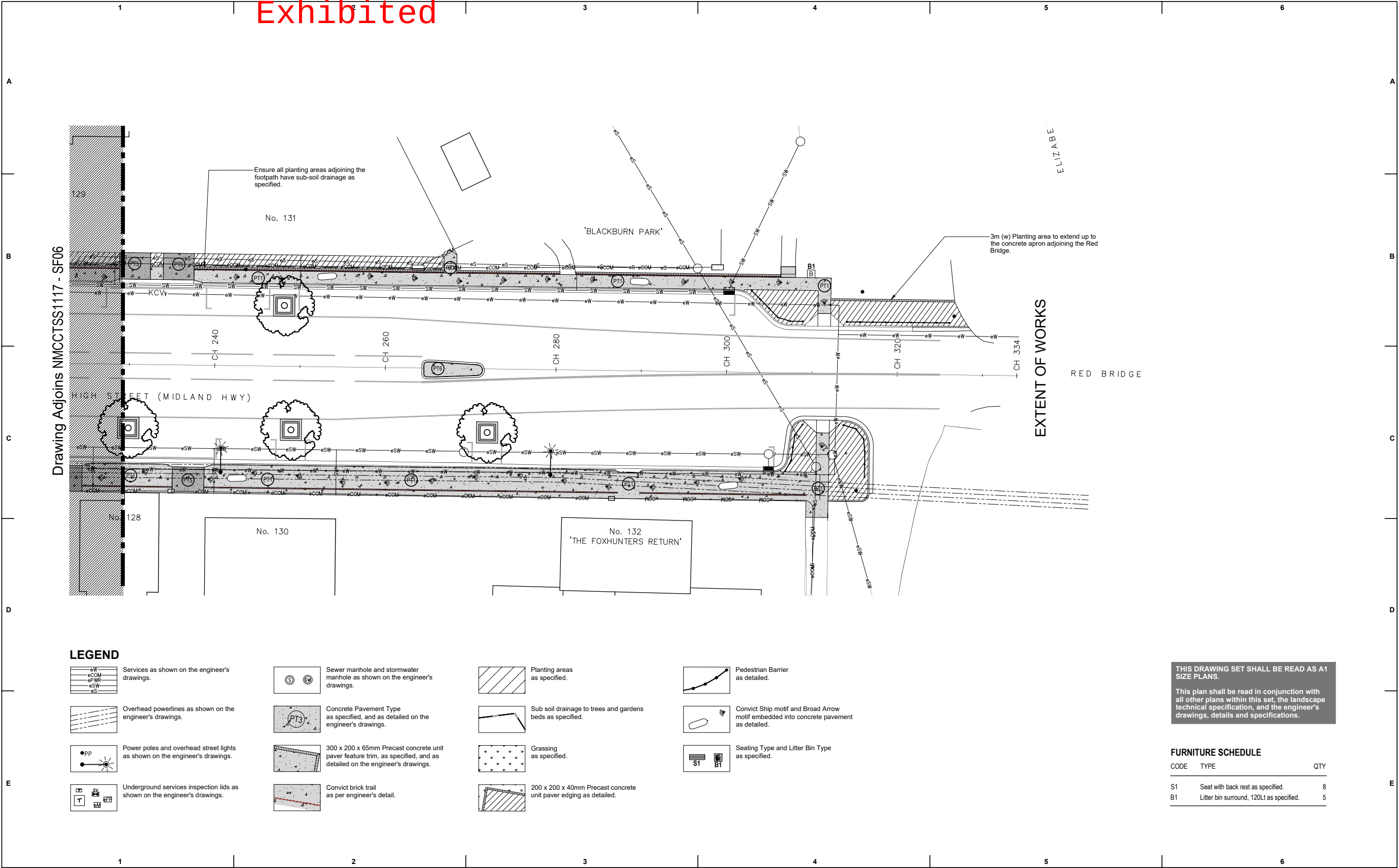
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CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION		
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including, architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: King Street to Red Bridge, Campbell Town, Tasmania	Scale Bar 0 1 2 5 10m North 		
	A	TENDER issue	14/05/26			Date	Project Stage	Sheet
						14/05/26	TENDER	3/8
					LANDSCAPE PLAN - Surface Finishes and Furniture	DRAWING No.	Issue	
						NMCTSS1117 - SF06	A	

Exhibited

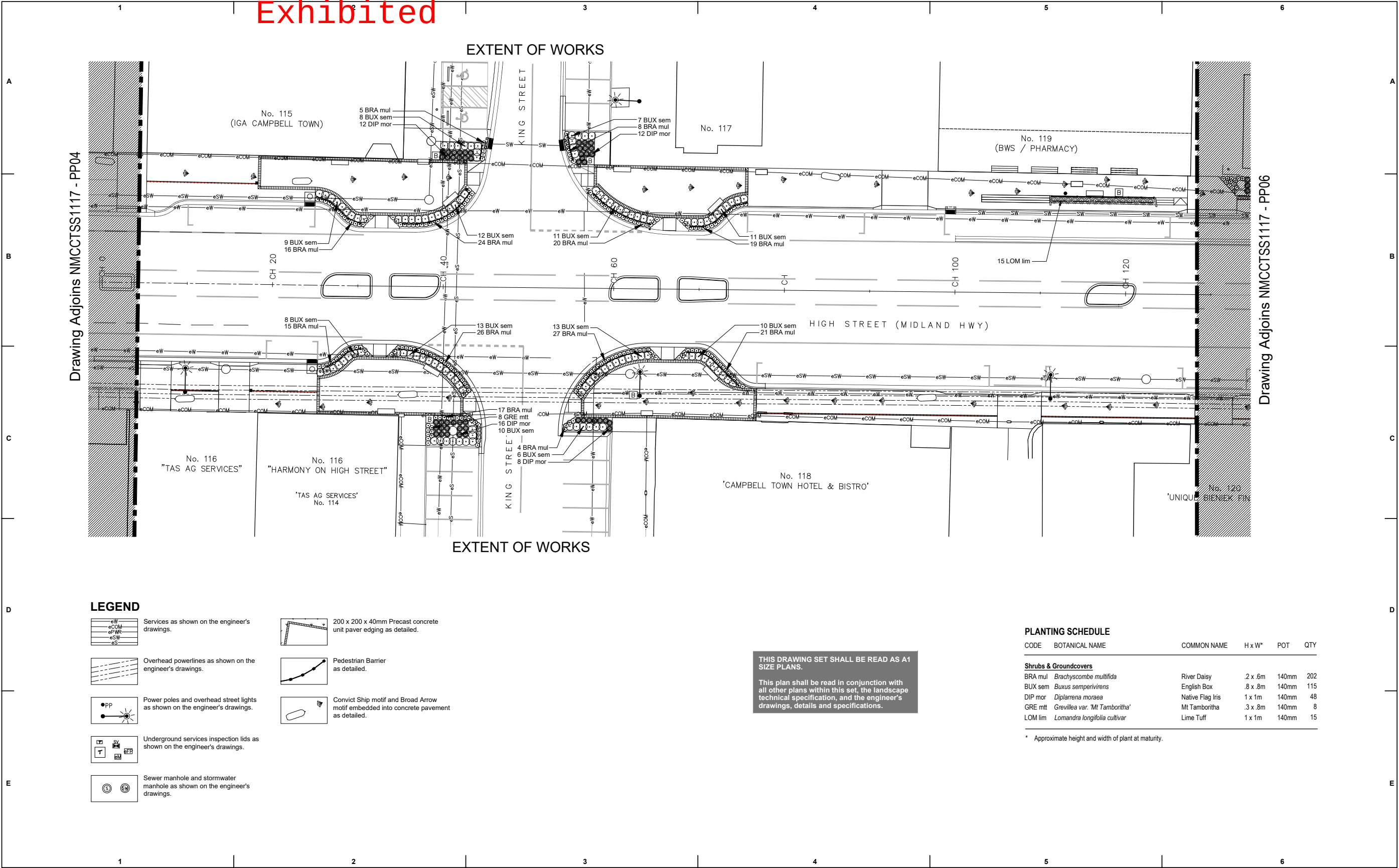


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CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION		
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including: architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: King Street to Red Bridge, Campbell Town, Tasmania	Scale Bar 012510m North 		
	A	TENDER issue	14/05/26			Date14/05/26	Project StageTENDER	Sheet4/8
					DRAWING TITLE	DRAWING No. NMCTSS1117 - SF07		
					LANDSCAPE PLAN - Surface Finishes and Furniture	Issue A		

Exhibited

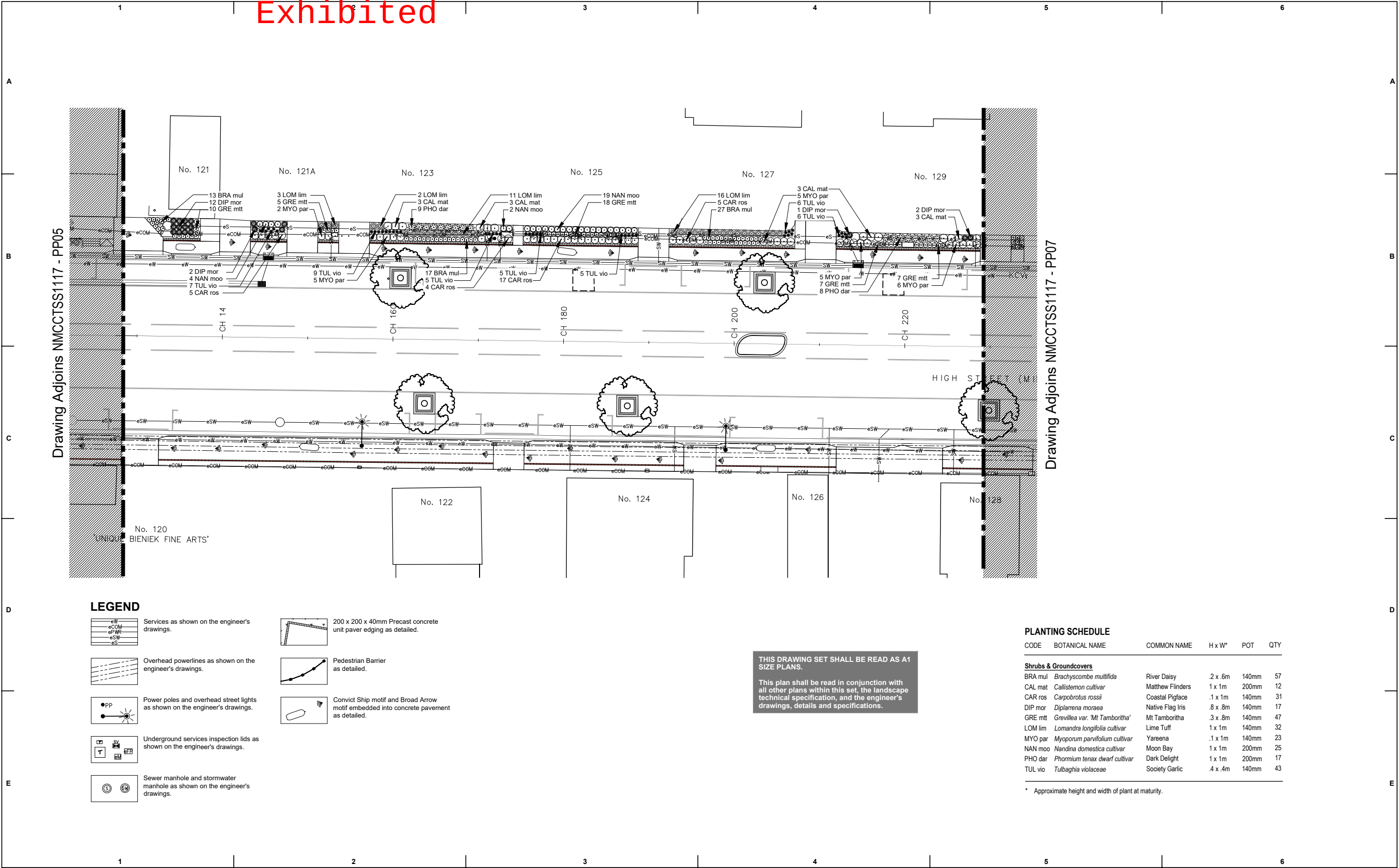


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	A	TENDER Issue	14/05/26					
						Date	Project Stage	Sheet
						14/05/26	TENDER	5/8
					LANDSCAPE PLAN - Planting	DRAWING No. NMCTSS1117 - PP05		Issue A

Exhibited



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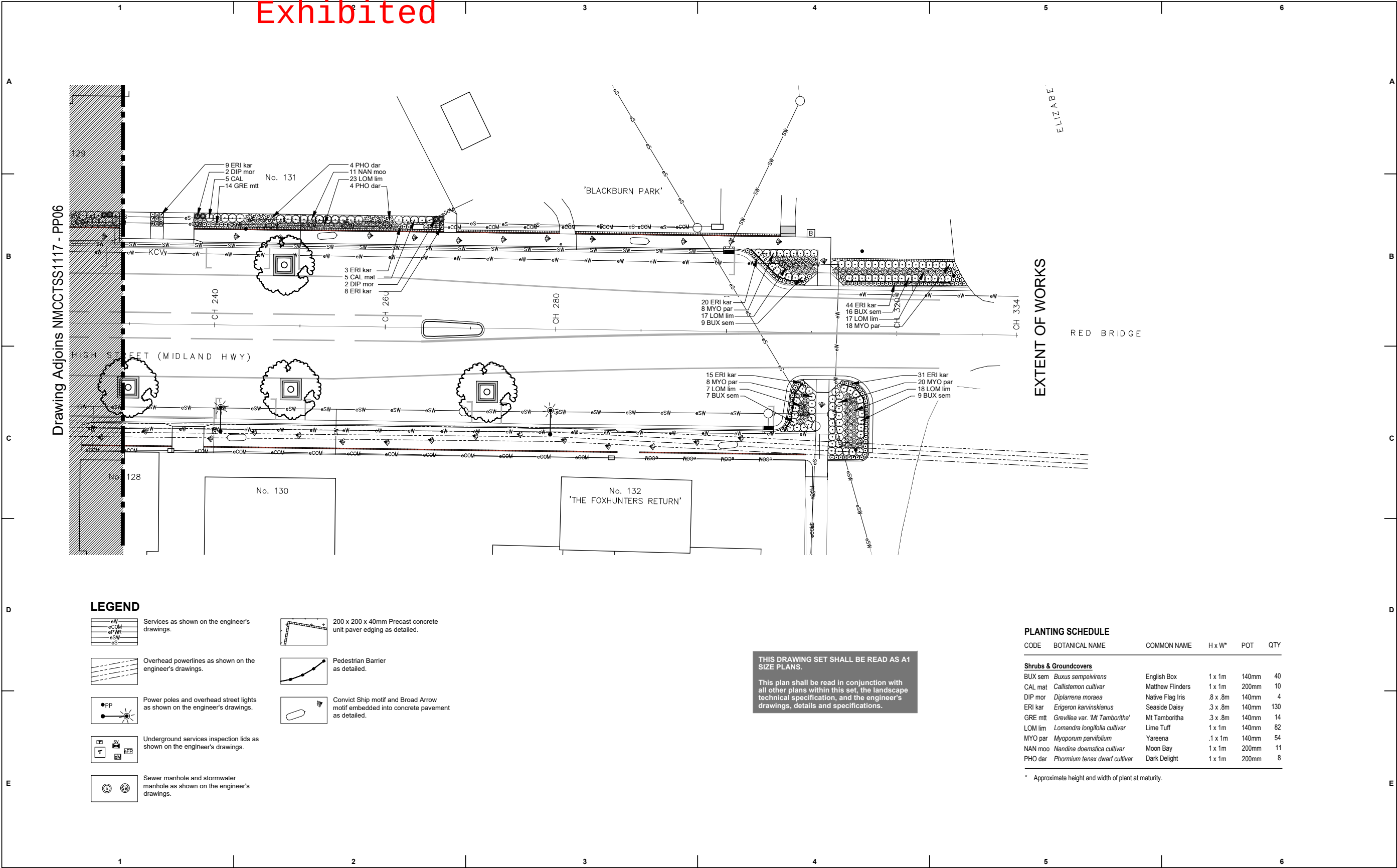
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CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION			
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including: architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: King Street to Red Bridge, Campbell Town, Tasmania	Scale Bar 012510m North			
	A	TENDER Issue	14/05/26			Date14/05/26	Project StageTENDER	Sheet6/8	
					DRAWING TITLE	DRAWING No. NMCTSS1117 - PP06			
					LANDSCAPE PLAN - Planting	Issue A			

Exhibited



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CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION		
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including: architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE: King Street to Red Bridge, Campbell Town, Tasmania	North		
	A	TENDER Issue	14/05/26					
						Date	Project Stage	Sheet
						14/05/26	TENDER	7/8



CLIENT	ISSUE SCHEDULE			NOTES	PROJECT	DRAWING INFORMATION
 NORTHERN MIDLANDS COUNCIL	Issue	Description	Date	Landscape works drawings, associated specifications and details shall be read in conjunction with all other project consultants approved drawings including: architectural, engineering, hydraulic, and electrical services. DIAL BEFORE YOU DIG. Check all underground services prior to commencement of any works. Ensure all dimensions are checked on site prior to commencement of landscape works. All dimensions shown on drawings and details are in millimetres unless noted otherwise.	CAMPBELL TOWN STREETScape REDEVELOPMENT STAGE ONE: William Street to 111 / 112 High Street, Campbell Town, Tasmania	Scale Bar North
						Date Project Stage Sheet 10/10
				LANDSCAPE DETAILS	DRAWING No. Issue NMCCTSS1117 - LD03	



Submission to Planning Authority Notice

Application details

Council Planning Permit No.	PLN-26-0097
Council notice date	2/06/2026
TasWater Reference No.	TWDA 2026/00607-NMC
Date of response	12/06/2026
TasWater Contact	
Phone No.	

Response issued to

Council name	NORTHERN MIDLANDS COUNCIL
Contact details	Planning@nmc.tas.gov.au
Development details	
Address	115 HIGH ST, CAMPBELL TOWN
Property ID (PID)	6203300
Description of development	Campbell Town Streetscape/Roadworks Project (Heritage Precinct) – Stage 2

Schedule of drawings/documents

Prepared by	Drawing/document No.	Revision No.	Issue date
Verto	251023 sheets CDA00, CDA11, CDA12	A	N/A
Lange Design Landscape Architecture	NMCCTSS1117 sheets CS02, SF05-SF07, PPO5-PP07	A	14/05/2026

Conditions

Pursuant to the *Water and Sewerage Industry Act 2008 (TAS)* Section 56P(1) TasWater imposes the following conditions on the permit for this application:

CONNECTIONS, METERING & BACKFLOW

- Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.

INFRASTRUCTURE WORKS

- Prior to applying for a Engineering Design Approval, the developer must physically locate all existing infrastructure to provide sufficient information for accurate design and physical works to be undertaken.
 - Trees with a canopy diameter of 2m or greater located over or within 2m of existing TasWater water and/or sewerage infrastructure must have the root system contained within a tub, raised garden bed or other suitable root barrier

Tasmanian Water & Sewerage Corporation Pty Ltd
 GPO Box 1393 Hobart, TAS 7001
development@taswater.com.au
 ABN: 47 162 220 653

1



system designed to mitigate the potential for the tree roots to infiltrate the pipe trench and/or the pipe.

3. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
4. Ground levels over the TasWater assets must not be altered without the written approval of TasWater.

DEVELOPMENT ASSESSMENT FEES

5. The applicant or landowner as the case may be, must pay a development assessment fee of \$251.35 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

The payment is required within 30 days of the issue of an invoice by TasWater.

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/application-information/application-for-development-services-form>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- a. A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- b. TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- c. Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

REFERRAL OF DEVELOPMENT APPLICATION PLN-26-0097 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No:

Date: 2 June 2026

Applicant: Northern Midlands Council

Proposal: Campbell Town Streetscape Stage 2- King Street to Esplanade

Location: High Street, CAMPBELL TOWN

W&I referral PLN-26-0097, High Street, CAMPBELL TOWN

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

W.1 For construction drawings

Prior to the commencement of any works, For Construction Drawings shall be submitted to and approved by the Works & Infrastructure Department.

W.2 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Australian Standards and Austroads guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements and use the GDA 94 datum.

- a) A CCTV inspection report must be provided for all new Council underground drainage pipes and pits.

W.6 Separation of stormwater services

- a) All existing stormwater pipes and connections must be located.

W.5 Works in State Road reserve

- a) The applicant must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at transport.tas.gov.au/road/permits, applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.8 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development authorised by this permit the applicant must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.9 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

Roshaan Azar (Engineer)

Leigh McCullagh (Works Manager)

Date: 24/06/2026

From: Bonner, Chris
Sent: Wednesday, 17 June 2026 4:02 PM
To: NMC Planning
Subject: RE: Referral to THC - Planning Application PLN-26-0097 for High Street, CAMPBELL TOWN
Categories: Bridgett

Dear Bridget & Rosemary,

RE: Campbell Town High Street Streetscape – Stage 2 – King Street to Esplanade

Kerb realignment, pedestrian barriers, street furniture, garden beds, signage, pavement, replacement kerbs, pedestrian nodes and carriageway pavement.

Thank you for confirming that no works are proposed within Places that are entered in the Tasmanian Heritage Register (THR).

A Notice is unable to be issued under the *Historic Cultural Heritage Act 1995*.

We note that the work will adjoin cadastral boundaries of the following 7No. THR Places:

- THR ID 4951, 114 High Street, Campbell Town
- THR ID 4946, Powell's Hotel, 118 High Street, Campbell Town
- THR ID 4952, House & Shop, 120 High Street, Campbell Town
- THR ID 4953, House, 122 High Street, Campbell Town
- THR ID 4954, House, 124 High Street, Campbell Town
- THR ID 4957, The Foxhunters Return, 132 High Street, Campbell Town
- THR ID 4941, Red Bridge (CPR9865).

Concrete paving is proposed to abut street-fronting buildings to the Places highlighted.

As advice, we recommend that design amendments, or conditions are applied, to omit concrete paving from abutting significant heritage fabric – masonry, timber and fence structures, to any part of a place that is entered in the Tasmanian Heritage Register.

The following recommendation was made to remove concrete paving from against heritage masonry of the THR Place ID 5220, 48 Main Road, Perth (Heritage Tasmania, February 2026):

"Box out footpath away from building sufficient distance to enable infill of a concrete paver. Ensure that footpath and paver have adequate fall to ensure surface water drains away from the building. This solution is to ensure that (a) buildings are not affected by rising damp or rot in consequence of having slab poured against them, (b) owner access to footings / bottom of wall is not unreasonably impaired. The prior condition was a bitumen footpath at a lower level, and bitumen has a much better degree of porosity than a 100mm concrete slab".

As general advice:

New work should avoid conditions that lead to moisture stress or rising damp to prevent premature decay of heritage fabric.

New work should not raise external surface levels i.e., maintain step-down to not compromise a building's sub-floor ventilation

Concrete paving should not be formed, or finished against heritage structures.

The finish of concrete paving, if required, should be sufficiently recessive i.e. exposed aggregate in the heritage streetscape.

If it assists, see following sections of the Heritage Council's *Works Guidelines*:

<https://heritage.tas.gov.au/works-and-development/works-guidelines>

- 9.5 Additions or extensions,
10.3 Ramp and walkway access, and
14. Outdoor spaces, built landscapes, gardens and plants.

Take care to avoid ongoing conservation problems at the interface between the historic place and the addition or extension. For example, construction details in new works should avoid breaching damp proof courses or preventing subfloor ventilation in historic parts which may lead to damp issues that may be difficult and costly to remedy post-construction

Where ramps are constructed of concrete, they should be designed to avoid creating conditions that will cause or exacerbate problems with rising damp in adjoining masonry.

Avoid establishing garden beds or planters against historic fabric, to avoid causing decay from rising damp in masonry or rot in timber.

Ensure that paved surfaces are sloped to drain away from buildings, and that any paved surfaces that abut masonry that is historic fabric have a porous zone to enable evaporation of subsurface moisture against the wall.

Details are also explained in the following *Technical Guide*:

https://www.heritage.vic.gov.au/data/assets/pdf_file/0026/505268/Salt-attack-and-rising-damp.pdf

I hope that assists.

Regards

Chris Bonner | Regional Heritage Advisor |
Heritage and Land Tasmania | Environment, Heritage & Land
Department of Natural Resources and Environment Tasmania
Public Buildings | 53 St John Street | Launceston TAS 7250
GPO Box 618 | Hobart TAS 7001 | T: 1300 850 332
W: www.heritage.tas.gov.au

Delivering a **sustainable Tasmania**



In recognition of the deep history and culture of this island, I acknowledge and pay my respects to all Tasmanian Aboriginal people; the past and present custodians of the land.

From: NMC Planning <planning@nmc.tas.gov.au>

Sent: Wednesday, 3 June 2026 4:09 PM

To: Bonner, Chris

Subject: RE: Referral to THC - Planning Application PLN-26-0097 for High Street, CAMPBELL TOWN

Hi Chris,

There are no works proposed within listed places HOWEVER we note that last time THC expected works adjacent to street fronting Heritage buildings to be paved, rather than concreted. This added some financial cost to the works which wasn't factored into the tender process.

Council planners wished to refer the application to THC to ensure that any associated requirements are conditioned or at the very least, known by the contractors from the outset.

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

34(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

Consideration: The Local Provisions Schedule Requirements are at clause LP1.0 of the SPPs. These are: Zone Maps, Local Area Objectives, Particular Purpose Zones, Specific Area Plans, Site-specific Qualifications, Code Overlay Maps, and Code Lists in Tables.

An amendment to the Zone Maps is proposed.

(b) is in accordance with section 32

Under section 32:

(3) An LPS may, if permitted to do so by the SPPs, include

(a) a particular purpose zone...

(b) a specific area plan, being a plan consisting of –

(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, being a provision, or provisions, in relation to a particular area of land, that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.

(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; or

(b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

Consideration: The draft amendment is not for a particular purpose zone, a specific area plan or a site-specific qualification.

(c) furthers the objectives set out in Schedule 1 of LUPAA

Part 1 Objectives	Consideration
<i>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity</i>	The draft amendment is consistent with this objective.
<i>(b) to provide for the fair, orderly and sustainable use and development of air, land and water</i>	The draft amendment is consistent with this objective.
<i>(c) to encourage public involvement in resource management and planning</i>	The statutory process for the assessment of a planning scheme amendment includes public notification of the draft amendment. Any representations received must be considered by the Planning Authority. The Planning Authority is required to report on any representations to the

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

	Tasmanian Planning Commission, which may hold public hearings into representations.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c)</i>	Given that the landowner has requested a rezoning to General Residential, it is considered more likely that the site will be developed under that zone than under the current Light Industrial Zone, consistent with this objective.
<i>(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</i>	Community, industry, and government agencies will have the opportunity to comment on the draft amendment during the public notification period.
Part 2 Objectives	Consideration
<i>(a) to require sound strategic planning and co-ordinated action by State and local government</i>	The proposal is consistent with the relevant sections of the Northern Tasmanian Regional Land Use Strategy, see below, ensuring sound strategic planning.
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land</i>	The Tasmanian Planning Scheme – Northern Midlands is the planning instrument relevant to the draft amendment.
<i>(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</i>	The draft amendment is consistent with this objective.
<i>(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</i>	The draft amendment is consistent with this objective.
<i>(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals</i>	The draft amendment is consistent with this objective.
<i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation</i>	The draft amendment is consistent with this objective.
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value</i>	Not applicable to the draft amendment.
<i>(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</i>	The draft amendment does not negatively impact on public infrastructure.
<i>(i) to provide a planning framework which fully considers land capability.</i>	Land capability is considered through the State Policy on the Protection of Agricultural Land 2009 and the Agriculture Zone and Rural Zone provisions.

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

(d) is consistent with each State policy

State Policy on the Protection of Agricultural Land 2009		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
To conserve and protect agricultural land so that it remains available for the sustainable use and development of agriculture, recognising the particular importance of prime agricultural land.	Proposed non-agricultural use and development that is 'discretionary' or 'prohibited' on agricultural land.	All agricultural land in Tasmania.
State Policy on Water Quality Management 1997		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
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 the RMPS.	Proposed use and development that may impact on surface or ground water quality in Tasmania.	All surface waters, including coastal waters, and groundwaters, other than: - privately owned waters that are not accessible to the public and are not connected to, or flow directly into, waters that are accessible to the public; or - waters in any tank, pipe or cistern.
State Coastal Policy 1996		
What is the purpose of the Policy?	What developments are affected?	Where does the Policy apply?
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.	Proposed use and development in a coastal area that is 'discretionary' or 'prohibited' under land use zones applying to coastal areas in planning schemes.	Tasmania's coastal area, including all islands except for Macquarie Island. The coastal zone includes State Waters (as defined in the Living Marine Resources Management Act 1995) and all land to a distance of 1km from the high water mark.
National Environmental Protection Measures (NEPMs)		
In accordance with the State Policies and Projects Act 1993, a NEPM is taken to be a State Policy. The following NEPMs are therefore State policies: <i>Air Toxics</i> <i>Ambient Air Quality</i>		

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

- *Assessment of Site Contamination*
- *Diesel Vehicle Emissions*
- *Movement of Controlled Waste between States and Territories*
- *National Pollutant Inventory*
- *Used Packaging Materials*

Consideration: The draft amendment is consistent with State policies as far as they are applicable.

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

Consideration: The Tasmanian Planning Policies (TPPs) come into effect on 1 July 2026. They are:

1.0	Settlement	
1.1	Growth	The draft amendment is consistent with Strategy 2: <i>Plan for growth that will:</i> <i>a) prioritise and encourage infill development, consolidation, redevelopment, re-use and intensification of under-utilised land within existing settlements, prior to allocating land for growth outside existing settlements;</i> <i>b) prioritise the development of land that maximises the use of available capacity within existing physical and social infrastructure networks and services.</i>
1.2	Liveability	The draft amendment is consistent with Strategies: <i>1 - Promote the location of residential use and development in areas that are close to, or are well connected to, activity centres or secure and reliable employment sources.</i> <i>8 - Improve neighbourhood amenity by managing incompatible use and development.</i>
1.3	Social infrastructure	No relevant strategies.
1.4	Settlement types	No relevant strategies.
1.5	Housing	The draft amendment is consistent with Strategies: <i>1 - Provide the timely supply of land for housing in locations that are, or can be, easily connected to, and integrated with, the range of services including social and physical infrastructure, access to community, health and education facilities, public transport, and employment, consistent with the policy outcomes that deliver liveable settlements.</i> <i>2 - Supply land, including infill, reuse and greenfield sites, for housing that meets the projected housing demand, which is to be based on the best available evidence, to improve housing availability and affordability.</i>
1.6	Design	No relevant strategies.
1.7	Development contributions	No relevant strategies.
2.0	Environmental Values	
2.1	Biodiversity	No relevant strategies.

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

2.2	Waterways, wetlands and estuaries	The Natural Assets Code (waterway and coastal protection area) (see Figure 3) applies up to 6m along the rear boundary with Sheepwash Creek.
2.3	Geodiversity	No relevant strategies.
2.4	Landscape values	No relevant strategies.
2.5	Coasts	No relevant strategies.
3.0	Environmental Hazards	
3.1	Bushfire	The land is mapped as bushfire prone. Existing residential subdivision and development of dwellings subject to the Bushfire-Prone Areas Code to the west of the site indicates that the Code does not prevent residential development in this area. Future subdivision of 69 Cromwell Street will have to demonstrate compliance with the Bushfire-Prone Areas Code and future dwellings with the Director of Building Control's Determination - Bushfire Hazard Areas.
3.2	Landslip	No relevant strategies.
3.3	Flooding	The Statewide Flood Mapping (1.0% AEP Depth – Overland Flooding [Climate Change]) (see Figure 4) shows small areas of the property subject to flooding of up to 0.25 m. The limited extent and shallow depth of mapped flooding do not present an impediment to the future development of 69 Cromwell Street.
3.4	Coastal hazards	No relevant strategies.
3.5	Contaminated air and land	Council has no record of the land having contained a potentially contaminating activity.
4.0	Sustainable Economic Development	
4.1	Agriculture	No relevant strategies.
4.2	Timber production	No relevant strategies.
4.3	Extractive industry	No relevant strategies.
4.4	Tourism	No relevant strategies.
4.5	Renewable energy	No relevant strategies.
4.6	Industry	Strategy 5 is to <i>Promote the protection of existing and future industrial land by preventing encroachment from incompatible use and development</i>. In this location, Council's strategy via the Perth Structure Plan is to: - Item 2 on page 47, "To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area". - Item 3.2 on page 51, "Work with current Industrial land owners to look at alternative suitable locations outside of the Perth study area boundary, which could meet short and longer term storage, warehousing and other light industry demands". These indicate that rezoning is to be carried out in conjunction with relocation of industrial activities.

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

		61 Cromwell Street was last purchased in March 2026 and 67 Cromwell Street was last purchased in October 2025. The owner has indicated that they intend to develop the sites in accordance with the existing Light Industrial Zone provisions. These provisions include, as the properties are within 50m of a residential zone, limits on hours of operation of use, external lighting, and commercial vehicle movements and loading/unloading. Rezoning 61 and 67 Cromwell Street before their existing use and development have been relocated to suitable sites outside Perth—and in light of their recent purchase and the landowner's intentions—would be inconsistent with the Resource Management and Planning System objective “to provide for the fair, orderly and sustainable use and development of air, land and water.” It is therefore recommended that draft amendment 28-2026 be to rezone only 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone.
4.7	Business and commercial	No relevant strategies.
4.8	Innovation and research	No relevant strategies.
5.0	Physical Infrastructure	
5.1	Provision of services	No relevant strategies.
5.2	Energy infrastructure	No relevant strategies.
5.3	Roads	No relevant strategies.
5.4	Passenger transport modes	No relevant strategies.
5.5	Ports and strategic transport networks	No relevant strategies.
6.0	Cultural Heritage	
6.1	Aboriginal cultural heritage	Rezoning from the Light Industrial Zone to the General Residential Zone will not impact on Aboriginal cultural heritage.
6.2	Historic cultural heritage	No relevant strategies.
7.0	Planning Processes	
7.1	Public Engagement	The draft amendment is consistent with Strategy 4 - <i>Provide supporting information that adequately explains and justifies the reasons for proposed planning policies, strategies and regulation to facilitate public engagement and understanding of planning process.</i>
7.2	Strategic Planning	The draft amendment is consistent with Strategy 2 - <i>Promote the identification, establishment and implementation of long-term land use planning priorities (refer to the Perth Structure Plan), that are environmentally sound, to strengthen inter-generational equity, allowing future generations to have access to the resources they need.</i>

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

(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*

Consideration: The Northern Tasmanian Regional Land Use Strategy, 23 June 2021 (NTRLUS) is the applicable regional land use strategy for the Northern Midlands. The draft amendment is consistent with the following sections of the NTRLUS:

Map D.3 identifies the land as being within a Supporting Consolidation Area.

(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*

Consideration: Council's Strategic Plan 2021-2027 is based upon four key priorities:

Lead: Serve with honesty, integrity, innovation and pride

Progress: Economic health and wealth – grow and prosper

People: Cultural and society – a vibrant future that respects the past

Place: Nurture our heritage environment

Each key priority has four strategic outcomes. Of most relevance to this draft amendment is strategic outcome Progress (Perth Structure Plan).

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

Consideration: Adjacent municipal areas are: Meander Valley, City of Launceston, and Break O' Day (Northern Region), and Glamorgan-Spring Bay, Southern Midlands and Central Highlands (Southern Region).

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

Consideration: The site is not in the vicinity of the Tasmanian Gas Pipeline.

DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

Tasmanian Planning Commission Guideline No. 1 – Local Provisions Schedule (LPS): zone and code application

Zone	
Zone Application Guidelines	Consideration
<i>GRZ 1 The General Residential Zone should be applied to the main urban residential areas within each municipal area which:</i> <i>(a) are not targeted for higher densities (see Inner Residential Zone); and</i> <i>(b) are connected, or intended to be connected, to a reticulated water supply service and a reticulated sewerage system.</i>	(a) The site is not targeted for densities higher than the General Residential Zone (refer to the Perth Structure Plan 2017). (b) The site is connected to reticulated water, and is connected/readily able to connect to reticulated sewer (refer to the LIST Map).
<i>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:</i> <i>(a) within the General Residential Zone in an interim planning scheme;</i> <i>(b) within an equivalent zone under a section 29 planning scheme; or</i> <i>(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</i> <i>(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.</i>	(a) N/a (b) N/a (c) The General Residential Zone is supported for the site by the Perth Structure Plan (attached and extracts at Figures 1 and 2 below) which identifies: • Opportunity for residential infill and further subdivision on 69 Cromwell Street, but not 61 & 67 Cromwell Street (page 27). • Potential new residential subdivision on 69 Cromwell Street, but not 61 & 67 Cromwell Street (page 39). (d) The site is connected to reticulated water, and is connected/readily able to connect to reticulated sewer (refer to the LIST Map).
<i>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.</i>	69 Cromwell Street is subject to: Bushfire-Prone Areas Code. Development of dwellings subject to the Code to the west of the site indicates that the Code does not prevent residential development. Natural Assets Code (Waterway and coastal protection area) (see Figure 3) up to 6m along the rear boundary with Sheepwash Creek. This covers a small portion of the lot and does not present an impediment to future development of 69 Cromwell Street. The amendment will result in another General Residential Zoned lot adjoining the Light Industrial Zone. The provisions of the Light Industrial Zone relating to use within 50m of a General Residential Zone already apply due to the General Residential Zone east and west of the site and will continue to apply.

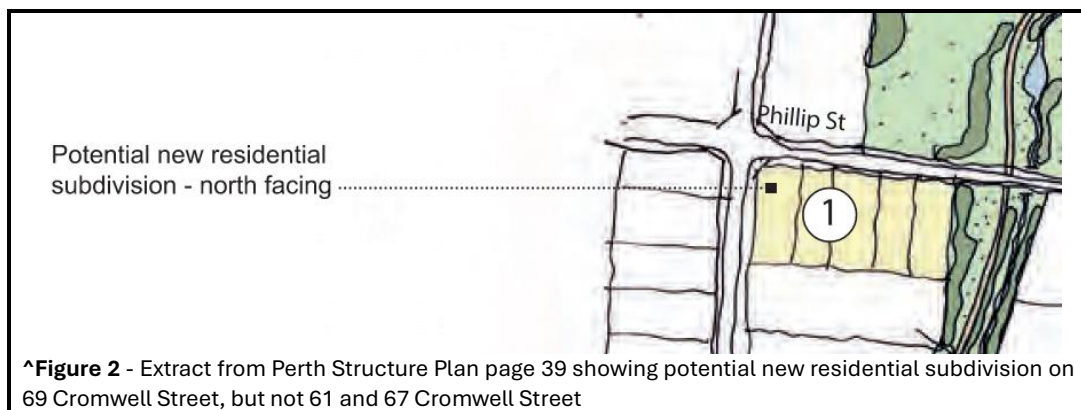
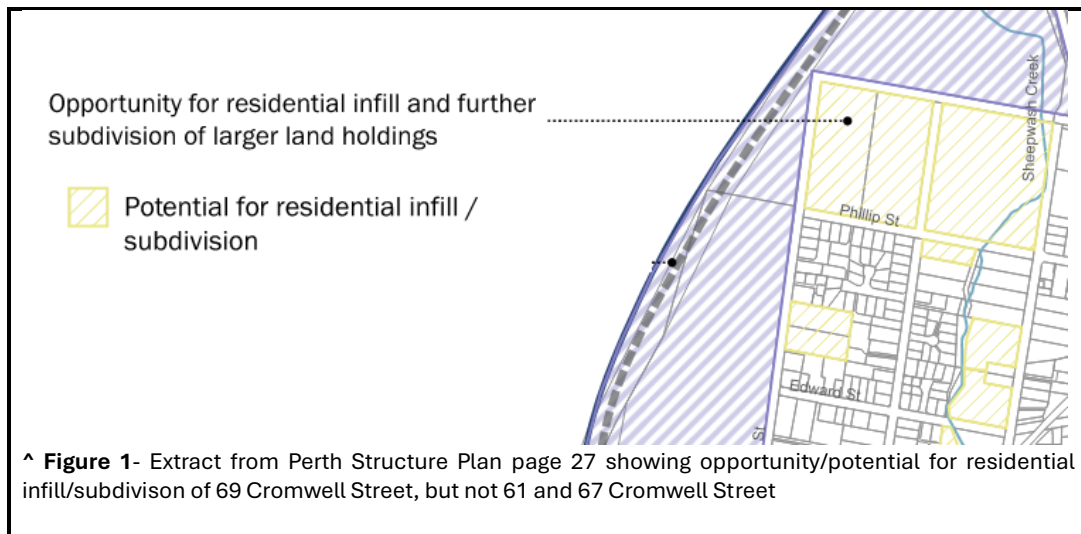
DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA

	It is therefore considered that the land is not highly constrained by hazards, natural values or other impediments that preclude the land from being rezoned to the General Residential Zone.
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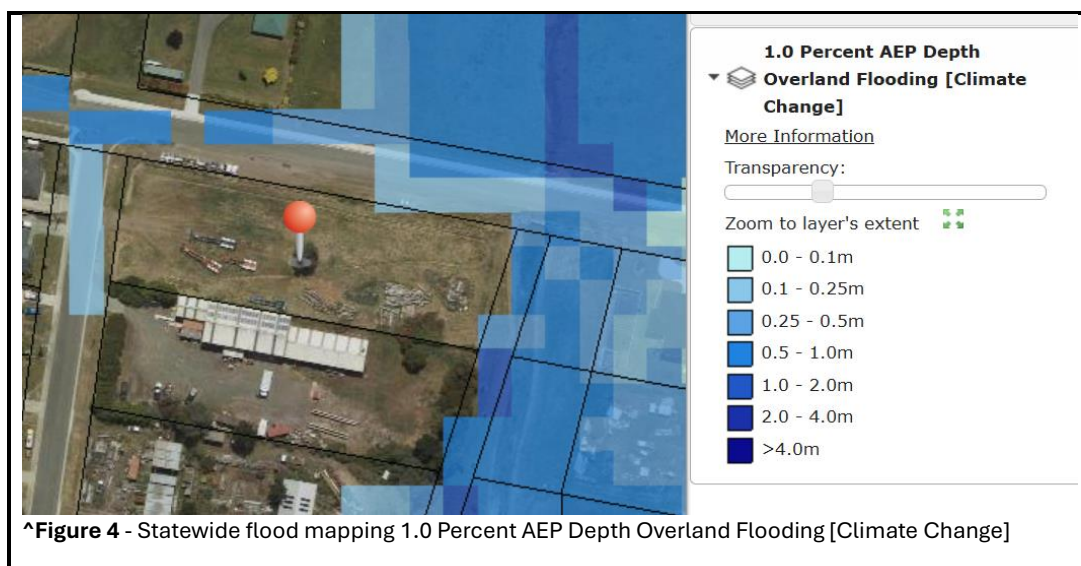
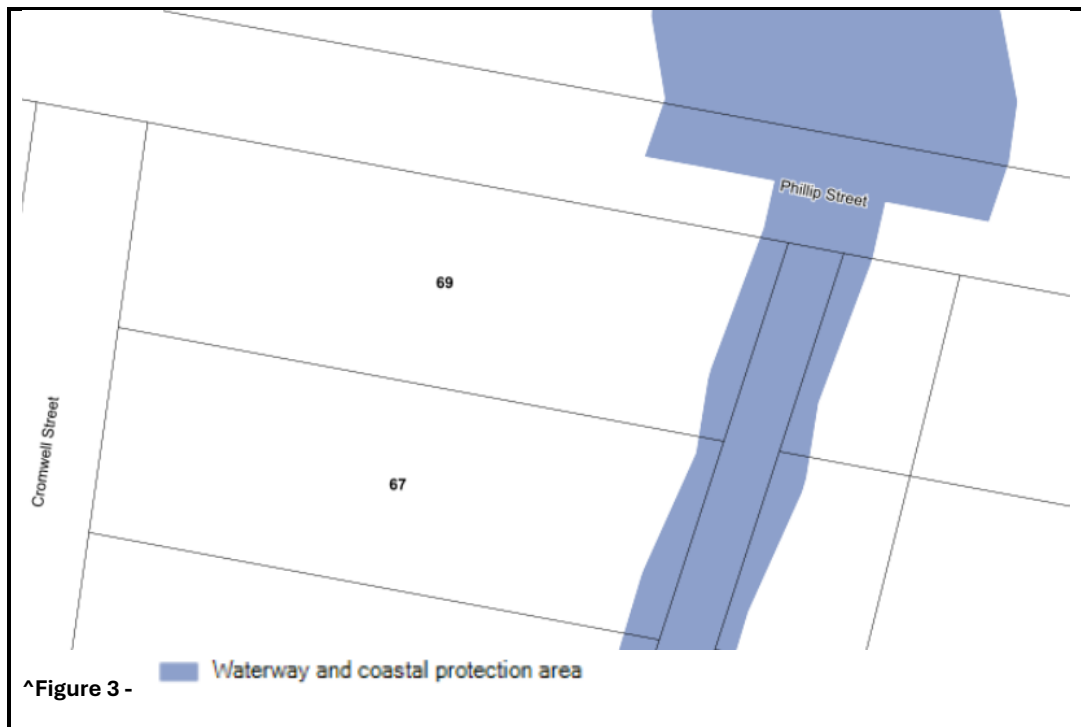
DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA



DRAFT AMENDMENT 28-2026: Rezone 69 Cromwell Street, Perth from the Light Industrial Zone to the General Residential Zone

ASSESSMENT AGAINST LPS CRITERIA





PERTH STRUCTURE PLAN

A STRATEGY FOR THE FUTURE

MARCH, 2017 (FINAL REPORT)

Photo by: Peter Bellingham

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1 INTRODUCTION

1 INTRODUCTION



Figure 1: Location Plan

1.1 OVERVIEW

Perth, the ‘Gateway to the Heritage Highway’, is located in the Northern Midlands local government area, just 20 kilometres south-east of Launceston. The township is beautifully positioned within a flat plane along the South Esk River.

Settled in 1821, Perth represents one of the original settlements in Tasmania, with many historic buildings remaining today from the Georgian and Victorian period. As a result, it has become a town of historical significance and interest for visitors. Perth is also a popular stop off point along the Midland Highway, as the first major town near Launceston on-route to Hobart (See Figure 1).

The Perth locality offers an affordable rural lifestyle, while also being relatively close to the airport and major regional centre of Launceston. Due to rich soils along the river flats of the Esk, Lake and Macquarie Rivers, the wider Northern Midlands has become one of the state’s major agriculture and farming areas. The surrounding area also features several other historic towns and villages, including Evandale, Longford, Campbell Town and Ross.

In response to expected growth within the local area, the Northern Midlands Council has engaged GHD to prepare a Structure Plan for Perth, including an Outline Development Plan (ODP) for two strategic areas:

1. The South Perth emerging community area, a large greenfield site, located south of Drummond Street; and
2. Sheepwash Creek, a discrete area within the western part of Perth adjacent to the creek reserve.

The Structure Plan provides an opportunity to formulate an integrated development strategy for the longer term urban development of the town including residential growth and the provision of supporting services and facilities. The Development Plans for the South Perth and Sheepwash Creek areas, form a critical part of the overall strategy, in terms of accommodating the projected growth.

This report provides a framework to guide the future growth and development of Perth, strengthening its position as a sub-regional centre. This strategy is designed to build upon the existing assets of the town, provide for sustainable development and growth of Perth, while also ensuring that it remains a highly attractive and great place to live, work and visit.

1.2 PROJECT AIMS

Perth has the potential to cater for a large proportion of the expected growth within the Northern Midlands. The primary aim for this project is therefore to establish a preferred pattern for urban consolidation and the future residential growth for Perth, along with a framework for revitalisation of the town centre, acknowledging its historic values and strong relationships with other nearby activity centres.

A number of key priorities and objectives have been identified for the project, including:

- To build upon and revise previous strategies and plans relevant to Perth, recognising the acceleration of the proposed highway bypass;
- To define the extent of the southern and western growth areas (as currently known) in consultation with Department of State Growth (DSG);
- To engage stakeholders in the process, including Council, DSG, Northern Tasmania Development, Perth Local District Committee and the general community;
- To analyse residential, commercial and industrial land demand and supply at different growth scenarios including identification of potential dwelling yield and any need for additional industrial land particularly in light of the Launceston Gateway Precinct Master Plan;
- To investigate the opportunity to define a historic focal point in Perth’s existing town centre and linkages with new development;
- To identify infrastructure constraints and possible upgrade requirements to existing infrastructure and transportation networks;
- To formulate an overall Structure Plan, setting out a broad strategy for future growth and development, including development plans for the South Perth and Sheepwash Creek areas;
- As part of the South Perth ODP, to provide an indicative layout for residential development, roads, footpaths, public open space and pathways, commercial and any industrial land provision; and
- Develop a corresponding staging and implementation plan.

1.3 REPORT PURPOSE

The following Structure Plan report has been prepared by GHD, to provide an overview of both the existing conditions and future development strategies proposed for Perth.

This report is structured in ten (10) sections, as follows:

SECTION 1: Introduction:

Section 1 provides background information on the aims and objectives of the project, process which has been followed in developing the Development Plans and broader Structure Plan, as well as, an overview of the report structure and content.

SECTION 2: Context

Section 2 contains an overview of the Perth study area and broader regional context, including the regional and local planning framework for Perth.

SECTION 3: Existing Conditions Analysis

Section 3 provides a detailed review and analysis of the existing conditions, in respect of land use patterns; transport, parking and movement; landscape character and open space; the natural environment; utilities and infrastructure.

SECTION 4: Demand Assessment

Section 4 provides a brief summary of the market study and demand analysis prepared by Choice Location Strategists, including the projected demand for additional residential, retail, industrial and other community support uses for the Perth area.

SECTION 5: Stakeholder Engagement

Section 5 provides an overview of the feedback and input received from the general community and other key stakeholders for the project, in terms of issues and opportunities for future planning and development. Feedback was sought both for the South Perth emerging community area and broader township.

SECTION 6: Opportunities and Constraints

Section 6 provides a synopsis of the key opportunities and constraints for Perth, based on analysis and findings presented in Sections 2-4 of this report. The opportunities and constraints identified, form the basis for the design strategies recommended for Perth.

SECTION 7: Urban Design Principles

Outlines the key urban design principles and framework for future development that have been adopted in developing the Structure Plan and Development Plans for the South Perth and Sheepwash Creek areas.

SECTION 8: Development Plans

Section 8 provides an overview of the development plans prepared for the South Perth emerging community and Sheepwash Creek areas, including the strategies and principles underpinning the design.

SECTION 9: Structure Plan

This section provides an outline of the proposed structure plan options developed for the Perth local area, including the design strategies for future development.

SECTION 10: Implementation Plan

This section outlines recommendations in respect of staging and implementation of the proposed initiatives.

SECTION 11: Conclusion

Section 11 provides final concluding remarks on the project, including next steps in the process, to formalise and adopt the Structure Plan.

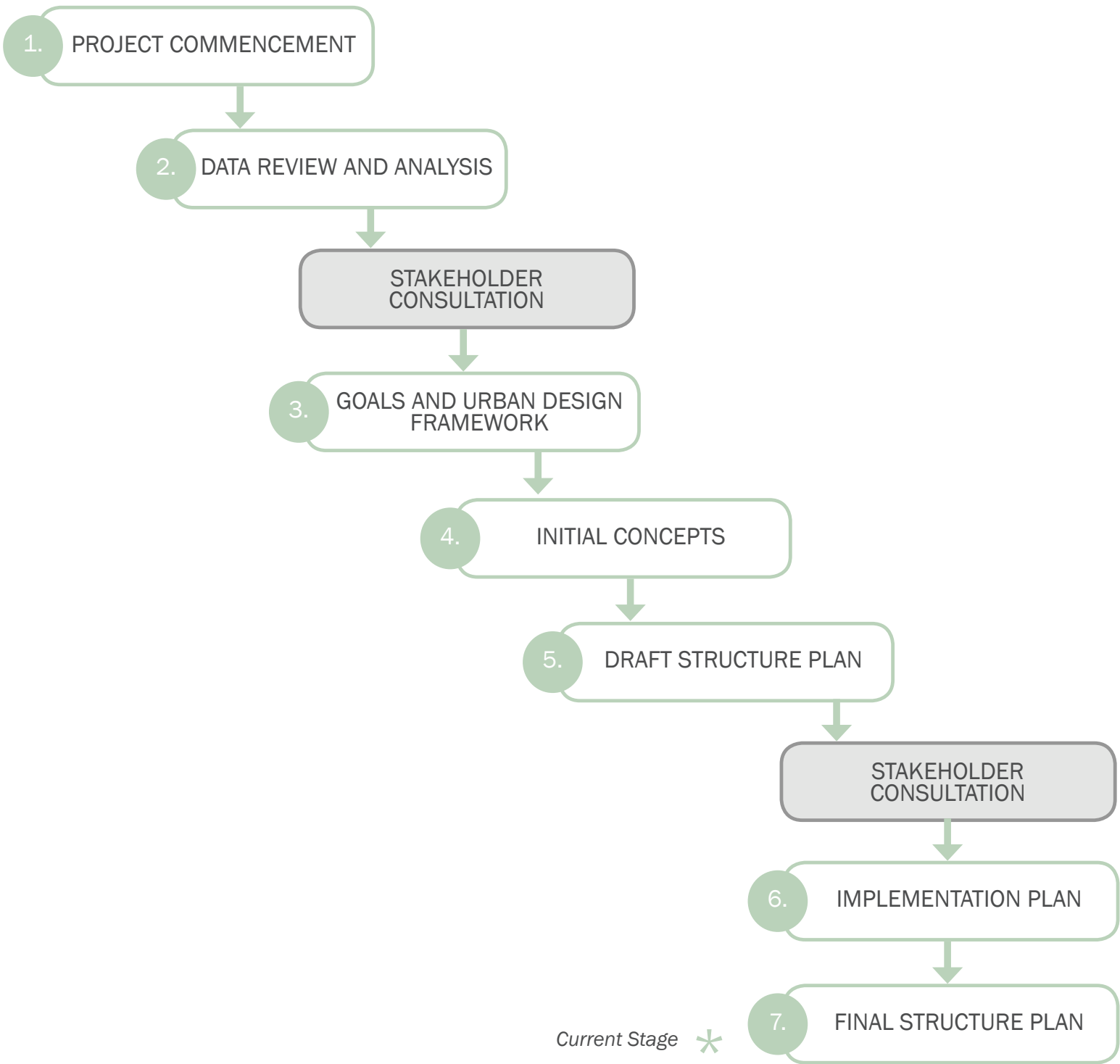
SECTION 12: Acknowledgements

1.4 PROCESS

In developing the Structure Plan and ODP for the new emerging community area, GHD have adopted a highly collaborative approach, involving key stakeholders at critical points within the project, to obtain their feedback and input, as a means of developing a sound strategy and framework for future growth and development.

This process is illustrated in Figure 2.

Figure 2: Project Process





2 CONTEXT

2 CONTEXT

2.1 REGIONAL CONTEXT

Perth is located approximately 20 minutes south of Launceston and 10 minutes west of the Launceston Airport (Refer to Figure 3). The town is located in the Northern Midlands local government area, which is one of Tasmania’s major agriculture and farming areas. Perth is also situated within the Launceston business catchment and serves as a convenient commuter satellite town to Tasmania’s second largest city.

The Northern Midlands is one of the largest rural local council areas in Tasmania, with a population close to 12,800 people. The Northern Midlands encompasses over 5,130 square kilometres of land from extensive grazing lands in the west, to mountainous country along the eastern boundary.

The Northern Midlands is home to some of the most significant heritage sites and landscapes in Tasmania which is a key driver and attraction to the area. With vast open landscapes and over 200 creeks traversing the region, there are a number of walking trails and historic towns scattered throughout. Primary industries within the region are agriculture, forestry and fishing.

The towns of Evandale and Longford are in close proximity to Perth, which is strategically positioned on the Midland Highway at the junction with Illawarra Road. The Midland Highway is the major transport corridor linking Tasmania’s two major urban centres of Hobart and Launceston, in the north and south of the state. Illawarra Road serves as an extension of the corridor to the North-West by providing an important transport and freight connection to the Bass Highway.

2.2 STUDY AREA

Perth has an approximate area of 245 hectares and is defined by the scenic South Esk River to the town’s east. Perth was proclaimed a township in 1836 and has a considerable number of important historic buildings of colonial architecture, dating back to the Georgian and Victorian periods. This regional town is conveniently located close to employment clusters in Longford and Evandale and the Launceston Airport Gateway Precinct.

At present, Perth has an estimated resident population of 2,800 and has been gaining an increased share of the population in the Northern Midlands local government area. This trend is forecast to continue in the future given Perth’s strategic position and fewer development constraints, as compared with the nearby towns of Longford and Evandale.

Major infrastructure projects taking place in the region are shaping the urban form of Perth. Works being undertaken on a \$61.8 million bypass around Perth and duplication of a five kilometre stretch of Midland highway from Perth to Breadalbane has recently commenced. Stages 2 and 3, the Southern and Western Link Roads respectively, will follow contiguously and are expected to be delivered within the next 5-10 years. The Southern Link Road will divert traffic flows from Illawarra Road to the south of the town. This change will define some 50 hectares of greenfield land south of Drummond Street (Illawarra Road). The Western Link Road will define an additional 20 hectares of land on the western edge of town.

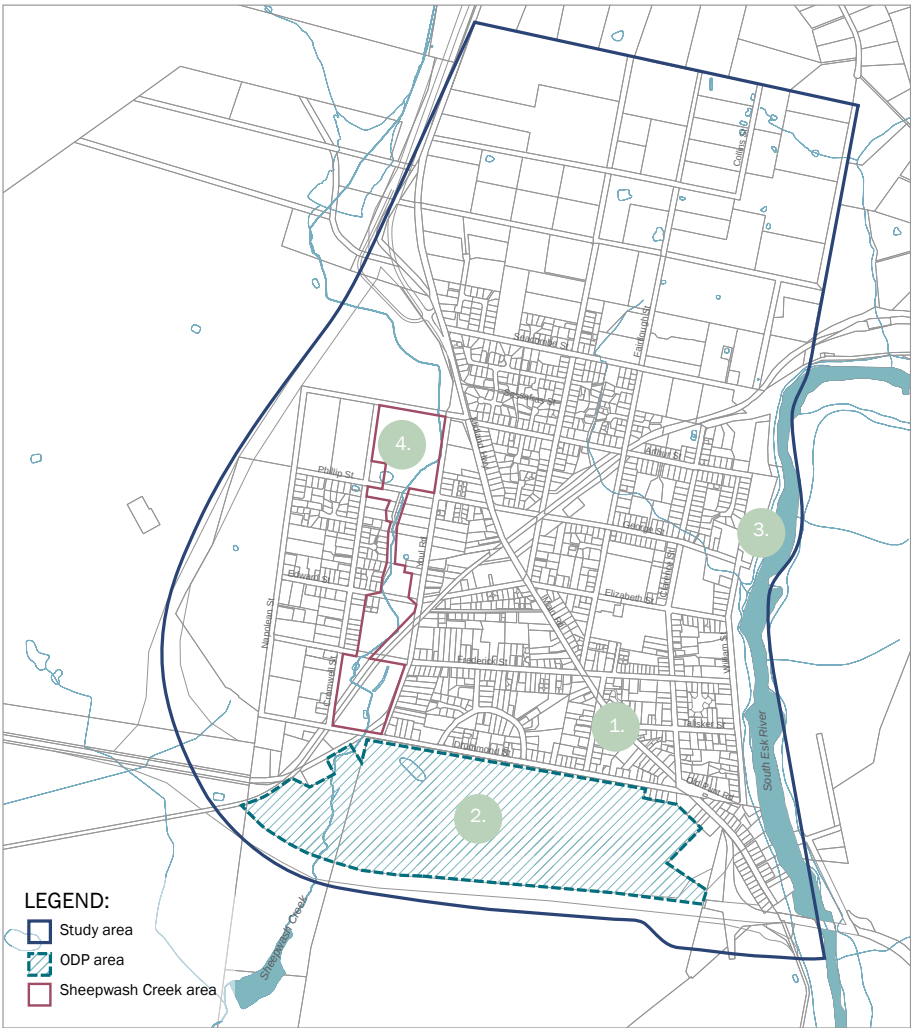
The northern and western sections of Perth still retain a strong agricultural function, which is highly evident when approaching the town from Launceston via the Midland Highway. The town is predominantly residential in nature with basic community services, and is characterised by a low density urban form.

The study area is illustrated in Figure 4.



Figure 3: Regional Context Map

Figure 4: Study Area context



1. RETAIL CENTRE



2. SOUTH PERTH AREA



3. SOUTH ESK RIVER AREA



4. SHEEPWASH CREEK AREA



2 CONTEXT

2.2.1 POPULATION AND DWELLING CHARACTERISTICS

The Perth township and surrounding area has been steadily growing over the past decade. The population and dwelling characteristics for Perth is summarised below and represented in Figure 5 to the right.

- Perth’s population recorded an average annual growth rate of 2.6% over the ten years to 2011, which compares very favourably with that of Launceston for the corresponding period (0.8%) and Tasmania (0.8%). This equated to an average annual gain of 43 persons over the decade.
- Perth’s population is marginally younger than that of Tasmania (median age 39 years compared to 40 years) and four years younger than the wider Northern Midlands local government area. The age profile is comparatively young, with a larger proportion of young children aged up to four years and between 25 and 34 years of age.
- The average household size is in line with the Tasmanian and Northern Midlands mean of 2.4 persons per household.
- Comparatively, the town has a largely middle income profile with fewer households at either extreme of the income spectrum. Median personal, family and household incomes are marginally higher than the remainder of the State.
- In relation to family household structure, couples with children are strongly represented. Families accounted for 73.1% of households, comprising a fairly even split of couples with and without children (32.1% and 30.6% respectively). All three categories are comparatively over-represented relative to Tasmania. Single parent and non-family households are reasonably under-represented.
- Housing is predominately comprised of separate houses, accounting for 84.4% of the total housing stock. On the other hand, semi-detached or town house stock accounted for a modest proportion of 3.5% of dwellings; and flats, units or apartments a further 3.3%. Unoccupied dwellings accounted was fairly low at 8.4% of the town’s dwelling stock, compared to the state mean of 14.5%.
- In terms of future growth projections, the population for Perth is expected to increase from 2797 up to 4204 residents by 2036, according to an average growth rate of between 0.8% - 2.3%, based on low, medium and high growth scenarios. Accordingly, population increases may create demand for between 226 to 605 additional dwellings by 2036.

Figure 5: Population and Dwelling Characteristics



2.3 PLANNING FRAMEWORK

2.3.1 Regional Land Use Strategy of Northern Tasmania

The Regional Land Use Strategy (RLUS) is a strategic land use plan for the eight (8) Council areas in the north and north-east of Tasmania. The RLUS is a key strategy which informs the review of planning schemes in the Northern Region. It has a 20 year planning time horizon to 2032 for integrated infrastructure, land use development and transport planning.

Perth is identified as a Satellite Settlement within the Regional Settlement Hierarchy and a Neighbourhood or Town Centre within the Regional Activity Centres Network.

The RLUS promotes growth based on principles of infill development, redevelopment of already serviced areas, as well as, maximising residential yield in major new residential developments.

A mixture of land uses is also encouraged under the RLUS, including a range of local community, health services, retail, business and commercial functions which serve the centre and surrounding area.

2.3.2 Northern Tasmania Housing Study

The Northern Tasmania Housing Study (Geografia, 2014) was prepared to evaluate the housing needs in the region and to provide strategic advice on residential housing development to 2031. Recommendations are provided with respect to ideal locations for further housing, building form and initiatives to create a more efficient and innovative housing market. The Study assumes a steady growth rate, in alignment with the State Government’s medium population growth scenario.

The key trends and recommendations of the study include:

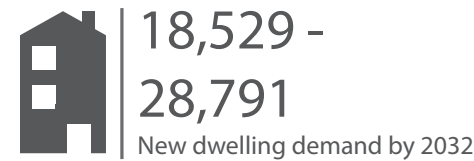
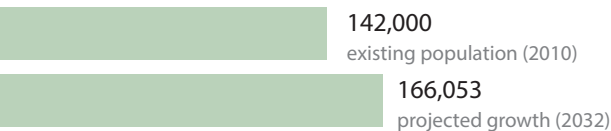
- Decreasing household size which will stimulate the demand for new, smaller dwellings at a range that may offset any downturn due to slow population growth.
- Emerging demand for smaller lots and greater housing diversity (i.e. more semi-detached houses). This would create a competitive advantage in the region, by developing diverse housing options that respond to the needs of different markets.
- Expectation for improved access to services and facilities.

- Emergence of niche housing markets, for example inner urban residential, rural lifestyle and rural villages (lifestyle living).
- Infill development should be promoted in well located parts of the General Residential Zone, while contiguous development along corridors should also be promoted.

For the Northern Tasmanian region, an estimated 18,529 to 28,761 additional dwellings will be required by 2031. The mean dwelling demand for the Northern Midlands Pt A area is 1,370 (±111). The current lot supply (11,829) along with areas earmarked for future development within regional and local strategic plans (e.g. South Perth), is forecast to be adequate to meet demand within that period. The projected population and dwelling numbers are illustrated in Figure 6.

More specifically, the study suggests that Perth has a secondary level of suitability for new greenfield development. It is also highlights that the reserve land created by the new bypass in the south and south-western portion of Perth, as suitable for lifestyle housing.

Figure 6: Regional growth statistics



2.3.3 Northern Tasmania Industrial Land Use Study

The Northern Tasmania Industrial Land Study (SGS Economics & Planning) was undertaken in light of significant economic changes and industrial development opportunities, to better understand the industrial land needs and capacities in the region.

The Stage 1 report (2013) identifies that Perth accounts for 1.9 ha of 188.1 ha of industrial land within the Northern Midlands area. Notwithstanding, it is well located along major transport routes (Midland Highway and Illawarra Road), and is well located for local service industries and transport/warehousing due to proximity to agricultural resources and transport infrastructure.

Translink to the north of Perth, is identified as a regionally significant industrial precinct (along with Bell Bay, Connector Park, former Simplot site near Scottsdale and Birrallee Road near Westbury). It was identified as having an area of 134.1 ha in the Stage 1 report. Within the Northern Midlands LGA, Longford (36 ha) and Campbell Town (16.1 ha) are identified as locally significant precincts.

The Stage 2 report (2014), which informs the development and consolidation of industrial land to 2041, does not identify Perth as an area containing vacant suitable industrial land. In light of the additional land created by the proposed bypass, with strategic transport connections, it indicates that land assets on the western edge of town could be re-assessed.

2.3.4 Greater Launceston Plan

The Greater Launceston Plan (Renaissance Planning, 2014) provides a vision and framework for the sustainable development of Launceston and its surrounds (including Perth) over the next 20 years. The objectives of the plan are to achieve a compact, highly accessible green city with robust sustainable communities and a vibrant diverse inner city core.

The GLP identifies that 1,800 ha of urban residential land will be required over the 23 year period 2013-36, recommending a target density of 9-12 dwellings per hectare, for net developable areas within new greenfield developments. There is a significant emphasis on structure planning for growth areas, with a focus upon integrated community development, supporting activity centres, a diverse housing mix, community and educational facilities, and open space planning.

Regional Framework Plan

The Perth locality is identified within the Regional Framework Plan of the GLP, with several reserves nominated to accommodate growth, based on strategic connections with Launceston. The key elements of the Regional Framework Plan relating to Perth include:

- The existing Perth township is identified as a Supporting Consolidation Area.
- The area to the south of Drummond Street bounded by the new highway bypass alignment is identified as a Priority Investigation Area for residential growth.
- A future Suburban Activity Centre is identified in the Priority Investigation Area, on the south-west corner of Main and Drummond Streets. The GLP identifies opportunities for a new supermarket, based on expected growth and development within the South Perth Area.
- A Strategic Reserve of approximately 9 ha, is shown as land to the north-west of the Phillip Street / Youl Road intersection, for consideration post 2036.
- A proposed bike route is shown along Youl Road, Arthur Street, Illawarra Road and the Midland Highway.

2.3.5 Northern Midlands Interim Planning Scheme

The local planning framework is currently directed by the Northern Midlands Interim Planning Scheme. Part 3 of the scheme, outlines high level objectives which are of direct relevance to the Structure Plan for Perth.

Given Perth has fewer land constraints than other nearby localities, and the need to provide for growth in local commercial and community services, it is identified as the future sub-regional centre in the Northern Midlands. The interim planning scheme supports the development of unconstrained land, east of the new bypass, which forms a logical extension to the existing area. The scheme also encourages a more self-contained model, whereby basic goods and services are provided within the town and residents do not need to commute to Launceston.

The Settlement Strategy also recommends consolidating residential growth where possible, within developed areas, to utilise existing infrastructure and avoid unnecessary fragmentation of surrounding rural land.

2 CONTEXT

2.3.6 Launceston Gateway Freight Demand Study (Draft)

The Launceston Gateway Freight Demand Study examines the current and future freight demand, and also identifies the need for further infrastructure and services.

The Precinct covers over 300 hectares and hosts a significant amount of economic activity including 81 businesses employing approximately 1570 staff. A further 59 hectares of vacant land is presently available for new development, with a further 90ha designated for future expansion. The land is mostly zoned as General Industrial and the majority of the businesses are transport reliant.

The Precinct is considered strategically positioned to attract and accommodate transport and logistic activities. Given its existing business activity, location and land availability, the Precinct is considered to have potential to support a wide variety of different types of businesses that are freight movement-dependent such as rural processing, manufacturing, wholesale and retail.

The key growth drivers include the roll-out of the Midlands Irrigation Scheme. It is also considered likely that the Precinct may attract certain industries currently located in Launceston. Perth's proximity to the airport and existing freight activities, presents an opportunity to capture a portion of the expected growth in this area.

2.3.7 Perth Development Plan

A Development Plan was prepared for Perth by Pitt and Sherry in 2012. The study provides detailed analysis on the socio-demographic profile, landscape character, environment and built conditions for the local area and surrounding context.

The Development Plan also identifies under-utilised areas and opportunities for infill development within the town, that could be intensified to accommodate future growth. The nominated growth areas predominately fall within the north-western part of Perth.

On account of this study being prepared prior to plans for the town bypass, the South Perth ODP area was not identified as a growth area.

The recommendations and findings of this study, have been revisited as part of this project, taking into consideration recent growth patterns and infrastructure development within the local and surrounding area.

2.3.8 Council's Strategic Plan 2007-2017

Perth is identified as the most strategically located settlement in the Northern Midlands. As a sub-regional centre, Council's strategic plan sets out a clear vision and set of strategic priorities to guide future development and growth.

In relation to land use planning, the strategic plan identifies that planning, staged and orderly development, consistent with strategic outcomes is a priority, along with the protection of key sites.

The strategic plan highlights Perth's development potential based on investment attracted by its logistical advantages and interactive character (with Longford and Evandale). These factors will tend to direct sub-regional commercial and community service developments to Perth, if the site opportunities are available.

The key priorities identified for the community during the strategic review process are outlined in Table 1 below.

Table 1: Council Strategic Plan (2007 - 2017) Priorities

ISSUE	PRIORITIES
Traffic Management	• Implement highway bypass • Improve safety and amenity for pedestrians along Main Road • Re-consider speed limits for Main Road • Create a safe Devon Hills highway exit / emergency access
Land Use	• Resolve land use conflicts
Open Space and Recreation	• Improving access and facilities at the river edge • Develop a parks and recreation strategy
Planning and Development Control	• Address industrial/residential zoning conflicts in west Perth • Employ greater controls to value heritage



3 EXISTING CONDITIONS ANALYSIS

3 EXISTING CONDITIONS ANALYSIS

3.1 LAND USE AND BUILT FORM

The town of Perth features a range of land uses and is regulated by the Northern Midlands Interim Planning Scheme 2013. Land use patterns in the area are quite distinct and are generally not mixed, with the exception of discrete light industrial pockets of land, interspersed within a residential area.

Residential is the predominant land use throughout the town, accounting for 87% of the total land area (Choice location Strategists, 2016). There are however, distinct rural and commercial precincts within the study area. There are two light industrial pockets located in the north west and on the south eastern fringe of the town. Of the total housing stock, 98% of the town's dwellings are located in residential zones. The major portion (96%) is located in the General Residential Zone and only 2% in the Low Density Residential Zone (Choice location Strategists, 2016). Current land use patterns are illustrated in Figure 7, reflecting the actual use of land and not zoning.

Residential area

The northern fringe area of Perth is comprised of very low density residential properties on large land holdings, while the central and southern parts of the town is comprised of General Residential zoned land, on lots ranging from 600-1800 square meters. The residential area is largely made up of single storey, detached dwellings and there is a very limited mix of housing stock. Units and townhouses are presently in low supply, creating a lack of housing diversity.

The South Perth ODP area is designated as an emerging residential area and represents a prime opportunity for redevelopment to accommodate the town's future growth. Similarly, land in the western part of Perth is also zoned for residential purposes and capable of meeting growth demands.

Commercial Area

Local shops and businesses are clustered in one main precinct along Main Road, in the general business zone. Certain civic and community uses are located along Main Road, such as the Police Station, the Service Station, a hotel and an IGA supermarket.

The shopping area does not comprise a continuous retail edge and is interspersed with residential properties that create an inactive edge. The shops and services along Main Road have a high level of exposure and accessibility from the Midland Highway. The proposed bypass will likely reduce this exposure, although it will improve the amenity of the shopping strip by reducing through traffic, particularly heavy vehicles. This may assist in giving the town centre a more intimate 'village' feel.



View of Perth Post Office (Main Road)



Public parking area adjacent to IGA supermarket



View looking south along Main Road



Adaptive re-use of former Church for Cafe (Main Road)



Light industrial development along Napoleon Street



View of new retail conversion along Main Road



View looking north along retail spine (Main Road)



Residential dwelling within retail zone (Main Road)



View looking south east along Main Road

Rural area

The western section of the town features large expanses of rural land, some of which is currently designated for a retirement village. This area is largely undeveloped and features scattered trees. It is predominantly used for grazing and agricultural purposes.

Community Uses and Services

Perth has a basic range of community services to support the local community. To the north of the shopping strip, east of Main Road, is the Perth Primary School, Perth Child Care Centre and Cemetery.

Eskleigh home to the south of Perth incorporates residential accommodation and support for people with a disability including 48 places and a community shed. It has close ties with the Perth community.

Built form

Perth’s urban fabric is heavily influenced by the South Esk River, east of the town, the Midland Highway and the railway which divides the town. The street pattern is largely characterised by an irregular grid formed around these major structural and natural elements.

Perth’s minimal provision for industrial development is largely attributed to the town’s proximity to Launceston. Commercial development is centred on the highway and residential development disperses out from the central area.

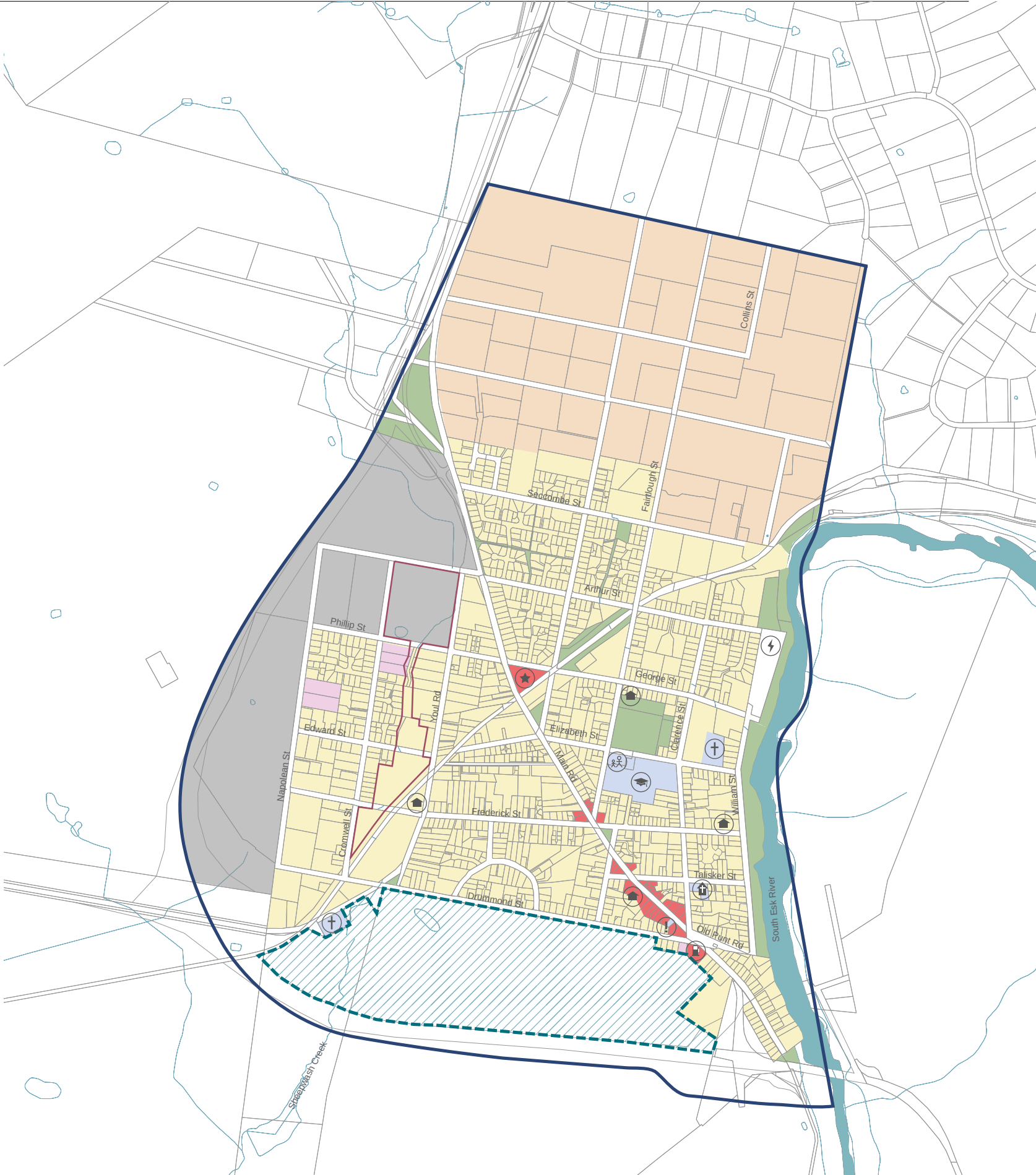
Higher density residential development is located around the town centre, with land on the periphery featuring lower density development. Land zoned as ‘General Residential’ around the town centre affords more convenient access to the town’s services. Overall the town is comprised of a relatively low density urban form, generally 1-2 storeys in height, which is consistent with the town’s desired ‘rural’ feel. The residential housing stock is predominantly made up of detached dwellings. Perth has a substantial supply of land that is suitable for future development, to cater for the expected growth.

The shops and businesses along Main Road do not present a consistent or unified retail frontage. Disparate retail pockets and the presence of non-retail uses in the shopping centre strip, creates gaps which diminish the retail zone’s prominence.

LEGEND:

- General residential
- Low density residential
- Civic / Community Use
- Open space and recreation
- Retail / Business
- Rural
- Light industrial
- Undeveloped land
- Study area
- South Perth ODP area
- Sheepwash Creek area
- Civic building
- Public and emergency services
- Education facility
- Tourist information
- Service station
- Church
- Cemetery
- Accommodation
- Child care centre
- Tourist attraction
- Utilities

Figure 7: Land Use Context Plan



3 EXISTING CONDITIONS ANALYSIS

3.2 TRANSPORT, PARKING AND MOVEMENT

3.2.1 VEHICULAR MOVEMENTS

The main vehicular movements through Perth are facilitated via the Midland Highway / Main Road, Youl Road, Drummond Street and along Clarence Street.

Transport in the town is predominantly by private car. The town's flat terrain makes the area conducive to active transport, however a large proportion of the town is lacking footpaths and there is no strategic walking / cycle trail network serving the town.

Few streets have footpaths with the exception of Main Road and certain other local spines (refer to Figure 8). There is also a lack of kerb and guttering along several road reserves in Perth.

Throughout Perth there is limited off-street car parking due to low demand and the availability of on-street car parking. However, two off-street car parks are currently provided off Main Road. One car park is located behind the IGA and another is located at the Perth Hotel and Motel. Both of these car parks are at grade and uncovered.

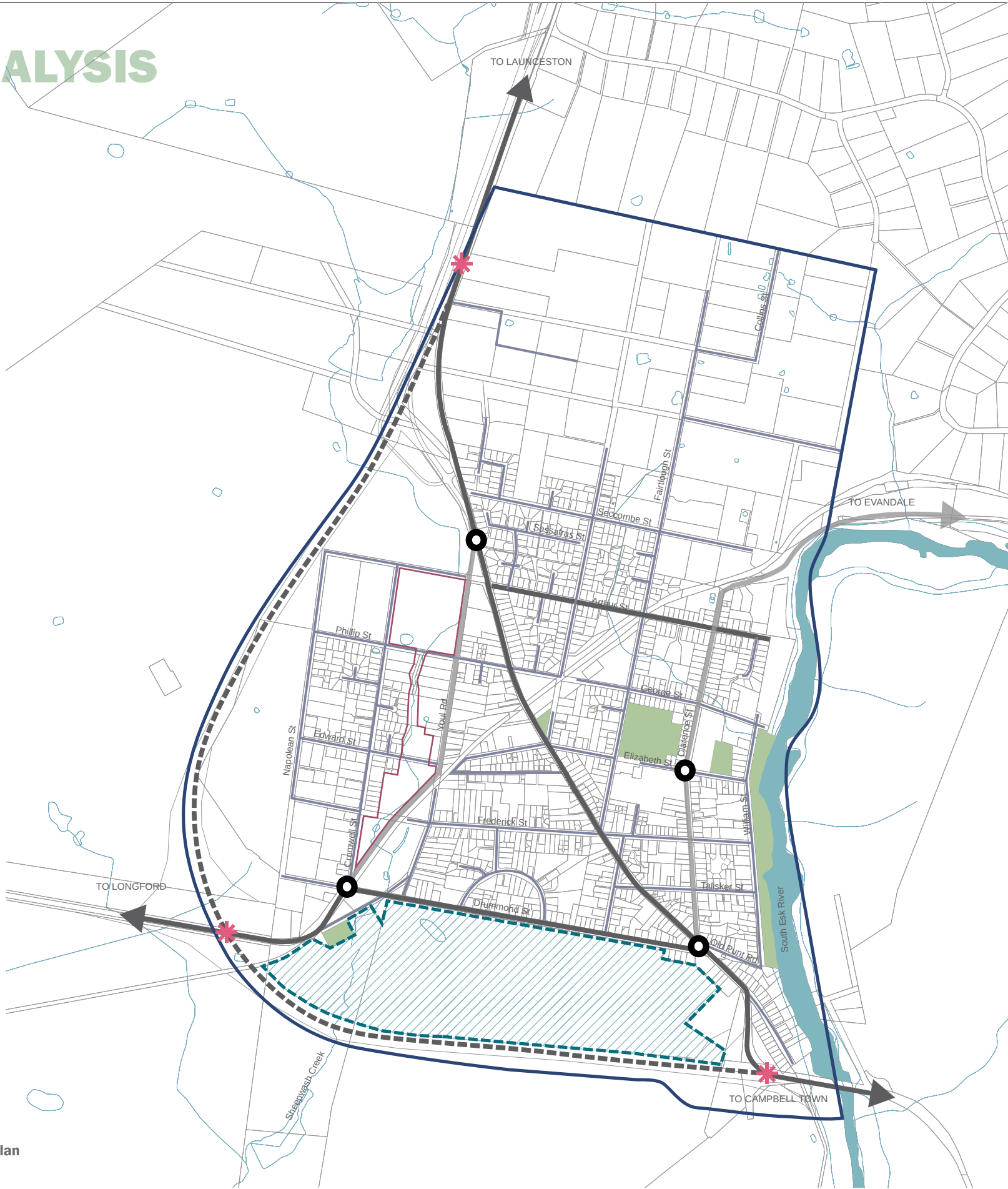
Major work on a bypass of Perth and the duplication of a five kilometre stretch of the Midland Highway from Perth to Breadalbane began this year. The project will improve the efficiency of the Midland Highway, which is one of Tasmania's busiest arterial routes and the bypass will facilitate a significant improvement to the state's logistics network by providing a vital connection. The road development will provide a bypass to reduce through traffic and associated impacts, particularly for heavy vehicles, to improve amenity within the town centre.

LEGEND:

- Study area
- South Perth ODP Area
- Sheepwash Creek Area
- Major arterial
- Future arterial
- Major local road
- Local access road
- Key intersection
- Primary access points *

* Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design and location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

Figure 8: Vehicle Movements Plan



3.2.2 OTHER MOVEMENTS

Generally speaking, there are very few footpaths and designated pedestrian / cycle pathways within Perth. The main designated leisure trail is located along the South Esk River (Refer to Figure 9).

On-street footpaths are also featured along some of the primary road spines, including Main Road, Frederick Street, Clarence Street and Talisker Street. Footpaths are typically a standard width of 1.5 metres. As such, the potential to accommodate cyclist movements, is limited.

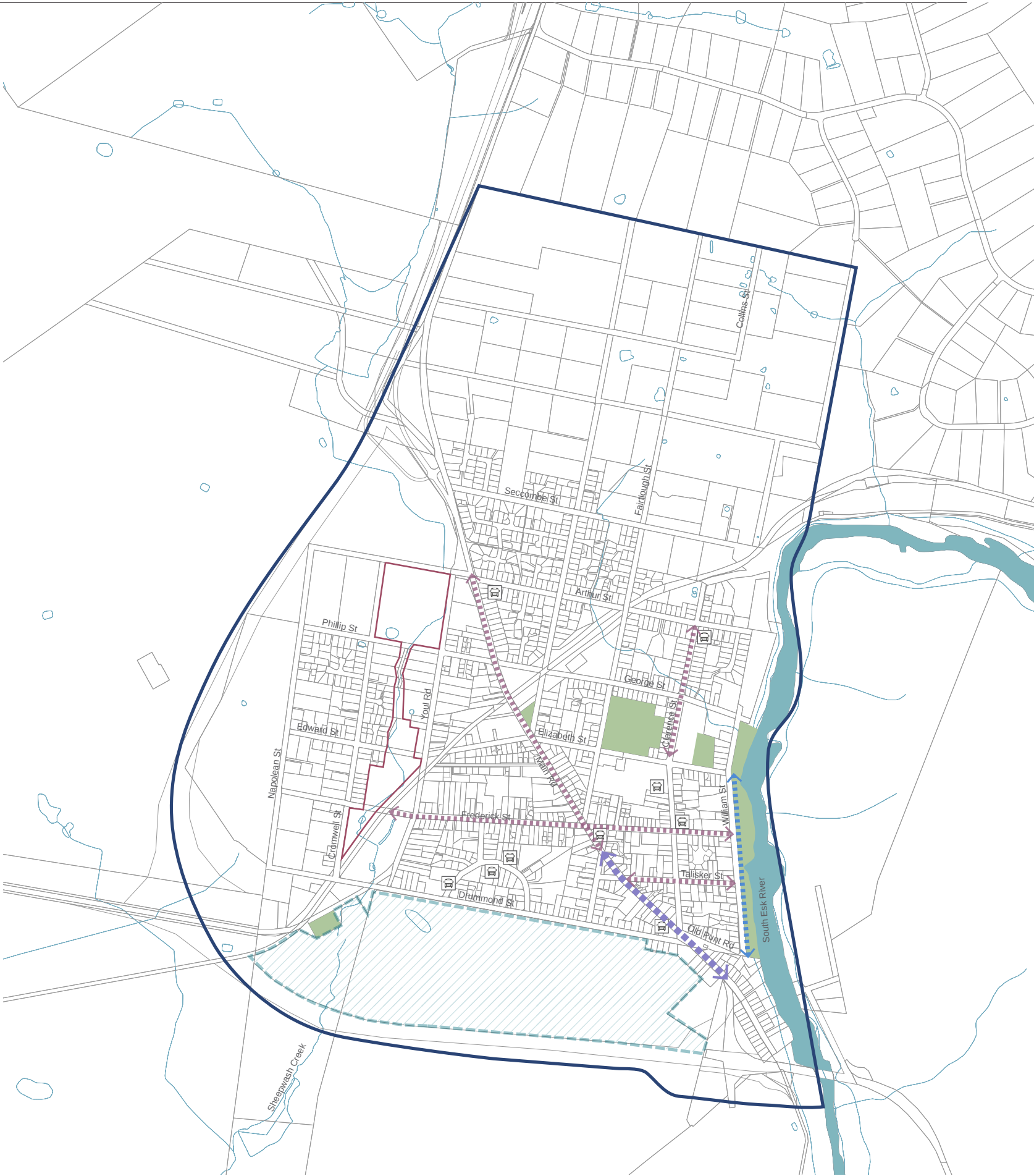
Based on results from community consultation and other background studies and reports, improving the pathway network is a key opportunity that needs to be addressed as part of the Structure Plan.

In relation to public transport services, bus routes 740, 741, 742 and 743 service the town of Perth and travel down Midland Highway, Main Road and Drummond St. These bus services which are run by Tassielink, are infrequent with six services running throughout the day for all of the bus routes combined.

LEGEND:

-  Study area
-  ODP area
-  Sheepwash Creek Area
-  Designated pedestrian / cycle path
-  Retail spine movements
-  Path network
-  Bus stop

Figure 9: Other Movements Plan



3 EXISTING CONDITIONS ANALYSIS

3.3 LANDSCAPE CHARACTER / OPEN SPACE

Perth has approximately 17.5 hectares of open space however a significant portion of this is comprised of the scenic South Esk River corridor, a key open space asset within Perth featuring mature and dense vegetation. The river defines the eastern border for the town and is the longest river in Tasmania (Refer to Figure 10). Topography within the study area is generally quite flat, except land in the far north and western parts of Perth. Land to the immediate west of the town, is more elevated, providing views over Perth.

At present, Perth lacks a connected open space network. The nature of open space in the area is quite fragmented. Sheepwash Creek runs north south through the south western portion of the study area and represents an opportunity to create a key linear open space asset for the town.

Street planting and trees are quite limited along the street network. Clusters of trees can be found in pockets around the town such as along the river corridor and along a section of the rail corridor. In the south of Drummond Street area, significant windbreak planting is evident along the property boundaries.

With respect to landscape character, areas of Perth are quite distinct and can be divided into the following broad landscaping typologies:

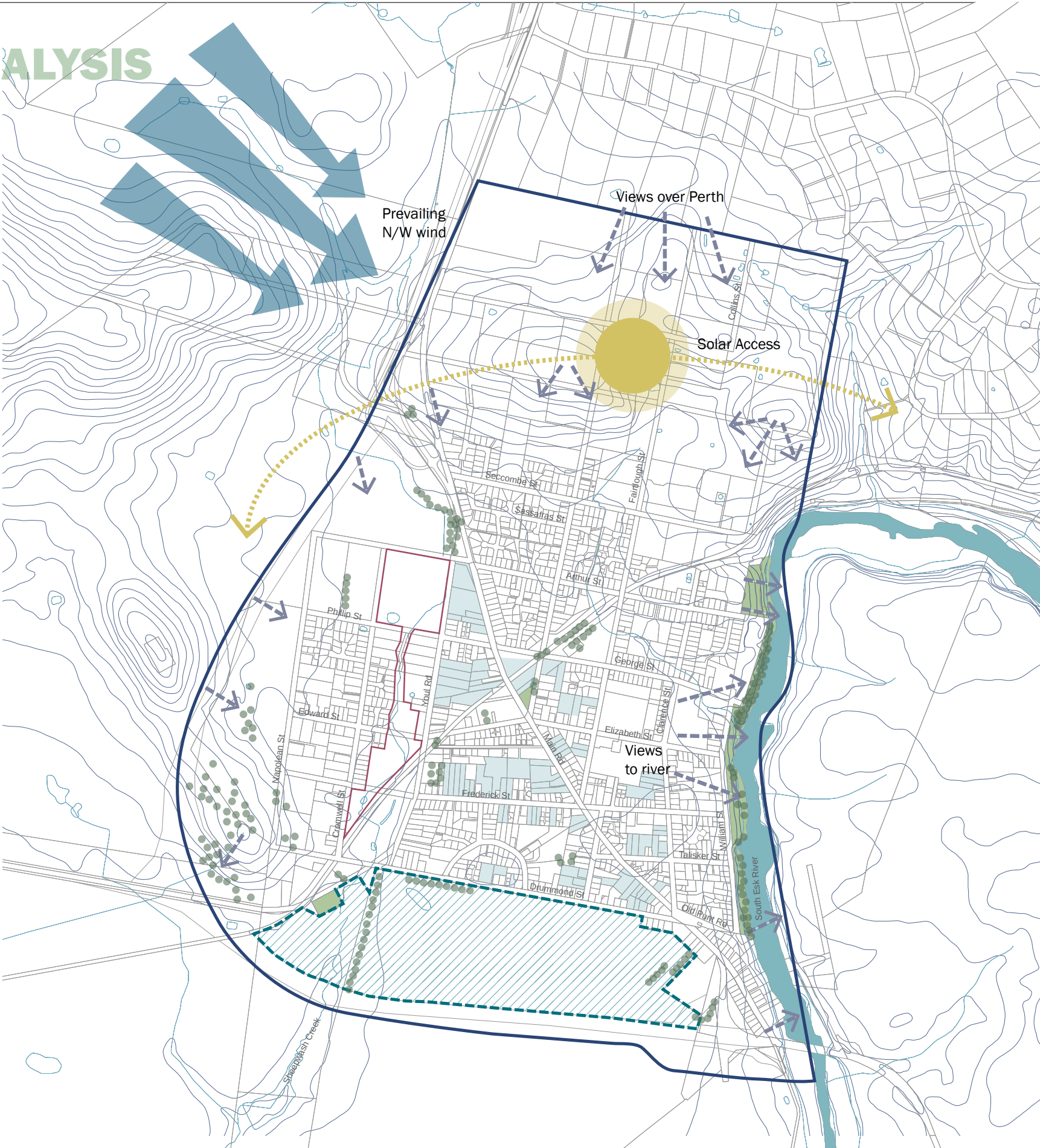
- **Rural landscapes** - for land west of Napoleon Street, north west of Arthur Street, and the expansive area north of Seacombe Street. This zone features a variety of medium to large pastoral holdings, with pockets of significant mature vegetation scattered throughout.
- **Residential zones** - comprising the majority of the developed residential areas within the township. Lots vary in size, but development is of a low density nature.
- **River foreshore** - this zone comprises land along the South Esk River, characterised by gentle and steeply sloped embankments, with a variety of mature trees along the river's edge;
- **Creek reserve** - comprises land intertwined between residential properties along Sheepwash Creek. Due to land ownership patterns, the maintenance standard varies along this reserve, but represents a prime opportunity for rehabilitation and enhancement as part of the open space strategy.

In terms of climatic conditions, the prevailing winds come from the town's north-west and as such, has the potential to create uncomfortable conditions along east-west oriented streets.

LEGEND:

- Study area
- South Perth ODP Area
- Sheepwash Creek Area
- Lots with known drainage problems
- Contours
- Key views
- Significant vegetation

Figure 10: Other Movements Plan



3.4 UTILITIES AND INFRASTRUCTURE

Water Infrastructure

Perth’s water is supplied by the TasWater’s Northern Midlands Water Scheme. Land within the study area is almost all currently connected or capable of being serviced by a reticulated water service. Based on a preliminary assessment of utility infrastructure within Perth, the existing water supply network is likely to have sufficient capacity for minor infill development.

TasWater has not advised of any constraints within the existing Perth water supply network. For large greenfield and infill areas however, a capacity review of the water supply network and possible infrastructure upgrades may be required.

Sewer Infrastructure

Perth is serviced by TasWater’s Perth Sewerage Scheme. Currently all sewage is discharged into the Old Bridge Road catchment and is transferred to the treatment plant from the Old Bridge Road Sewage Pump Station (SPS).

Perth’s sewerage scheme is currently at capacity and requires significant upgrade works or rationalisation prior to any additional development within the catchment. The Old Bridge Road SPS has adequate capacity for current loads and some minor infill development. Any development of Perth outside of the current development extents would require a significant upgrade to this station.

Development in or upstream of the William Street Catchment, which discharges into the Old Bridge Road Catchment, would require upgrades to the major gravity sewers in the catchment. Additionally, any development in the Phillip Street or Fairtlough Street catchments would require an upgrade of the Fairtlough Street SPS, and sewer infrastructure in the downstream catchments (William Street and Old Bridge Road Catchments).

Sewer infrastructure within the Drummond Street Catchment, and the Norfolk Street Catchment, which discharges into the Drummond Street Catchment, would require significant upgrades to the major gravity sewers and pump stations prior to future development. Further development in these catchments is likely to require a new pump station and rising main which discharges directly to the Perth Sewage Treatment Plant, rather than the Old Bridge Road Catchment.

Furthermore, the existing Perth sewage treatment plant requires significant upgrades to meet current and estimated loads. TasWater is currently reviewing required upgrade works. Further collaboration with TasWater is required to

ensure sewerage infrastructure is upgraded in a timely manner and has sufficient capacity to meet future demand.

Stormwater Infrastructure

The Perth township is largely located within two (2) main catchments, which are:

- 1. North East catchment**, from which the stormwater network drains to the South Esk River via multiple discharge points; and
- 2. South West catchment**, from which the stormwater network drains to Sheepwash Creek, and in turn, discharges to the South Esk River. Sheepwash Creek passes through the developed areas of west Perth.

Council has commissioned an assessment of the Perth stormwater network, being undertaken by Hydrodynamica. This work will lead to the development of a Stormwater Management Plan.

Based on an initial review of existing stormwater infrastructure though, the following areas would require new stormwater infrastructure:

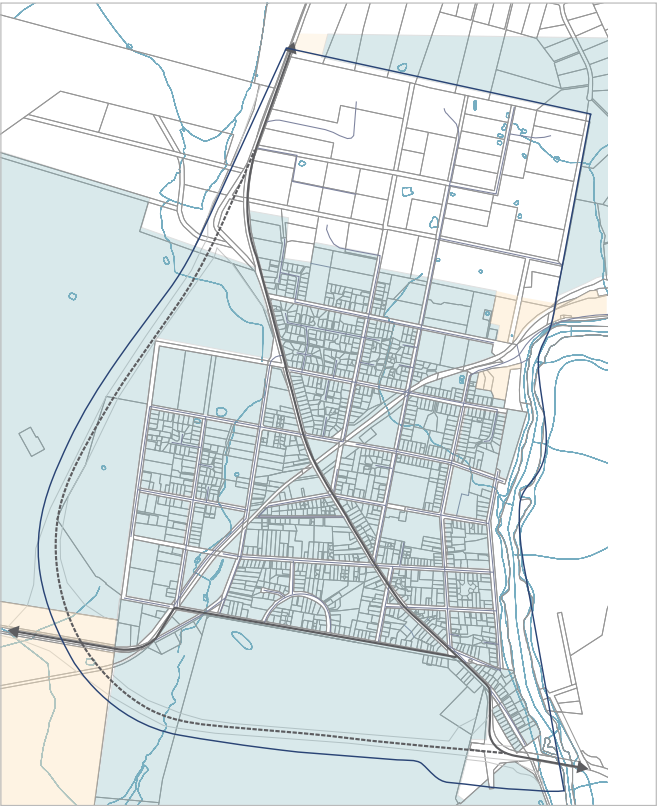
- South Perth Development Area, south of Drummond Street;
- Land west of Napoleon Street and north of the Drummond Street intersection; and
- Land north of Phillip Street (subject to the nature and intensity of development).

Discussions with Council indicate that there are no known significant performance issues apart from ad hoc problems through-out the network which might be expected in any stormwater network and the (known) flooding issues that occur along Sheepwash Creek.

Depending on the nature and size of development, Council typically place a condition on new development that measures be incorporated into the development that limit the amount of stormwater runoff to an amount equivalent to pre-development levels. These measures assist in preventing the overloading of existing stormwater infrastructure and mitigate local flooding.

There are some existing flooding issues, particularly around Sheepwash Creek. A flood study has been commissioned for this area and the wider township, to verify the existing flood potential. These findings were not available at the time of writing, however this will be addressed as part of the final structure plan and associated strategies.

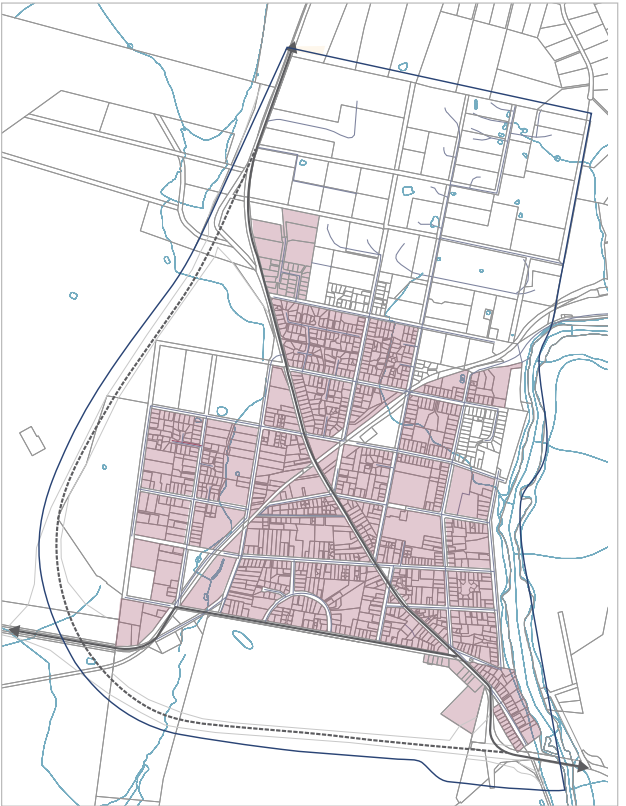
Figure 11: Water Services / Network Plan



LEGEND:

- Study Area
- Reticulated water network
- Properties currently connected or capable of being connected to reticulated water service
- Properties with limited service
- Properties which are not connected to water service

Figure 12: Water Services / Network Plan



LEGEND:

- Study Area
- Sewerage network
- Properties currently connected or capable of being connected to pressurised / gravity sewerage system
- Properties which are not connected to sewerage service



4 DEMAND ASSESSMENT

4 DEMAND ASSESSMENT

4.1 SUMMARY

As part of the Structure Plan project, a market analysis and demand study was carried out for Perth by Choice Location Strategists (April 2016), looking also at the broader demand within Launceston and the Northern Midlands.

Based on population projections, there will be further demand for housing in Perth, with the population increasing by an average of 1.0% - 2.3% per annum (28-70 additional residents over the seven years to 2022), and is expected to double by 2030 to 5,000.

Factors influencing population growth in the area include:

- Demand from people relocating from Launceston;
- Growth in the employee base at the nearby airport;
- Improved town centre amenity arising from the construction of the bypass and re-routing of heavy through traffic;
- Availability of residential land; and
- Investment in basic infrastructure.

A more detailed summary of the market analysis and study findings is provided below.

Residential Demand

- Current demand for housing is in the order of 25 dwellings per annum.
- The demand for housing will be influenced by a projected decline in average household sizes. Data indicates that Perth's average number of persons per dwelling declined from 2.36 in 2001 to 2.35 in 2011.
- There is also a demand for more diversified housing, such as semi-detached dwellings, and smaller lots in well serviced areas. This demand for mixed density housing can partly be attributed to the ageing population.
- Based on low, medium and high projections, the demand for further residential properties is expected to be in the range of 84 - 206 dwellings by 2022, up to 226-605 new dwellings by 2036.
- Outside of the South Perth ODP area and West Perth areas, there is currently 32.2 hectares (130 parcels) of undeveloped General Residential zoned land within the town which could yield approximately 260 infill lots, at a similar density to what exists across the developed areas. At recent consumption levels of 25 lots per annum, this is equivalent to 10 years' supply.

Retail / Commercial

- There is presently an undersupply of retail floor space in Perth. The town lacks a conventional large scale supermarket, with food and grocery needs currently met by a small format IGA store on the main street. The town's population could support an additional 1,260 sq.m of conventional supermarket floor space by 2036, based on a high growth scenario.

Office and Business

- At present, there is currently 570 sq.m of office space and 530 sq.m of floor space for other services. This represents a modest proportion of the land use split. While the study did not provide specific figures regarding expected demand, it could be assumed that office and business uses will organically increase, as the population increases and Perth strives to establish itself as a self-contained town. A more diversified economy will protect Perth against economic downturn and encourage further growth and development.

Community Services

- Perth offers a range of basic community services, including a local primary school and childcare centre, Post Office, Medical Centre, emergency services and churches.
- While the study does not indicate or recommend further community services which would be required based on expected population growth, discussions with the Council and other key stakeholders indicated spaces for community gathering and a further child care centre would be desirable. Further educational institutions, such as a new Secondary School, was deemed unviable at this stage.

Industrial Land

- While there is an undersupply of industrial land in Perth (3.08 hectares at present), there is a general oversupply of industrial land across the northern Tasmanian region. This can attributed to the 134 ha TRANSLINK industrial estate located adjacent to Launceston Airport, to Perth's immediate north east, which presents a suitable area for industrial and utilities development based on foreseeable requirements.
- On the other hand, while the demand study does not indicate demand for further industrial activities, demand for light industry service related activities and for storage/warehousing is considered likely, based on the town's expansion and land use conflicts for existing industrial properties. Opportunities may exist beyond the study area, however these would require further investigation.

4.2 KEY RECOMMENDATIONS

A summary of the forecasted demand for different land uses, based on the existing stock is outlined in Table 2 below.

Table 2: Existing provision and demand projections - By land use

LAND USE	UNIT OF MEASURE	Existing Provision (2015)	Estimated Demand (2036)	Additional provision (2036)	Notes / Assumptions
Residential	NO. OF LOTS	1,190	1,418 - 1,797	226 - 605	Based on low and high scenarios and projected household size by year.
Retail	GFA				
- Supermarket		240 sq.m	2,100 sq.m	1,260 sq.m	Based on low and high scenarios, assuming 0.3 sq.m per capita.
- General Floor Space		5,980 sq.m	15,900 sq.m	9,920 sq.m	
Office and Business	GLA	570 sq.m	Not defined.	N/A	
Industrial	GLA	30,800 sq.m	Not defined.	N/A	
Services	GLA	1,100 sq.m	Not defined.	N/A	



5 STAKEHOLDER ENGAGEMENT

5 STAKEHOLDER ENGAGEMENT

5.1 OVERVIEW

In developing the Structure Plan and South Perth ODP, GHD have conducted a number of stakeholder engagement sessions and meetings with directly affected landowners, business operators, local committees, the Northern Midlands Council and other relevant authorities.

Stakeholders were engaged over a period from 2-9 February, 2016. A further online survey was conducted for the general community from 6 April – 20 April, 2016, to better understand the needs and aspirations of the community. Participation recorded for these consultation sessions and the online survey was 168 respondents.

Key results from the survey are illustrated in Figure 13. A more detailed record of feedback from the community is outlined in Section 5.2 below.

5.2 COMMUNITY INPUT AND FEEDBACK

A detailed record of comments and feedback received from the community is illustrated in Figure 14 to the right.

Community responses were targeted around several key themes including:

1. Strategic growth opportunities;
2. Challenges;
3. Residential Growth;
4. Commercial / Retail Development;
5. Parks and Open Space network;
6. Integrated Water Management;
7. Traffic Management; and
8. Other issues considered relevant to the Structure Planning project.

Figure 13: Stakeholder feedback - key themes

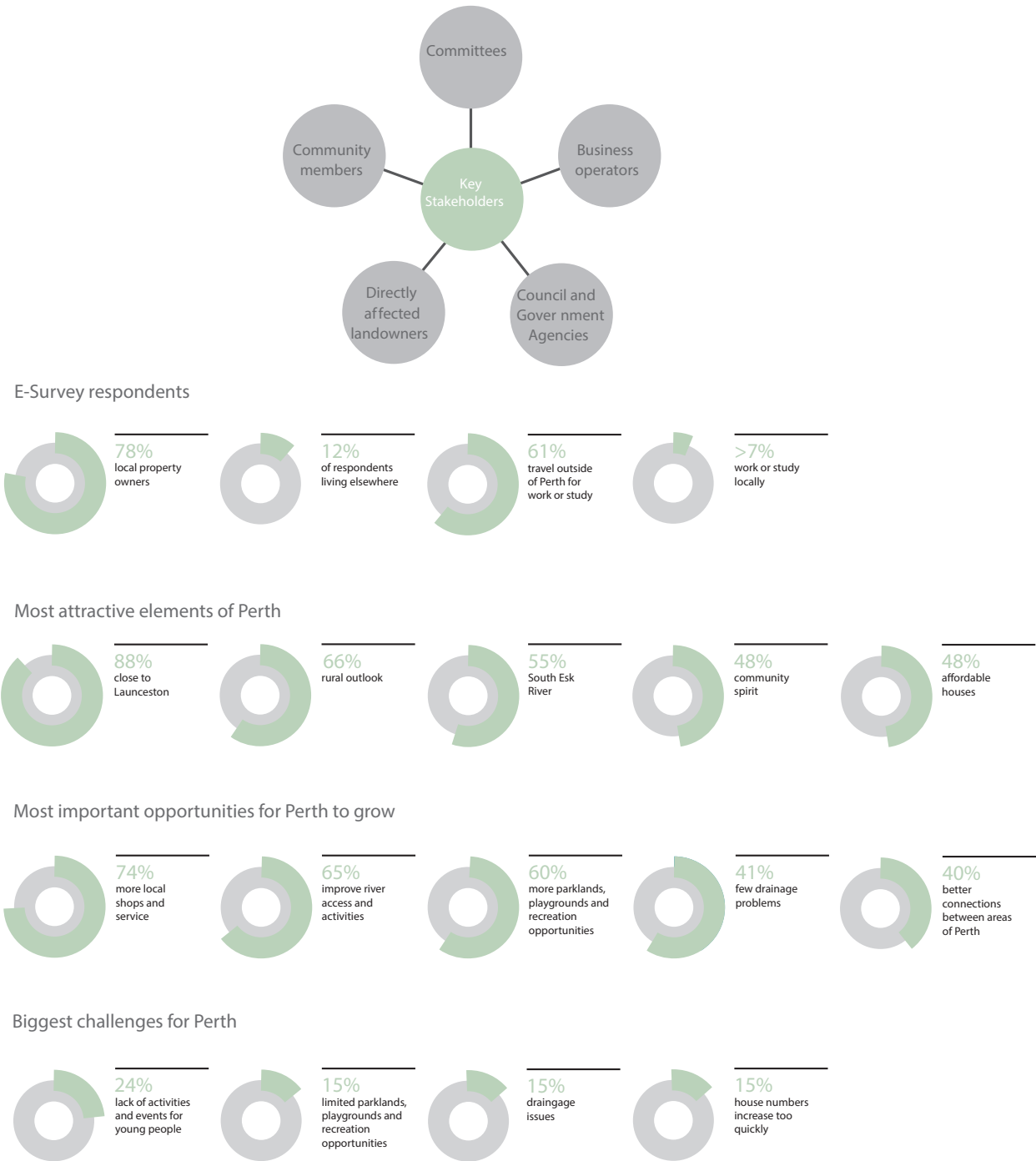
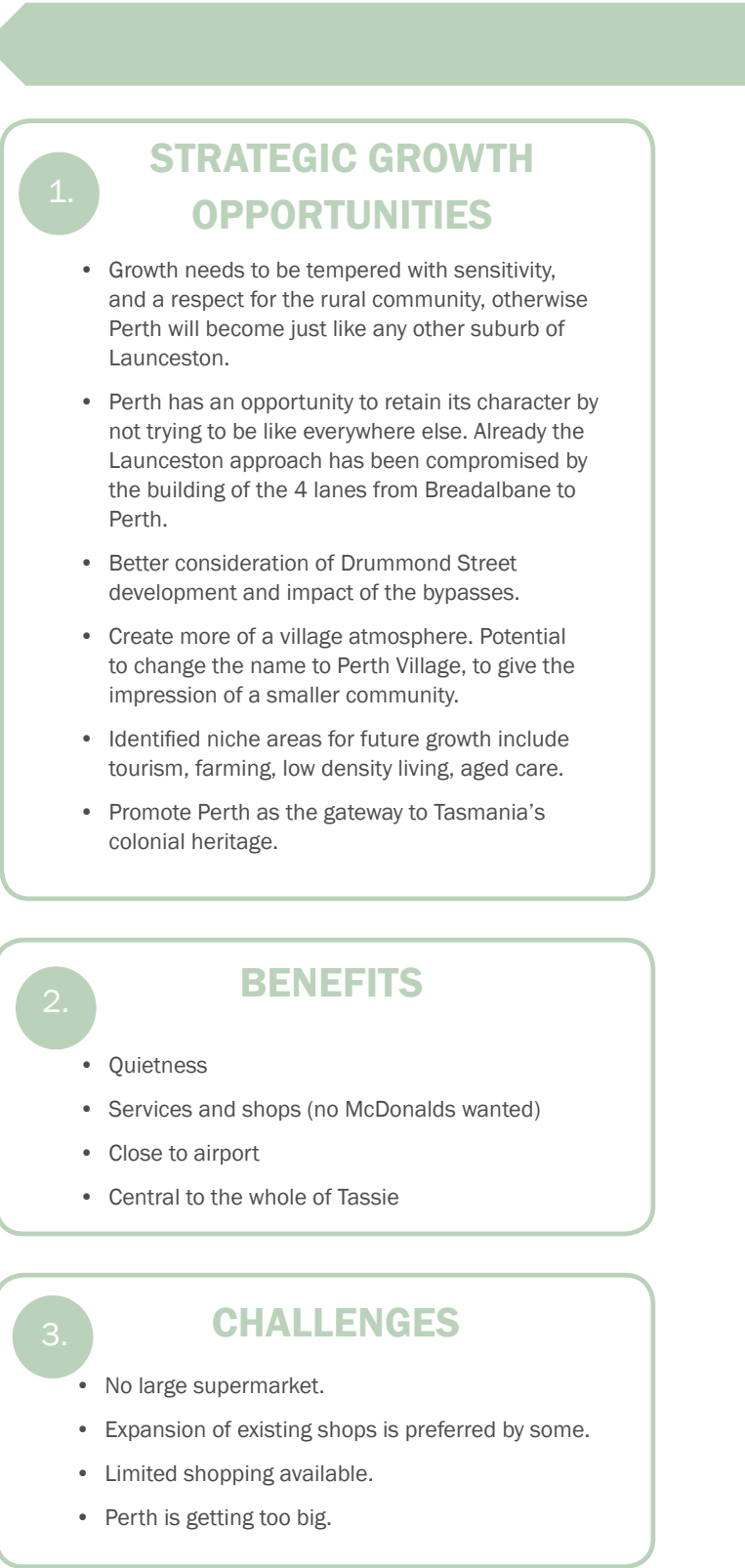


Figure 14: Stakeholder engagement feedback - detailed responses



ONLINE SURVEY - COMMUNITY FEEDBACK

4.

LAND USE

- Overwhelming support for a planned approach.
- Some scepticism towards Council's/developers ability to adhere to a plan.
- Some scepticism around potential population growth.
- Some strong feelings about the need to maintain the rural aspects and heritage values of the 'village'.
- Potential to introduce a quota to protect a set proportion of green space.
- Strong support for mixed density housing, with the caveat being that expansion needs to be in line with infrastructure and services.
- An opportunity to generate a stronger sense of character and community.
- Strong support to integrate housing with green spaces.

6.

TRAFFIC MANAGEMENT

- Bypass will change traffic in Perth dramatically.
- Enhance the look and feel of Main Street, through trees as well as plantings.
- Manage the Main Street to prioritise pedestrians.
- Introduce designated cycle/pedestrian paths. Consider potential link all the way to Launceston.
- Introduce raised pedestrian crossings to help calm traffic. Particularly suitable near school areas, Drummond and Main street.
- Consider lowering speed limit for all of Perth (50 km/h-1) and a greater enforcement presence to deter speeding behaviour.
- Arthur Street is a problem in terms of speeding.
- Unsealed roads linking areas of Perth (Devon Hills and Gibbet Hill Rise).

8.

FACILITIES AND AMENITIES

Ideas put forth by the community include:

- Community garden / community club.
- Create better connections through additional footpaths.
- Establish a dog park.
- Electric car charging stations.
- Additional child care facilities required.
- Trees and roadside furniture, footpaths.
- Improve Main Street presentation – plantings, lights etc.
- Decent long length riverbank walks and bike track.
- Develop a free overnight caravan park (near Perth bridge) and an adjacent tourism centre.
- Provide spaces to hold community events.
- Encourage tourism through trails, stories.

10.

OTHER

- Opportunity to push the roll out of a NBN / FTTP service.
- Commentary around the need to generate community spirit and keep the village feel.
- Make better use of the rail corridor.
- Street planting and beautification to create an enticing place.
- Stronger opportunity in the tourism sector, particularly around the water front.
- Create a clean urban environment.
- Retain historic relevance.

5.

COMMERCIAL DEVELOPMENT

- All respondents get at least some of what they need from outside of Perth (100%).
- Potential for more speciality shops.
- Give consideration to a plaza or arcade/centralised shopping area.
- Lack of ATM banking options may be an impediment to expansion.
- Divided opinion on whether fast food options are suitable or unsuitable.
- Rethink car parking areas on the commercial strip and elsewhere in Perth.

7.

INTEGRATED WATER MANAGEMENT

- Upgrade the main Stormwater drain on Sheepwash Creek and create it as an open space feature, providing it is safe and weeds and ongoing management are considered. Consider also making the area into a habitat refuge as well as an open space feature.
- Introduce household water recycling for new houses. Installation should be sympathetic to the surroundings and grey water recycling should be considered too.
- Address drainage issues in established areas.
- Consider incorporating wetland areas that will allow filtration of stormwater runoff.

9.

OPEN SPACE NETWORK

- Consider the need for a management plan.
- Support for the introduction of a green buffer along southern link road.
- Provide open space that caters to a broad cross section of the community. Greater diversity of activities should be encouraged.
- Strong support for cycle ways and bike paths or multipurpose paths (including dog walking).
- Consideration should be given to habitat protection areas.
- More opportunities to centre recreation activities around the river. Opportunity to include multipurpose paths along the river bank.
- The consideration of crime prevention, vandalism and safety needs to be balanced with open space areas (discourage areas of congregation).
- Idea could be expanded to include communal community orchards, storage or animals.
- Enhance connections to the river.
- River frontage should be publically owned, not privately owned.
- Development/expansion to be married with the peace and tranquillity of the area.
- All access play area would be beneficial.
- More land near the river needed to develop bike track and outdoor gym in a park.



6 OPPORTUNITIES AND CONSTRAINTS

6 OPPORTUNITIES AND CONSTRAINTS

6.1 OVERVIEW

Figures 15 and 16 provide an overview of the key opportunities and constraints for Perth. These relate to both the South Perth ODP and Sheepwash Creek areas and the wider township.

The opportunities and constraints have been duly considered in formulating the Development Plans and overall Structure Plan for the study area.

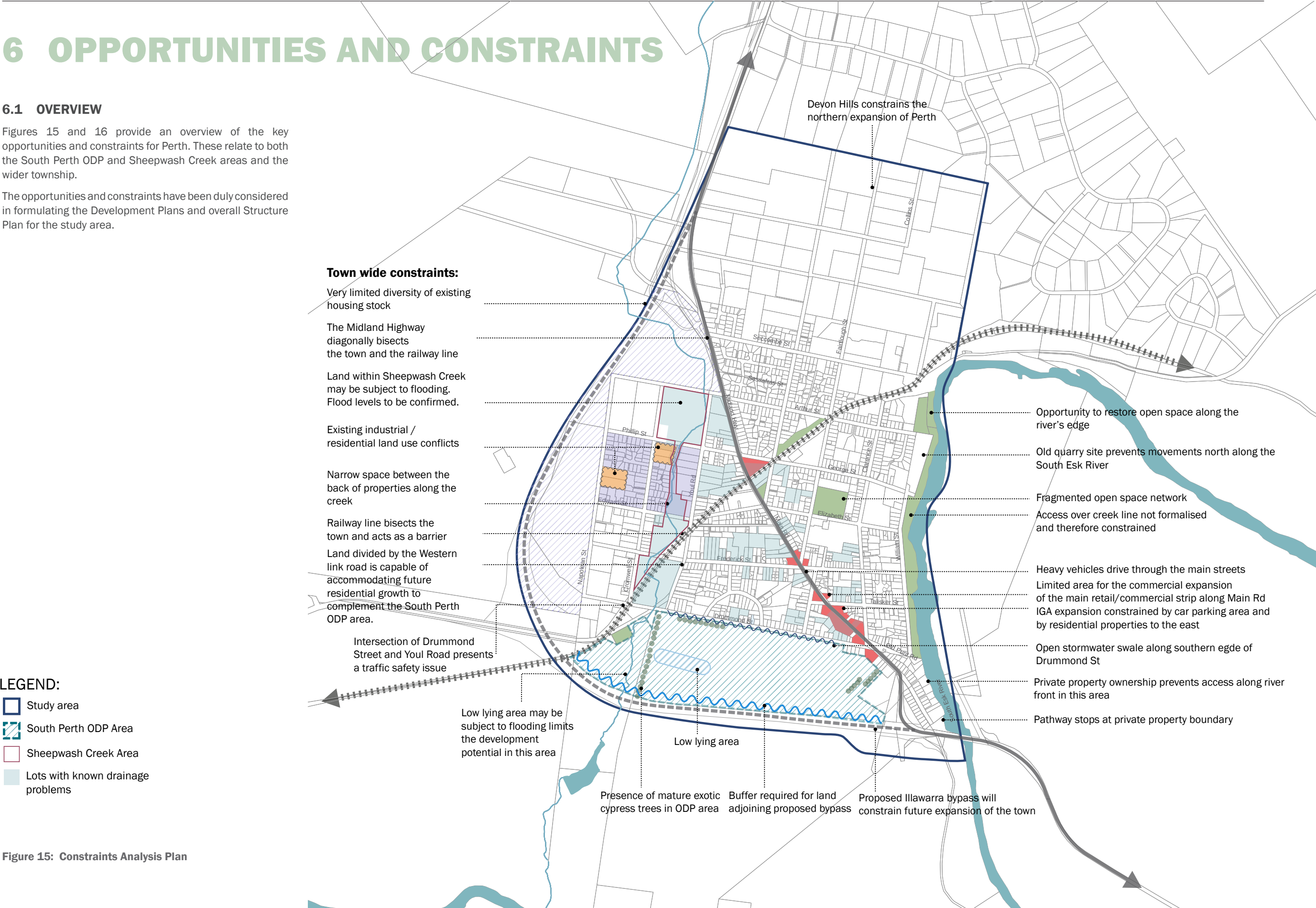


Figure 15: Constraints Analysis Plan

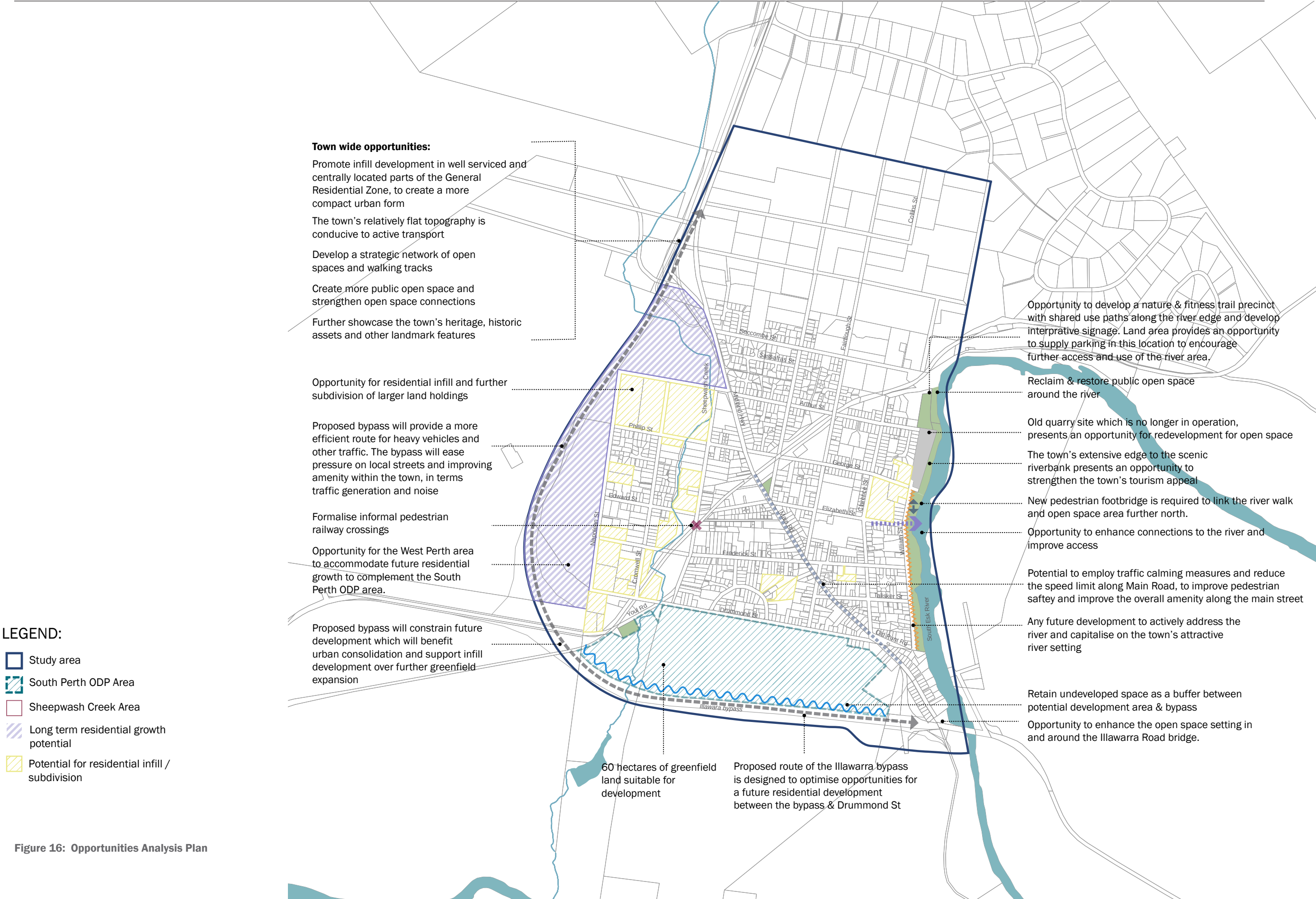


Figure 16: Opportunities Analysis Plan



7 URBAN DESIGN PRINCIPLES

7 URBAN DESIGN PRINCIPLES

7.1 OVERVIEW

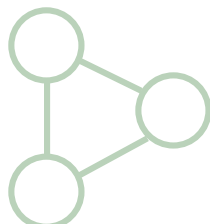
The urban design principles detailed in this section, have been established in accordance with the objectives set out for this project, as well as, the results and findings of the context analysis.

DISTINCT



- 1. Through high quality urban design, create a unique and distinctive identity for Perth.
- 2. Build upon the natural and built environment to reinforce and capture the history, culture, values and aspirations of the Perth community.
- 3. Enhance the public realm and open space setting so that Perth is memorable for visitors and residents alike.
- 4. Foster a vibrant and distinct town centre, which makes provision for a variety of retail, entertainment and community functions.

CONNECTED



- 1. Enhance and create new connections between the town centre, residential areas and open space network.
- 2. Strengthen the physical connectivity of Perth for alternative transport modes, through new and improved network of pathways for pedestrians and cyclists.
- 3. Build upon open space connections through new open space reserves and designated pathways.
- 4. Showcase natural and historical assets within the town by maintaining vistas to important landmarks and features.
- 5. Ensure new development is well integrated with its surrounding setting, in particular the South Perth emerging community area.
- 6. Protect and retain historical features as a means of preserving the town's connection with its past.
- 7. Promote new development that respects and integrates with the existing heritage fabric.

SUSTAINABLE



- 1. Promote the sustainable growth and development of Perth.
- 2. To reduce car dependency and improve walkability, promote higher densities and a greater mix of uses within close proximity of the town centre.
- 3. Ensure that new development is built in accordance with sustainable design principles, and is highly responsive to the natural and built setting.
- 4. Protect and maintain the state of the natural environment, particularly land along the South Esk River and Sheepwash Creek.
- 5. Foster a sustainable approach to land use planning and future development, to promote development within established and serviced areas.

COMPACT



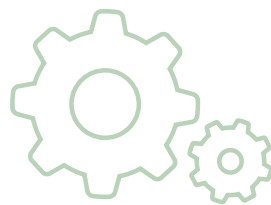
- 1. Consolidate residential development and increase residential densities in areas with sufficient infrastructure capacity, to promote a more compact urban fabric.
- 2. Given the importance of agriculture and farming in the region, avoid fragmentation of surrounding rural land for residential purposes where suitable alternatives exist.

LIVEABLE

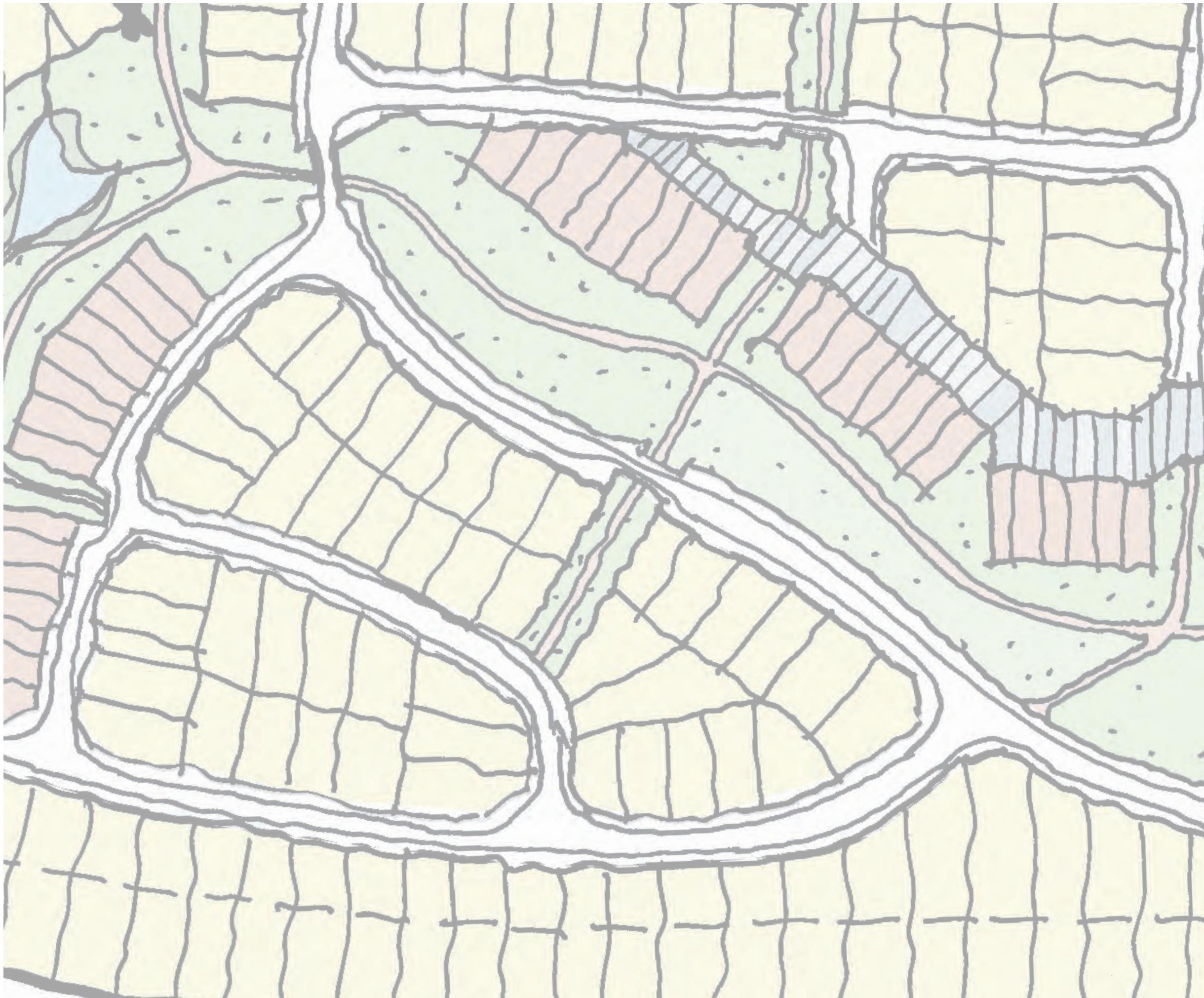


- 1. Foster a thriving and liveable community for residents and visitors.
- 2. Enhance and create new opportunities for community and open space activities and interaction, to support a lively and vibrant setting.
- 3. Promote a range of housing types to foster a diverse and inclusive community.
- 4. Provide a range of open space and recreational amenities for community health and well-being.

EFFICIENT



- 1. Support a community which is both functional and efficient, particularly in relation to land use, transport and infrastructure networks.
- 2. Ensure the optimal use of land, community and open space assets throughout Perth.



8 DEVELOPMENT PLANS

8 DEVELOPMENT PLANS

8.1 SOUTH PERTH - ODP

8.1.1 Overview

The Outline Development Plan (ODP) for the South Perth area, is designed to accommodate a major proportion of the town's growth in the short to medium term. The concept, covering an area of approximately 60 hectares, is strongly founded upon the urban design principles established for the project – distinct, connected, sustainable, liveable, compact and efficient.

Two concepts have been prepared for further review and consideration. The options seek to accommodate the forecast retail and commercial land requirements identified in the demand study prepared by Choice Location Strategists as reproduced in Table 2.

Option 1 is focused upon expanding the existing retail and commercial strip along the Main Road (Refer to Figure 17). This strategy would require the re-zoning, as well as, acquisition of strategic sites by Council and/or private developers. A further detailed retail layout analysis is included in Section 9 of this report.

Options 2 illustrates an alternative retail layout within the greenfield site south of Drummond Street. This land allocation has been suitably sized to accommodate a purpose-built retail centre, including a future supermarket, specialty retail and potentially other complementary uses, such as a child care centre (Refer to Figures 18).

Both concept plans otherwise provide for a range of medium and higher density areas, with varied lot sizes, to suit a variety of household types and tastes. Residential areas are centred upon a central open space spine. The spine acts not only as a shared open space amenity for residents, but also performs a necessary drainage function. The open space spine provides an expansive and flexible zone, which would allow for a variety of passive and more active recreational opportunities. Shared use paths for pedestrians and cyclists are provided within the open space reserve, connecting to the wider network that is proposed as part of the overall structure plan.

A small area (ranging from 0.35 – 0.5 ha) has also been allocated for community uses, such as a clubhouse, hall or performing arts centre, to provide a flexible space for community gatherings and the like.

Option 2 also incorporates land for a hotel or temporary accommodation, to cater for an increased number of visitors and encourage longer stays within Perth.

8.1.2 Design Strategies

Land Use

At present, residential subdivisions within Perth, whilst of a high quality, typically offer homogenous housing products. The design for the South Perth ODP area is designed to provide for varied housing models, including more medium to high density housing types, such as townhouses and duplexes. Medium to high density development backs onto a shared pathway for vehicles, pedestrians and cyclists.

Medium to higher density living, caters to those seeking a more affordable housing option with low maintenance requirements for private outdoor space. Lots are generally oriented north, to maximise natural sunlight for properties.

Based on recommendations from the demand study prepared by Choice Location Strategists, there could be demand for an additional stock of 206 dwellings at 2022 and up to 605 by 2036. The population of Perth is therefore expected to double in the medium to longer term. Responding to the increase in population, additional community facilities and open space amenities will be required. Additional retail space in the order of 9,920 sq.m, including an additional 1,260 sq.m of supermarket floor space, along with specialty, food and beverage (F&B) retail, shall be required.

The layout for the South Perth ODP area therefore targets a high yield of between 250 - 280 lots, incorporating residential lots of varied sizes, as well as, community support facilities.

Transport and Movement

The internal road network for the South Perth area is highly integrated and responsive to the surrounding network, with two (2) entry and exit points to Drummond Street. The points of entry align with Drummond Crescent, directly north.

The primary spine, around the open space spine on one side, provides access to the residential areas. A secondary network of minor local access roads extends from the major spine, to provide logical and efficient access to the residential areas, retail, and other community spaces.

Street planting is proposed along the primary and secondary road spines, as illustrated in Figure 19. A further shared pavement surface is intended for higher density residential housing plots, creating a more intimate and shaded setting for local residents. Paved road treatments will add to the visually amenity of this setting and indirectly, acts a traffic calming measure to slow vehicles and create safe conditions for pedestrians and cyclists.

A typical cross section for the internal road network is illustrated in Figure 19.

Landscape and Open Space

The overall concept is designed to be responsive to the natural environment, preserving the natural landform and significant vegetation to the greatest extent possible. Existing exotic cypress trees along the eastern edge of the Drummond South area have been integrated into the concept.

The open space network is expansive, employing water sensitive urban design to make use of the existing drainage path, to create a high amenity natural feature.

Shared use paths are incorporated throughout the open space spine, to enable easy access and movement both within and beyond the South Perth ODP area. This includes a connection to the surrounding residential communities, Sheepwash Creek to the north, and the open space reserve along Elizabeth River to the west.

As a means of screening and buffering for properties abutting the proposed bypass, along the southern boundary of the site, a landscape buffer zone of 20 metres, and a further 30 metres buffer for non-habitable buildings only (Refer to Figure 20).

Environmental Management

A responsive and highly sensitive approach has been used to minimise impacts on the natural and built environment in this location. The open space reserve utilises the existing drainage path to create an attractive open space spine.

The existing water basin has been retained for stormwater detention purposes, and is designed to provide another open space water feature within the landscape.

Significant mature vegetation along the eastern edge of the site has also been retained as part of the concept, as a windrow and buffer to adjoining uses.

Through future design guidelines and planning controls, existing built heritage will be protected and where possible, further showcased through preservation of sight lines and other building design controls.

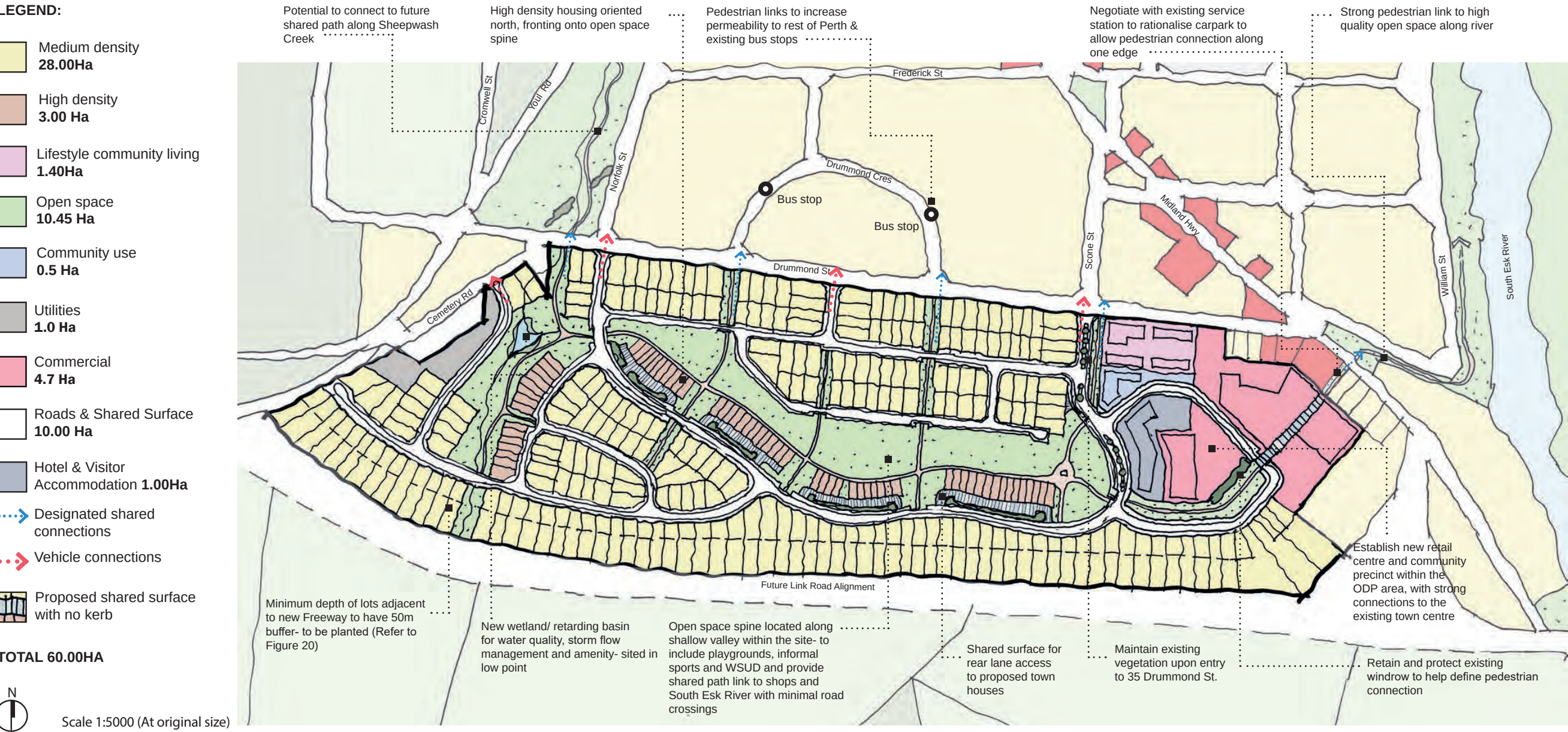
Figure 17: South Perth ODP - Option 1



SOUTH PERTH ODP: OPTION 1 CONCEPT

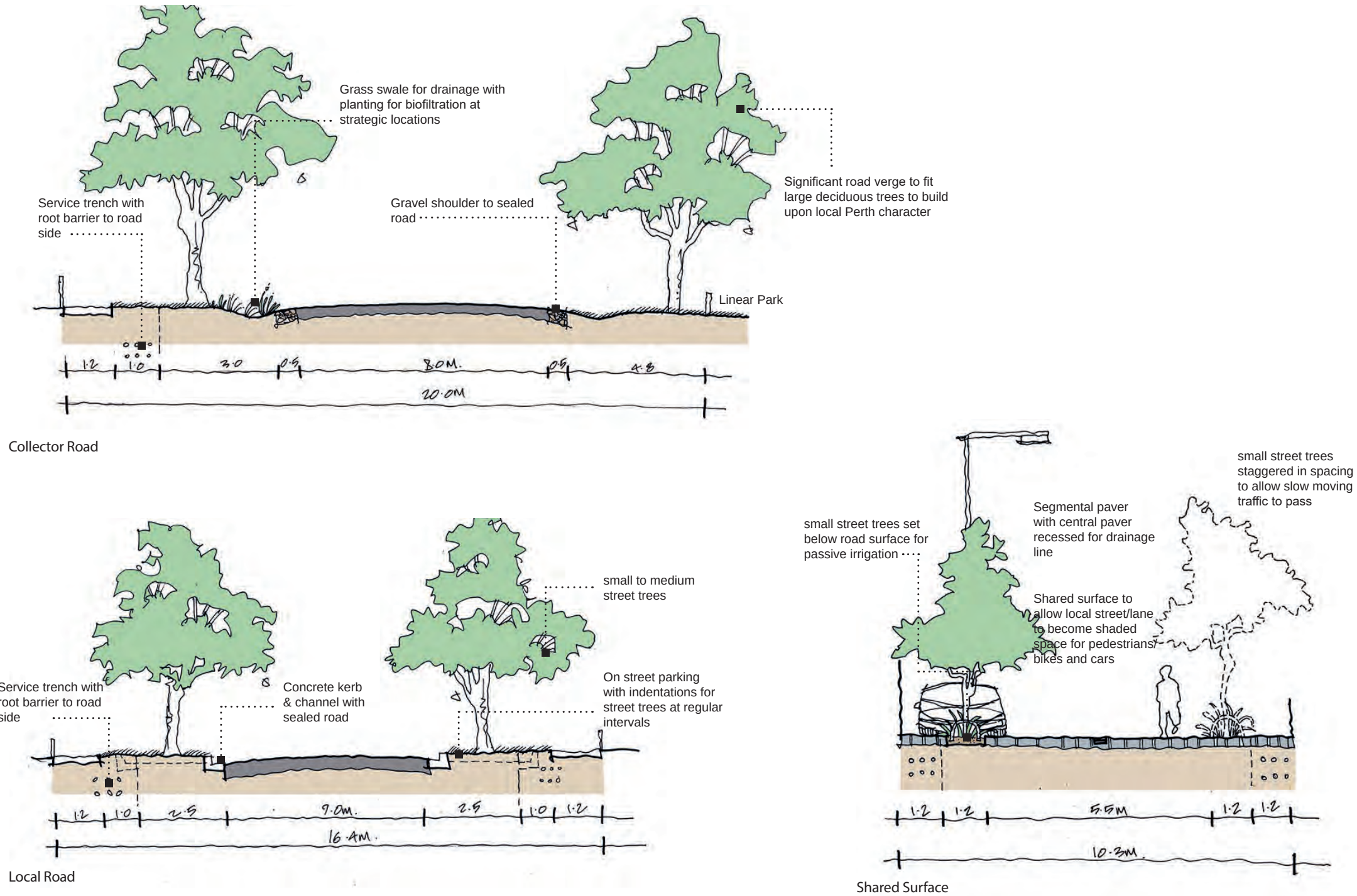
8 DEVELOPMENT PLANS

Figure 18: South Perth ODP - Option 2



SOUTH PERTH ODP: OPTION 2 CONCEPT (PREFERRED)

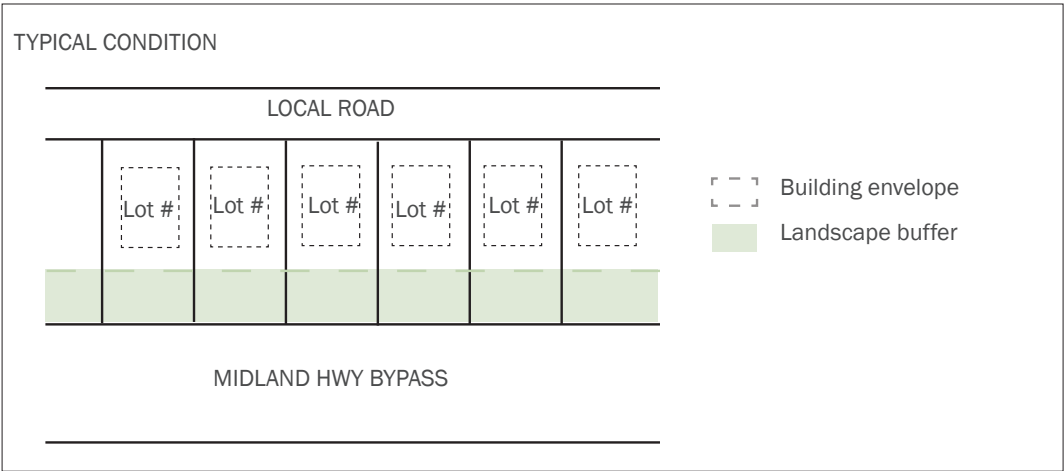
Figure 19: South Perth ODP - Typical Road Sections



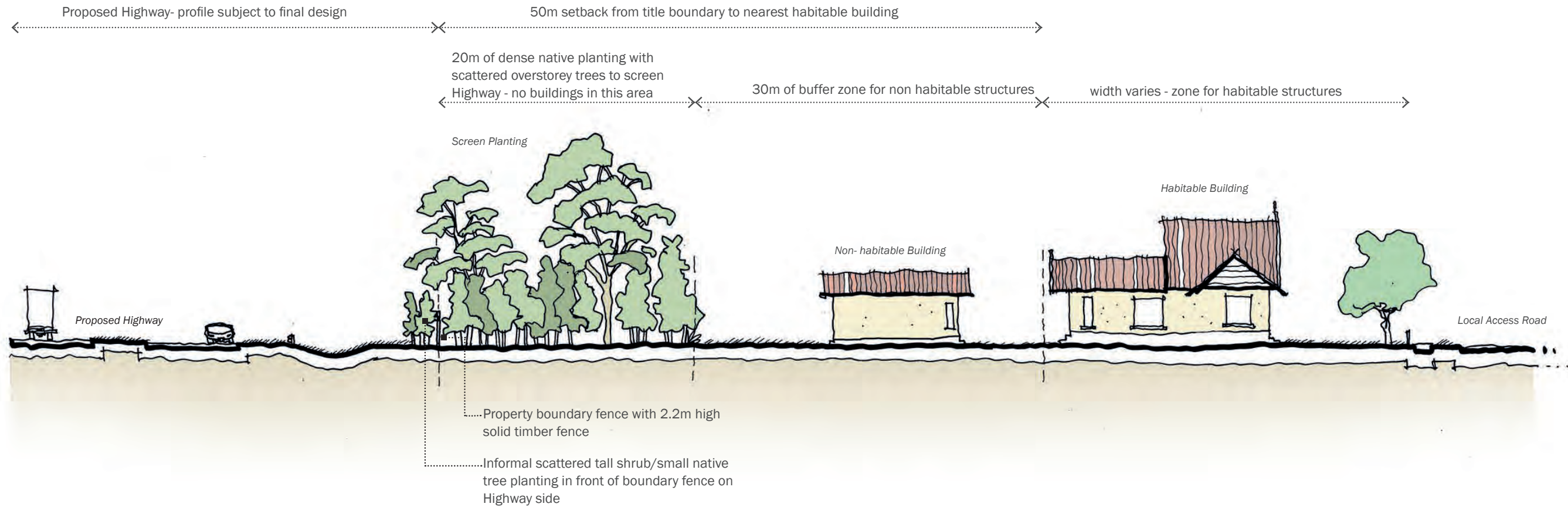
SOUTH PERTH ODP: TYPICAL ROAD SECTIONS

8 DEVELOPMENT PLANS

Figure 20: Design Guidelines - Landscape Buffer



DESIGN GUIDELINES



DESIGN GUIDELINE - LANDSCAPE BUFFER

Figure 21: Sheepwash Creek Development Plan

8.2 SHEEPWASH CREEK

8.2.1 Overview

The Sheepwash Creek development plan is for a discrete area of land adjoining Sheepwash Creek, north of Drummond Street and south of Arthur Street (refer to Figure 20).

Based on prior studies and analysis, this area is highly underutilised and represents an opportunity for future residential development.

The following represents a broad strategy for enhancement and infill development, capitalising upon the river amenity and proximity to the town centre.

8.2.2 Design Strategies

Land Use

- 1 Subdivide suitable land areas around the creek reserve, to create further infill residential lots. The final residential layout is subject to confirmation of flood levels.

Transport and Movement

- 2 Extend local connector road network to provide access to new residential lots.
- 3 Create a new shared use path connection through the enhanced Sheepwash Creek open space reserve, with a strong connection to the South Perth ODP area and to the future development areas north.

Landscape and Open Space

- 4 Establish a strong linear open space network along the Sheepwash Creek reserve, incorporating amenities for seating.
- 5 Provide water sensitive urban design solutions to incorporate drainage features, including detention basins and drainage paths into the overall open space concept.

- 6 Provide additional amenities for seating and informal play areas, to create a multi-functional and attractive open space area for residents and visitors.

Environmental Management

- 7 Manage flooding through integrated water management.
- 8 Rehabilitate the river embankment and edge conditions around Sheepwash Creek with indigenous planting.

GENERAL DESIGN NOTE:
Verification of flood levels and limits of inundation required prior to confirming the final layout and siting of proposed subdivisions and linear park amenities

Potential for further subdivision subject to confirmation of flood levels

Potential new residential subdivision - north facing

Potential to negotiate setback of existing commercial properties to increase width of open space spine in pinch point. Allow easy pedestrian connection through properties to shared path

Picnic/BBQ shelter on north side of existing stand of trees

Potential for rock riffles and small ponding along length of creek for habitat creation and amenity

Potential new residential subdivision - facing open space spine for amenity and increased passive surveillance of open space

Potential location for new playground

Shared path to cross at approximate centre of straight section of Youl Rd for clear sightlines when crossing for safety

Potential location to cross railway line to utilise existing build up of natural surface level either side of rail and minimise new structure

Potential location for detention basin with wetland planting and overstorey native tree planting

Rehabilitate whole creek line and bank with indigenous planting. Scattered overstorey to be included in planting mix

Potential new residential subdivision - facing open space spine for amenity and increased passive surveillance of open space

Shared path to continue north

Potential location for new playground

Potential new residential subdivision - facing open space spine for amenity and increased passive surveillance of open space

Screen rear fences and frame open space for informal play

Potential location for detention basin with wetland planting, small boardwalk and overstorey native tree planting

Shared path on northern side of existing line of Eucalyptus trees

Open grass areas with shelter planting for informal play

Maintain and build upon existing picnic shelter

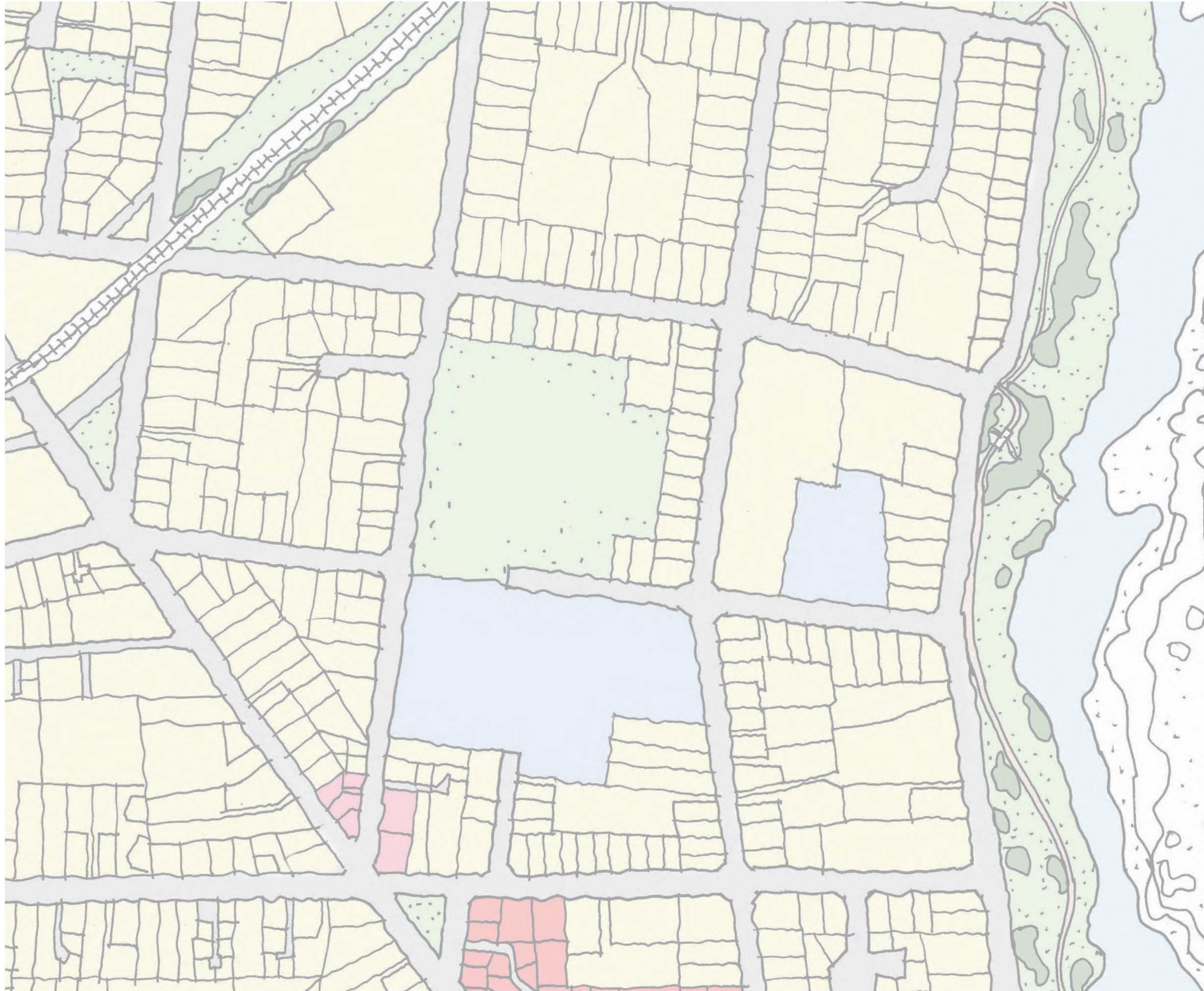
LEGEND

- Existing trees
- Proposed 3.5m unsealed shared path
- Proposed planted detention basin
- Proposed grass areas
- Proposed indigenous creek planting
- Proposed overstorey planting

N
Not to scale

NOTE: Concept prepared prior to plan of subdivision over lot 301 Edward Street, Perth. Final Structure Plan illustrates approved subdivision layout.

SHEEPWASH CREEK: DEVELOPMENT CONCEPT PLAN



9 STRUCTURE PLAN

9 STRUCTURE PLAN

9.1 OVERVIEW

The Structure Plan for Perth provides an integrated strategy and framework for the future development of the town. The Structure Plan sets out the preferred land use and structure for Perth to accommodate future residential growth and the provision of supporting services and facilities.

Growth is primarily focused within the South Perth ODP area and land along Sheepwash Creek. Other infill opportunities have also been nominated in the north-western portion of the town. The South Perth development plan is however, designed to meet a major portion of the expected population increase.

9.2 DESIGN STRATEGIES

A number of key design strategies underpin the Structure Plan for Perth. These are as follows:

9.2.1 Urban Design

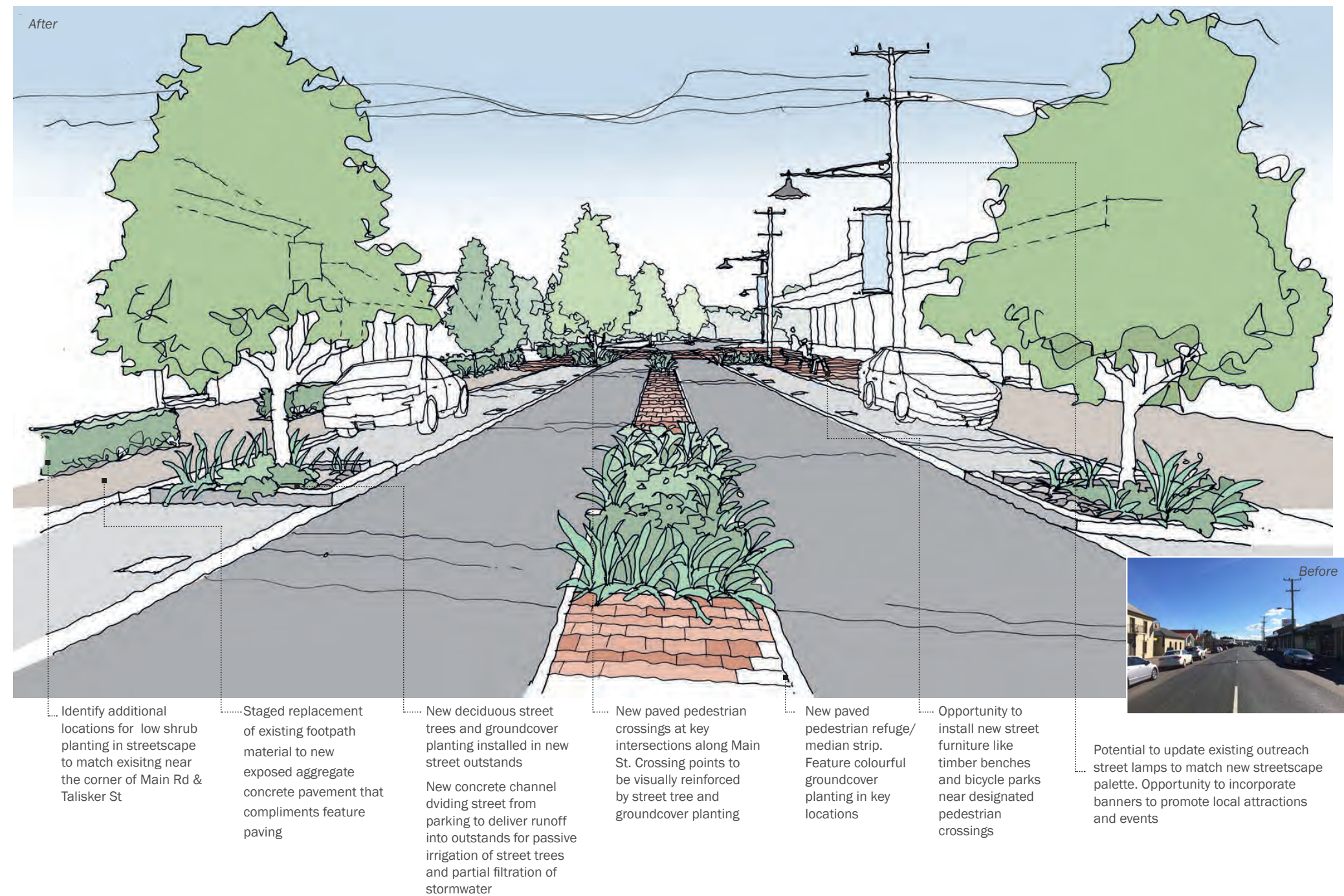
- Establish a distinctive retail centre within the town, which is highly accessible and functional.
- Implement streetscaping works along Main Road, incorporating additional street trees, improved footpaths, provision for cycling lanes, new street furniture and traffic calming measures, to enhance the local setting and provide a pleasant and safe environment, particularly for pedestrians and cyclists (Refer to Figure 22).
- For the new South Perth community, establish a development plan which caters for future growth, as well as, the needs and aspirations of the community.
- Through future design guideline provisions, advocate new development which makes a positive contribution to the street and surrounding setting.

9.2.2 Retail Centre

- Undertake streetscaping and improvement works to enhance the retail centre setting (Refer to Figure 22).
- Establish a framework for future expansion of the retail centre, based on the projected demand for general goods and services, specialty and food and beverage (F&B) retail (Refer to the retail analysis presented with Structure Plan options).
- Reinforce a strong and active retail edge along Main Road, through targeted zoning and regulatory provisions.

Figure 22: Perspective of Main Road with streetscape improvements

View looking north along Main Road, within Town Centre



MAIN ROAD, PERTH

ILLUSTRATIVE CONCEPT - STREETScape UPGRADE

9.2.3 Land use and built form

- Establish a sustainable vision and land use framework to guide future development within Perth.
- Within the retail zones, establish a higher density and greater mix of retail and other complementary uses, to promote more vibrancy and activity along the main retail spine.
- Through the design guidelines and recommended planning scheme amendments, encourage built form which is responsive to its setting and in-keeping with the nature of surrounding development.

9.2.4 Transport and movement

- Promote safe and efficient transport networks.
- Establish a greater network of designated shared use paths for pedestrian and cycle access, including town wide leisure trails around the open space network.
- Ensure the Drummond South residential community is well integrated and connected to the wider transport networks, both existing and planned within Perth.
- Implement streetscape and path improvements along Arthur Street, to provide a high quality east-west connection from the South Esk River to the open space and path network adjacent to the bypass, to the west (Refer to Figure 23).

9.2.5 Parking

- Parking areas within Perth is presently quite limited. Parking is predominately provided via on-street parking, with two shared parking areas located in the retail centre, adjacent to the IGA supermarket and for the Perth Hotel and Motel.
- Future parking for retail and community activities should be provided in accordance with the prescribed parking rates, but should be located in a manner which is well screened from the street network.
- Parking areas should be functional, providing for safe and efficient movements to key facilities and services within Perth.

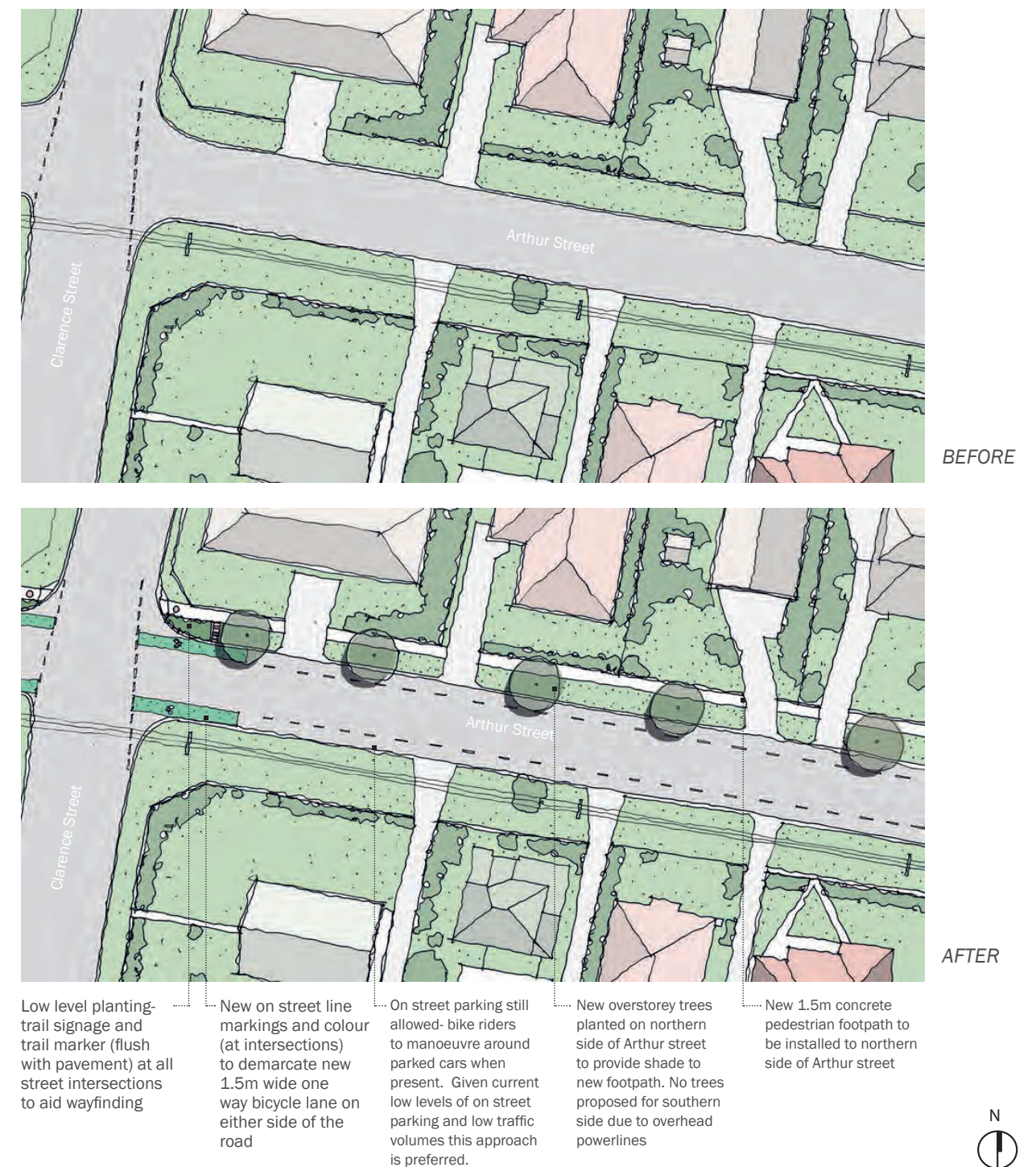
9.2.6 Landscape and Open Space

- Preserve views and the state of the natural environment, through sensitive and responsive design approaches.
- Ensure water sensitive urban design (WSUD) design responses are used wherever possible, to prevent flooding and create sustainable and desirable open space amenities.
- Establish further open space and recreational areas, for a variety of passive and active recreational activities.

9.2.7 Utilities and servicing strategy

- Focus growth within areas which are already serviced by utilities and infrastructure.
- Reserve an adequate land area for utilities plant and equipment required to meet the additional demand for utility services, based on emerging community areas and growth.
- Determine and address the capacity and adequacy of existing utility services and where necessary, address any shortfalls or service shortages.

Figure 23: Streetscape and pathway works along Arthur Street



OPTION 1 - DESIGN STRATEGIES

Land Use

- ① Foster a more compact form by promoting infill residential, within suitable areas.
- ② To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area.
- ③ Rezone a significant portion of strategic land areas within the town centre, for retail and commercial uses. This strategy relies upon acquisition of strategic land holdings.
- ④ Land on the western and north western edge, to provide strategic reserves for future residential growth.
- ⑤ Opportunity to re-develop strategic corner site in prominent location, to create a community centre and open plaza space for gathering.

Transport and Movement

- ⑥ Undertake streetscape improvements along Main Road, including landscaping, traffic calming measures and street furniture, to enhance the town centre setting.
- ⑦ Extend the local connector road network to provide a logical road layout within the new development areas (South Perth and Sheepwash Creek), which is well integrated with the surrounding road network.
- ⑧ Create a new shared use path network through open space spines within the South Perth Area and along Sheepwash Creek.
- ⑨ Strengthen the path network and accessibility along the South Esk river foreshore.
- ⑩ Create a new footbridge to extend the pathway network along the South Esk River.
- ⑪ As a longer term solution, close western portion of Drummond Street to minimize traffic conflicts at this location.
- ⑫ Implement bicycle lanes and new footpaths along Arthur Street, as well as, streetscaping improvement works, to provide an efficient east-west connection for pedestrians and cyclists.
- ⑬ Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

Landscape and Open Space

- ⑭ Establish a strong linear open space network within the South Perth area and along Sheepwash Creek.
- ⑮ Transform former quarry site into an open space park and corridor for recreation. Master plan prepared independently for this area.
- ⑯ Employ water sensitive urban design practices for stormwater drainage.
- ⑰ Provide additional facilities and amenities within open space assets.
- ⑱ Improve the open space amenity beneath and around the Perth Bridge, including improved access for persons with a disability associated with Eskleigh Home.
- ⑲ Preservation of existing mature trees along entrance to 35 Drummond Street.

Environmental Management

- ⑳ Manage flooding through integrated water management.
- ㉑ Protect and rehabilitate river environments.

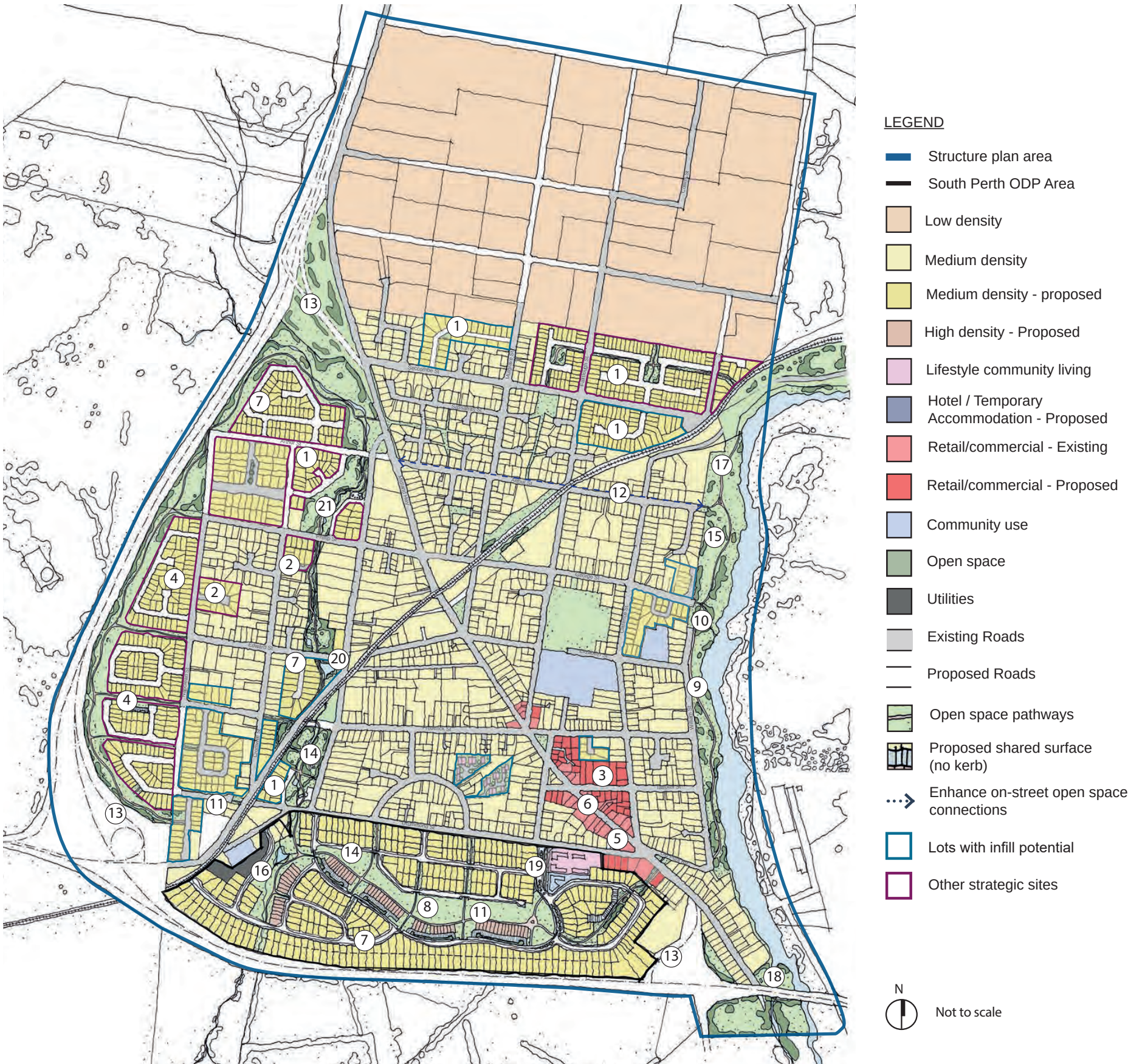


Figure 24: Structure Plan - Option 1

STRUCTURE PLAN: OPTION 1

RETAIL EXTENSION ANALYSIS

OPTION 1A

Option 1A is intended to extend the existing retail zone, to the north and east along Talisker Street. This option relates to the Option 1 Structure Plan. The proposed extension would serve to meet the additional retail floor space demand, while also creating better connections with community uses (e.g Primary School and child care centre) north and the river precinct to the east.

This option is considered optimal in terms of enabling the expansion of the existing IGA supermarket on the corner of Main Road / Talisker Street.

There are several options for expansion of the IGA supermarket to meet the demand, based on the town’s projected growth. Each option has a varied degree of impact on the adjoining retail tenancies.

The proposed rezoning of land around the existing retail centre, will require significant acquisition and investment by Council and/or third party developers over time.

While land is re-zoned to allow for retail uses, there is no control over the take-up rate, unless a significant direct investment is made.

OPTION 1A: EXTENSION OF EXISTING RETAIL CENTRE (NORTH AND EAST)



COMMERCIAL / RETAIL DEMAND

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m (current)
PROPOSED RETAIL	40,917 sq.m	8,327 - 12,490 sq.m
TOTAL RETAIL	66,720 sq.m	14,307 - 18,470 sq.m
<i>Notes:</i> * Based on assumed take up rates of between 50 - 75% of land rezoned for retail / commercial purposes. ** Assuming 20% site cover, 1 floor for heritage properties and 50% site cover, 1 floor for unconstrained properties.		

IGA EXPANSION OPTIONS



- OPTION 1A.1: 1819 sq.m
- Preserve Main Road retail edge.
 - Minimise re-development of adjoining retail properties.
 - Assumes 80% site cover and undercover carparking arrangement.



- OPTION 1A.2: 2570 sq.m
- Re-development option for IGA and adjoining retail premises.



- OPTION 1A.3: 2436 sq.m
- Re-development option for IGA and adjoining retail premises.
 - Opportunity to create an integrated, mixed use precinct, incorporating specialty retail.
 - Lower impact on adjoining retail premises than Option B.

Existing IGA floor area: 240 sq.m
Floor area demand (2036): +1,260 sq.m
Total supermarket floor area: 1500 sq.m

9 STRUCTURE PLAN

OPTION 1B

Option 1B is intended to extend the existing retail zone, to the south along Drummond Street. The proposed retail extension would create a better connection with the South Perth ODP area, in line with projected floor space requirements for the town.

Based on preliminary analysis, there is suitable land within the proposed retail zone extension area, to provide for a new supermarket site. The proposed supermarket site would require the full or partial acquisition of 5 lots.

In a similar manner to Option 1B, while land is re-zoned to allow for retail uses, there is no control over the take-up rate, unless a significant direct investment is made.

OPTION 1B: EXTENSION OF EXISTING RETAIL CENTRE (SOUTH)



COMMERCIAL / RETAIL DEMAND

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m (current)
PROPOSED RETAIL	33,227 sq.m	7,874 - 11,812 sq.m
TOTAL RETAIL	77,205 sq.m	13,854 - 17,792 sq.m
Notes: * Based on assumed take up rates of between 50 - 75% of land rezoned for retail / commercial purposes. ** Assuming 20% site cover, 1 floor for heritage properties and 50% site cover, 1 floor for unconstrained properties.		

IGA EXPANSION OPTIONS



Existing IGA floor area: 240 sq.m
Floor area demand (2036): +1,260 sq.m
Total supermarket floor area: 1500 sq.m

- OPTION 1B.1: 2585 sq.m
- Re-location alternative, based on Option 2 retail strategy.
 - Dual frontage optimal for access and egress.
 - Assumes re-development / re-location of Police Station.

OPTION 2 - DESIGN STRATEGIES

Land Use

- ① Foster a more compact form by promoting infill residential, within suitable areas.
- ② To avoid land use conflicts, rezone industrial land in the north western part of Perth, and relocate such activities, to a suitable location, outside the study area.
- ③ Establish new retail centre and community facilities within South Perth Area. Strengthen also the direct retail spine along Main Road.
- ④ Land on the western and north western edge, to provide strategic reserves for future residential growth.
- ⑤ Opportunity to re-develop strategic corner site in prominent location, to create a community centre and open plaza space for gathering.

Transport and Movement

- ⑥ Undertake streetscape improvements along Main Road, including landscaping, traffic calming measures and street furniture, to enhance the town centre setting.
- ⑦ Extend the local connector road network to provide a logical road layout within the new development areas (South Perth and Sheepwash Creek), which is well integrated with the surrounding road network.
- ⑧ Create a new shared use path network through open space spines within the South Perth Area and along Sheepwash Creek.
- ⑨ Strengthen the path network and accessibility along the South Esk river foreshore.
- ⑩ Create a new footbridge to extend the pathway network along the South Esk River.
- ⑪ As a longer term solution, close western portion of Drummond Street to minimize traffic conflicts at this location.
- ⑫ Implement bicycle lanes and new footpaths along Arthur Street, as well as, streetscaping improvement works, to provide an efficient east-west connection for pedestrians and cyclists.
- ⑬ Indicative only - Proposed Midland Highway Perth Link Road Connections. The road design location of entry and exit points to Perth will be determined during future planning and design development by the Department of State Growth.

Landscape and Open Space

- ⑭ Establish a strong linear open space network within the South Perth area and along Sheepwash Creek.
- ⑮ Transform former quarry site into an open space park and corridor for recreation. Master plan prepared independently for this area.
- ⑯ Employ water sensitive urban design practices for stormwater drainage.
- ⑰ Provide additional facilities and amenities within open space assets.
- ⑱ Improve the open space amenity beneath and around the Perth Bridge, including improved access for persons with a disability associated with Eskleigh Home.
- ⑲ Preservation of existing mature trees along entrance to 35 Drummond Street.

Environmental Management

- ⑳ Manage flooding through integrated water management.
- ㉑ Protect and rehabilitate river environments.

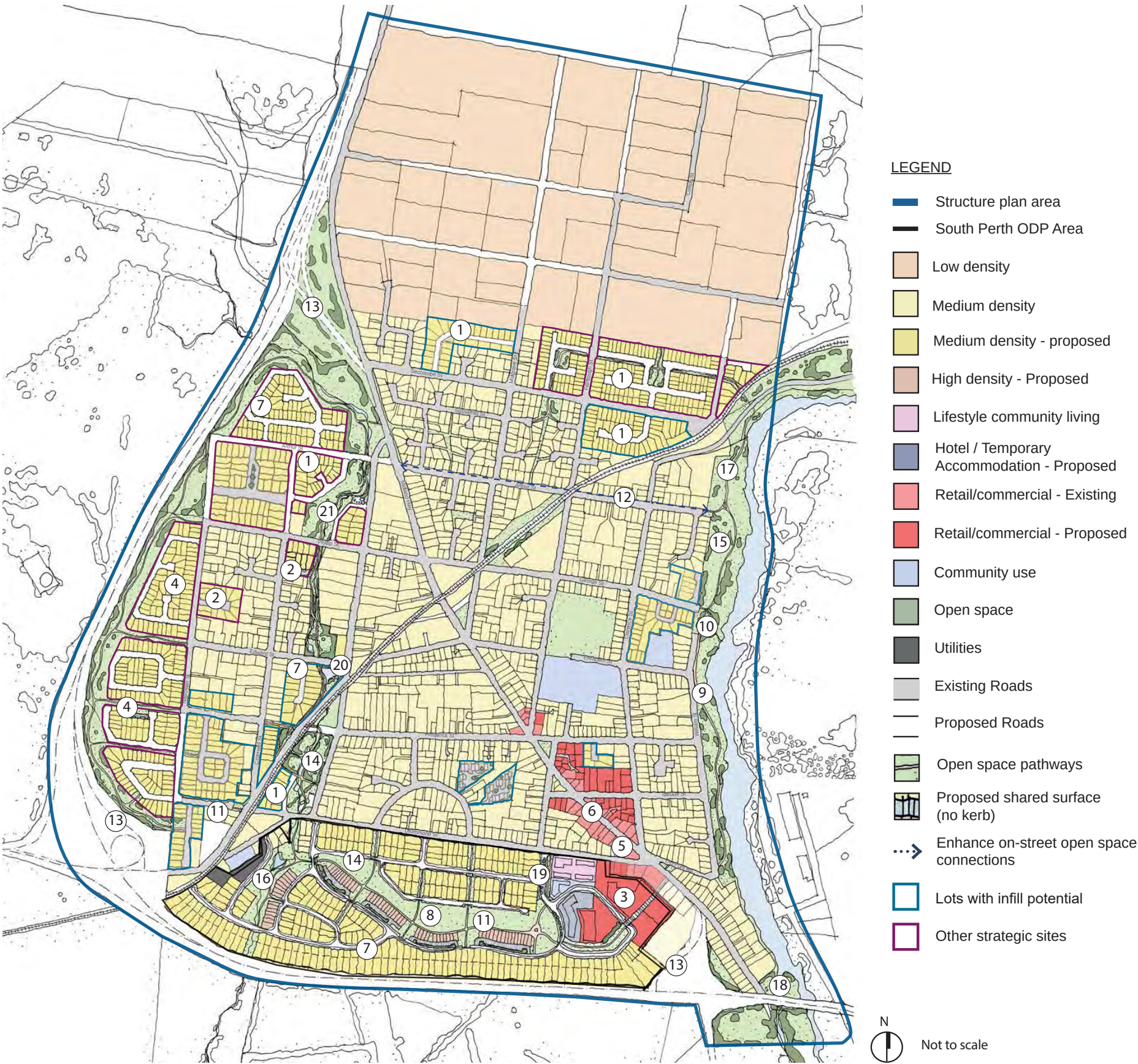


Figure 25: Structure Plan - Option 2

STRUCTURE PLAN: OPTION 2 (PREFERRED)

9 STRUCTURE PLAN

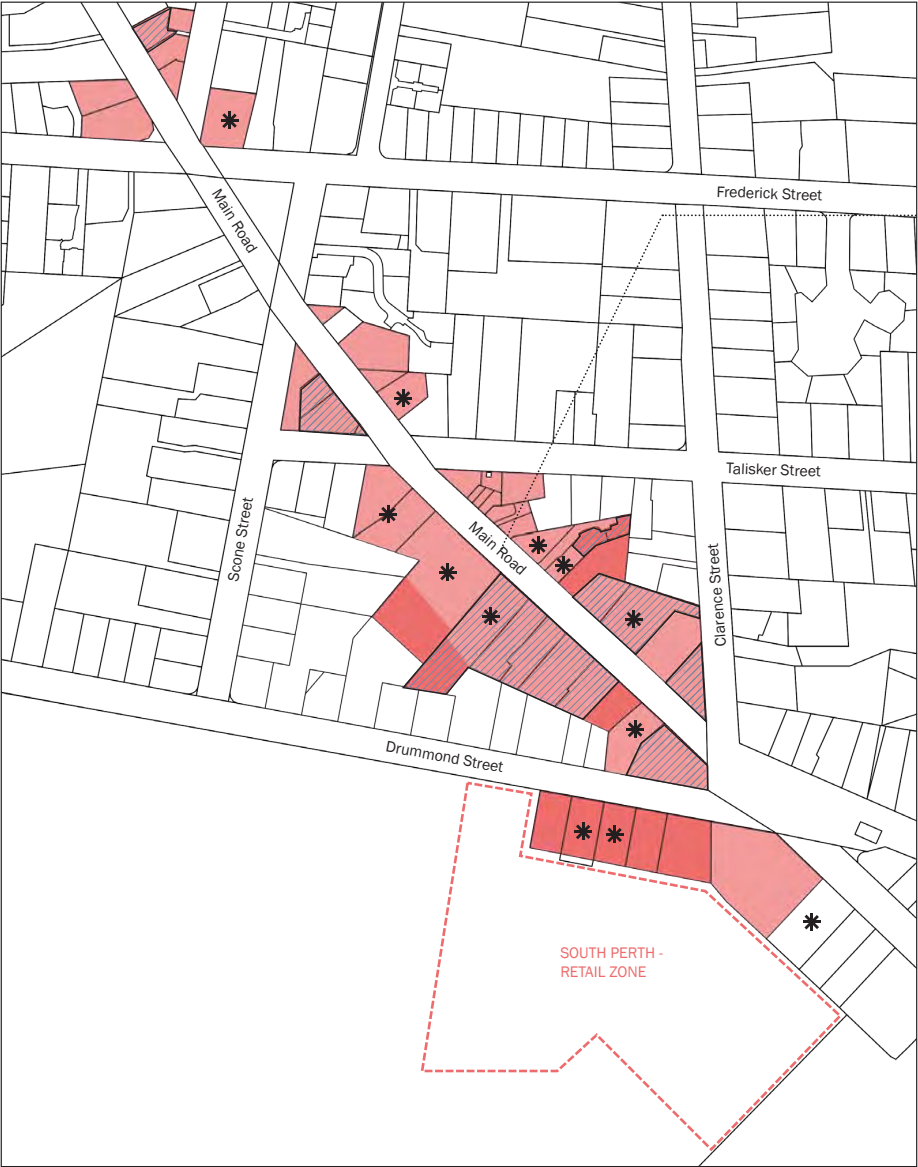
OPTION 2

Option 2 reflects a new retail centre within the South Perth ODP area.

While the primary focus shall be upon the new retail centre, this option is also intended to promote infill retail development of under-utilised properties, being used for residential purposes at present.

The retail allocation within the South Perth ODP area allows for associated uses, such as a child care centre and other complementary functions.

OPTION 2: EXTENSION OF EXISTING RETAIL CENTRE (NORTH AND EAST)



- Retail - Proposed
- Retail - Designated / Existing
- Retail Zone - underutilised sites
- Proposed new retail zones (inc. potential IGA site)
- Heritage listed property

	LAND AREA	ESTIMATED YIELD - FLOOR SPACE
EXISTING RETAIL	25,803 sq.m	5,980 sq.m
PROPOSED RETAIL	74,813 sq.m	19,790 - 22,327 sq.m
TOTAL RETAIL	86,813 sq.m	25,770 - 28,307 sq.m
Notes: * Based on assumed take up rates of between 35 - 50% of land rezoned for retail / commercial purposes. * Range calculated on the basis of ODP retail options. *Note: Additional land allocated for retail purposes within the South Perth ODP retail, to include potential additional uses such as a child care centre, and other associated / complementary service retail functions.		



10 IMPLEMENTATION PLAN

10 IMPLEMENTATION PLAN

10.1 OVERVIEW

This section identifies proposed initiatives and actions, for the effective implementation of the Development Plans, Structure Plan and associated works. Identification of the required actions, priorities and timeframes, is designed to assist Council in their decision making and delivery of the initiatives which are proposed.

While the majority of actions will be driven by Council, collaboration and investment by other key stakeholders, land owners and investors, shall be necessary to accommodate the projected growth and provide for a range of services.

10.2 IMPLEMENTATION PLAN

The following implementation plan has been prepared based on the below considerations:

- Logical sequencing to deliver planned initiatives in an efficient manner;
- Timing of major infrastructure works which are already planned for Perth, namely the proposed bypass;
- Projected growth and absorption rates, based on a high scenario and Perth's increasing competitiveness as an affordable and accessible alternative to Launceston;
- Assigning responsibilities to relevant stakeholders and other parties, in order to best deliver the proposed initiatives; and
- Level of priority in terms of the above considerations and the extent to which the initiatives achieve the project aims and objectives.

10.3 STAGING AND LAND RELEASE

Based on population projections for Perth, it is expected that there will be demand for an additional 206 dwellings by 2022 and a further 605 dwellings by 2036. On average, this equates to a demand of 29 dwellings per annum, over the next 20 years.

In developing the Structure Plan, Council has investigated the land use and yield potential for the South Perth and Sheepwash Creek areas. These land assets will be critical in meeting the projected growth and demand for residential properties over the coming years. There are also a number of privately owned properties also determined to have subdivision potential. This includes both infill lots within the existing growth boundary, and land on the western and north-eastern periphery of Perth.

It is recommended that Council work with land owners, so that land is strategically released for development and/or sale. This will promote the logical expansion of Perth, to accommodate growth in the short, medium and long term.

DEVELOPMENT PLANS

USE GUIDELINES		PRIORITY	DEVELOPMENT TIMING			RESPONSIBILITY
#	DESCRIPTION	(Low / Medium / High)	Short term	Medium term	Long Term	Who
SOUTH PERTH ODP AREA						
1.1	Apply for Planning Scheme Amendment to cover the proposed rezoning of land within the South Perth ODP and other relevant sites.	High	X			NMC / LO / BO / EC
1.2	Engage external consultant to prepare detailed design package (inc. civil and utility services layouts) for the South Perth ODP area, based on the proposed concept layout.	High	X			NMC / LO / EC
1.3	Work with external consultants and the Department of State Growth to determine off ramp location and any amendments required to conceptual design in respect of vehicular access points.	High	X			NMC / DSG / EC
1.4	Liaise with infrastructure authorities to determine utility upgrades required to service the development.	High	X			NMC / Relevant Authorities
1.5	Negotiate with Service Station owner and operator, in respect of required access easement for pedestrian movement.	Medium	X			NMC / LO
1.6	Call for expressions of interest to determine interested parties to establish residential development, lifestyle community housing and/or retail centre (Option 2 only).	Medium	X			NMC / PD / BO
1.7	Seek State Government Funding to establish further community facilities to support the growing population within the South Perth ODP area.	High	X			NMC / TSG
1.8	Engage external consultant(s) to design the proposed community infrastructure and assets required for the South Perth ODP area, including but not limited to, cycle and pedestrian paths, water sensitive urban design features, open space linkages, recreation facilities, public amenities and the like.	Medium	X			NMC / CO / EC
1.9	Review and modify as required, the proposed staging plan to fund and deliver the scheme in incremental phases.	Medium	X			NMC / LO
1.10	Engage contractor to deliver the proposed scheme or stage.	Medium		X		NMC / LO / C
1.11	Establish ongoing maintenance and upkeep responsibilities, based on land ownership arrangement.	Medium		X		NMC / LO / C
SHEEPWASH CREEK						
2.1	Prepare detailed flooding study and stormwater strategy for the Sheepwash Creek area.	High	X			NMC / EC
2.2	Commence negotiations with land owners to acquire land along Sheepwash Creek, to deliver further proposed lots.	High	X			NMC / LO
2.3	Engage external consultant to prepare detailed design package for Sheepwash Creek area, including final subdivision.	Medium		X		NMC / LO / EC
2.4	Release land parcels for sale.	Medium		X		NMC / LO / EC
2.5	Establish ongoing maintenance and upkeep responsibilities, based on land ownership arrangement.	Medium		X		NMC

Parties:	NMC	Northern Midlands Council	PD	Private Developer	BO	Relevant business operators
	TSG	Tasmanian State Government	C	Contractor	EC	External consultant
	DSG	Department of State Growth	LO	Relevant land owners	GC	General community

STRUCTURE PLAN

USE GUIDELINES		PRIORITY	DEVELOPMENT TIMING			RESPONSIBILITY
#	DESCRIPTION	(Low / Medium / High)	Short term	Medium term	Long Term	Who
LAND USE						
3.1	Apply for Planning Scheme Amendment to cover the proposed rezoning of land for retail and residential purposes.	High	X			NMC / LO / BO / EC
3.2	Work with current Industrial Land owners to look at alternative suitable locations outside of the Perth study area boundary, which could meet short and longer term storage, warehousing and other light industry demands.	High	X			NMC / LO / BO
3.3	Seek State funding to develop prominent corner site at the south eastern edge of town (corner of Main Road and Drummond Street), to establish a state-of-the-art community centre.	Medium	X			NMC / LO / PD
3.4	Monitor new subdivision proposals and land released, so that land is released in line with market absorption rates.	High	X	X	X	NMC
3.5	Liaise with infrastructure authorities to determine utility upgrades required to service the development.	High	X			NMC / Relevant Authorities
TRANSPORT AND MOVEMENT						
3.5	Engage consultant to prepare detailed landscaping and civil design package for streetscape improvements to Main Road.	High	X			NMC / EC
3.6	Engage consultant to prepare detailed design package for new and/or improvements to the pathways along the South Esk River, in order to be DDA compliant. This package of work would also include a new footbridge.	Medium	X			NMC / EC
3.7	In the longer term, examine the benefits of closing the western portion of Drummond Street, to maintain safe conditions at the intersection of Drummond Street, Illawarra Street and Youl Road.	Medium	X			NMC / EC
3.8	Engage consultant to prepare detailed design package for streetscaping improvements, bicycle lanes and new footpaths along Arthur Street, Main Road and Drummond Street.	High		X		NMC / EC
3.9	Work with the Department of State Growth and other key stakeholders, to determine the location of on and off ramps to the new bypass within Perth. Where required, work with land owners and revise the Development Plans for the South Perth ODP area.	High	X			NMC / DSG / EC
3.10	Engage consultant to prepare detailed design package for cycling links to old Midland Highway and to Illawarra Road to provide a connection to Longford.	High	X			NMC / EC
LANDSCAPE AND OPEN SPACE						
3.11	Undertake all necessary remedial works and implement a new park within the former quarry space.	Medium		X	X	NMC / EC
3.12	Undertake an audit of existing open space furniture, particularly along the South Esk River and beneath Perth Bridge and implement further furniture, where required. A consistent style and quality of furniture should be implemented within new open spaces proposed within the South Perth ODP area and along Sheepwash Creek.	High		X		NMC / EC
ENVIRONMENTAL MANAGEMENT						
3.13	Prepare a stormwater and environmental management strategy for Perth, covering rehabilitation and improvement works to Sheepwash Creek, within the South Perth ODP area and along the South Esk River.	Medium	X			NMC / EC
3.14	Work with community groups to be involved in replanting and clean-up initiatives along River environments and within open spaces.	Medium	X	X		NMC / EC
STAGING						
4.1	Work with landowners to develop a staging plan.	High	X			NMC / LO

Parties:	NMC	Northern Midlands Council	PD	Private Developer	BO	Relevant business operators
	TSG	Tasmanian State Government	C	Contractor	EC	External consultant
	DSG	Department of State Growth	LO	Relevant land owners	GC	General community





CONCLUSION AND ACKNOWLEDGEMENTS

11 CONCLUSION

The Structure Plan is intended to set out a coherent strategy for the logical, efficient and sustainable growth and development of the community, both in the short and longer term.

As detailed in the report, the Structure Plan is underpinned by a series of strategies in relation to land use, transport and movement networks, open space and landscape, urban design and servicing.

This report reflects the advice and input received from the Northern Midlands Council and other key stakeholders.

As the 'Gateway to the Heritage Highway' the township of Perth has great potential to accommodate a large portion of the region's expected growth.

Implementation of the proposed Development Plans and Structure Plan will require significant investment and governance by Council and others, to deliver a scheme which will promote Perth as a thriving and dynamic centre to live, work and visit.

12 ACKNOWLEDGEMENTS

The Development Plans and Structure Plan presented in this report have been developed in collaboration with the Northern Midlands Council and other key stakeholders.

GHD would like to thank the following parties, for their input, and participation during the project:

- Northern Midlands Council;
- Steering Committee;
- Department of State Growth;
- Perth Local District Committee;
- Directly impacted business and land owners; and
- Members of the general community.



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Ref: 13/011 - EM

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To whom it may concern

Re: Representation to Draft Amendment 01-2026 of the State Planning Provisions - Secondary Residences

Thank you for the opportunity to provide a representation on Draft Amendment 01-2026 of the State Planning Provisions (SPPs), relating to an increase in floor area of secondary residences from 60m² to 90m² (and other clarifications). This representation was considered and endorsed by elected members at the 20th July 2026 Council Meeting.

Council previously participated in consultation facilitated by the State Planning Office under section 30D (2) of the *Land Use Planning and Approval Act* (the Act) and provided a submission on the 16th April 2026. The issues raised in that submission have not been resolved within the draft amendment and are therefore reiterated below.

The explanatory document states that an increase in floor area is required to provide greater design options for a secondary residence, providing options for ageing in place, multi-generational living and smaller household rentals [emphasis added]. No data is provided to support the assumption that an increase in floor area will facilitate this, or why the multiple dwelling provisions cannot be utilised for larger residential buildings on the same lot.

Importantly, the Tasmanian Housing Strategy 2023-2043 does not look to secondary/ancillary dwellings to provide appropriate rental housing stock, noting that it falls outside of the 'Missing Middle' transect. An increase in floor area of secondary residences was also *not* identified as a recommendation of the Improving Residential Standards in Tasmania project. Further, it is misleading that the Terms of Reference refer to the 2023 SPP Review, implying that amendment was an outcome of that process. An increase in floor area of secondary residences was not an action group (AG) item, noting that AG 1.5 relating to secondary residences was to clarify the definition for applications in areas without reticulated water and sewer and off-grid proposals, with no reference to increasing the floor area. It is acknowledged that the background report now provides this information. Nevertheless, the proposed amendment, despite further wording changes, still fails to provide clarification of the requirements for secondary residences in un-serviced areas.

The explanatory document also states that *"Increasing the maximum gross floor area to 90m² in clause (a) of the definition for secondary residence will enable a more liveable, adaptable small home consistent with other Australian jurisdictions. Although planning systems operate differently, Tasmania has one of the smallest limits nationally."* This statement is also misleading, with Tasmania currently have a floor area limit that is largely consistent with other states. The proposed changes to 90m² would result in Tasmania having one of the largest and least regulated secondary dwelling provisions nationally, particularly with regard to parking and dwelling density.

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Most states around Australia maintain a secondary residence maximum floor area of 60-80m², with those up to 90m² in urban areas having additional provisions around minimum lot sizes and plot ratios, floor area as a maximum percentage of the main dwelling, accessibility requirements, additional parking requirements and limitations on the number of secondary residences. The proposed draft does not contain any such provisions to support the increased floor area and prevent inappropriate development.

An overview of provisions for other States is provided below (noting some variations at Local Planning Scheme level).

South Australia

Floor Area limit: 70m² (previously 60m²)
 Fully self-contained: Yes
 Bedroom limit: 2 bedrooms
 Open tenancy: Yes
 Must have shared utilities: Yes
 Must be behind building line: Yes
 Minimum lot size: per zone.
 Parking: Shared

Victoria

Floor Area limit: up to 60m²
 Fully self-contained: Yes
 Bedroom limit: N/a (refer floor area)
 Open tenancy: Yes
 Must have shared utilities: Standard connections (no natural gas), unless un-serviced (solar/septic permissible)
 Must be behind building line: Yes
 Minimum lot size: 300m² (before additional approvals required). Maximum 60-70% coverage depending on zone (e.g., 65% in General Residential); at least 20% permeable surfaces for water management.
 Private open space: Minimum 25m² for the main dwelling (with 20m² secluded); 8m² for the secondary dwelling. Can include balconies or rooftops if compliant.
 Parking: shared.

Western Australia

Floor Area limit: 70m²
 Fully self-contained: Yes
 Bedroom limit: N/a
 Open tenancy: Yes
 Must have shared utilities: Refer local Council
 Must be behind building line: Refer local Council for setback requirements
 Minimum lot size: No (previously 350m²), refer local Council for setback requirements
 Parking requirements: depends on density/proximity to public transport - refer local Council for requirements

New South Wales

Floor Area limit: 60m²
 Fully self-contained: Yes
 Bedroom limit: N/a (refer floor area)
 Open tenancy: Yes

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Must have shared utilities: Refer local Council
Must be behind building line: Refer local Council for setback requirements
Minimum lot size: 450m²
Parking requirements: existing parking provision to be maintained.

Queensland

Floor Area limit: 80m² for metropolitan area and up to 100m² for larger rural properties
Fully self-contained: Yes
Bedroom limit: N/a
Open tenancy: Yes
Must have shared utilities: Refer local Council
Must be behind building line: Refer local Council for setback requirements. Must be located within 20m of existing dwelling.

Setbacks & Site Coverage:

- General guidelines suggest a minimum 3-meter setback from the rear boundary and 1.5 metres from side boundaries.
- Total site coverage (all built structures) must commonly not exceed 50% of the property's total area.
- A minimum distance of 1.8 metres must be maintained between the granny flat and any existing structures for fire separation.

Parking requirements: One dedicated off-street car parking space is commonly required for the granny flat, in addition to existing parking for the main dwelling.

Australian Capital Territory

Floor Area limit: 40-90m² (measured to external walls). One secondary residence per lot specified.
Fully self-contained: Yes
Bedroom limit: N/a
Open tenancy: Yes
Must have shared utilities: Unknown
Setbacks & Site Coverage: Site coverage for single dwellings (including secondary dwelling) is a maximum of:
a) For large blocks: 40% of the block area, b) For mid-sized blocks: 60% of the block area, c) For compact blocks: 70% of the block area.
Parking requirements: Own parking space

Northern Territory

Floor Area limit: 75-100m² – zone dependent
Fully self-contained: Yes
Bedroom limit: N/a
Open tenancy: Yes
Must have shared utilities: Yes – Water and power.
Setbacks & Site Coverage: Zone dependent
Private open space: In addition to the private open space requirement for the existing dwelling
Parking requirements: 1 per bedroom, to maximum of 2. Single access.

As such, the proposed draft amendment raises the following concerns:

1. A secondary residence is not intended to be a rental premises, or to fill a void of smaller dwellings in the market – this is the role of multiple dwellings, where adequate provisions can be put in place to provide for

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parking, separation of utilities, rubbish disposal and appropriate private open space, therefore maintaining the current community expectations of residential standards of living.

2. A 90 m² floor area is incompatible with the intent of a secondary residence to be a small living unit subordinate to and effectively part of the primary dwelling, having shared use of private open space and parking. It should not substantially increase the demand or intensify the use of these spaces without additional regulation. A floor area of 90 m² exceeds what is reasonably considered “small” or “subordinate,” and therefore does not meet the intended purpose of the secondary residence provisions.
3. There is likely an expectation that the end user of these secondary residences will expect the same level of amenity/security as a multiple dwelling, but in reality, occupants may have reduced housing security due to reliance on the status/ownership of the main dwelling. This is contrary to the priorities of the Tasmanian Housing Strategy 2023-2043.
4. Increasing the floor area of ancillary/secondary residences does not achieve the ‘Missing Middle’ styles of housing identified in the Tasmanian Housing Strategy 2023-2043 and there is no requirement for accessible features and proximity to services, transport and social networks.



Extract from the Tasmanian Housing Strategy 2023-2043

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5. If a 90m² maximum floor area is established, the secondary residence has the potential to be larger than the existing dwelling. The provisions are not clear that the existing dwelling may require a change of use to become a secondary dwelling, if this is the case.
6. A 90m² floor area easily accommodates a 3-bedroom home, with the ability to generate the same number of vehicle movements, parking requirements, stormwater, sewerage and waste, as the main dwelling, with no upgrade to supporting infrastructure required.
7. Increasing the floor area of secondary residences to a 90m²/3-bedroom home could also incentivise them being used for short-stay accommodation (as they would likely meet exemption 4.1.6), thus undermining the stated housing objectives.
8. The lack of infrastructure installed at the time of construction will make any future strata difficult and create a regulatory burden for Councils.

In summary, increasing the floor area of secondary residences does not provide for sustainable, well serviced, quality homes for those requiring up to three bedrooms - with insufficient supporting services likely impacting those most vulnerable. Appropriate provisions for multiple dwellings are already in place and require an appropriate level of services and assessment to ensure housing is provided to a standard that is sustainable into the future.

Should you have any questions relating to this representation, please do not hesitate to contact me, either by email planning@nmc.tas.gov.au or by phone 6397 7303.

Yours Sincerely

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Draft amendment 01-2026 of the State Planning Provisions – secondary residence

Part 1 – Clarify definition for secondary residence and increase secondary residence gross floor area to 90m²

1. In Table 3.1, amend the definition for 'secondary residence' by inserting the text shown underlined and delete the text shown as strikethrough.

Terms	Definition
secondary residence	means an additional <u>self-contained</u> residence <u>that is located on the same lot as a single dwelling that</u> which is self-contained and: (a) has a gross floor area not more than 60m²; <u>90m²</u>; (b) is appurtenant <u>and subordinate</u> to a <u>the</u> single dwelling; (c) shares <u>the vehicular access, driveway and parking with the single dwelling</u> access and parking, and water, sewerage, gas, electricity and telecommunications connections and meters; and (d) <u>if the single dwelling is connected to reticulated sewerage system or a water, gas or electricity meter, shares those service connections and meters with the single dwelling; and may include laundry facilities.</u> (e) <u>may share laundry facilities with the single dwelling.</u>

Part 2 – Clarify Use Tables to specify the status of a secondary residence is the same as a single dwelling

2. In clauses 8.2, 9.2, 10.2, 11.2 Use Table, in the row of No Permit Required for the Residential use class, amend the qualification by inserting the text shown underlined:
If for a single dwelling, or a secondary residence.
3. In clause 12.2 Use Table, in the row of No Permit Required for the Residential use class, amend the qualification by inserting the text shown underlined:
If for a single dwelling, a secondary residence, or home-based business.
4. In clause 20.2 and 21.2 Use Table, in the row of Permitted for the Residential use class, delete the qualification and replace with the following:
If for:
 - (a) a home-based business in an existing dwelling;
 - (b) alterations or extensions to an existing dwelling; or
 - (c) a secondary residence if associated with an existing single dwelling.
5. In clause 20.2 Use Table, in the row of Discretionary for the Residential use class, amend the qualification by inserting the text shown underlined:

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If for a single dwelling or a secondary residence and not restricted by an existing agreement under section 71 of the Act.

6. In clause 22.2 Use Table, in the row of Permitted for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a:

(a) Home-based business; or

(b) single dwelling, or a secondary residence, located within a building area, if shown on a sealed plan.

7. In clause 22.2 Use Table, in the row of Discretionary for the Residential use, amend the qualification by inserting the text shown underlined:

If for a single dwelling, or a secondary residence.

8. In clause 30.2 Use Table, in the row of Permitted for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a single dwelling, a secondary residence, or home-based business.

Part 3 – Clarify Future Urban Zone standard

9. In clause 30.4.1 for buildings and works, amend Acceptable Solution A1(b) by inserting the text shown underlined:

(b) be for a single dwelling or a secondary residence and on a lot not more than 1,000m² in size; or

Part 4 – Clarify Parking and Sustainable Transport Code standards

10. In clause C2.6.2, Design and layout of parking areas, amend Acceptable Solution A1.1 (a)(vii) by inserting the text shown underlined:

(vii) excluding a single dwelling or a secondary residence, be delineated by line marking or other clear physical means; or

11. In Table C2.1 Parking Space Requirements, amend the requirements for the Residential use class by inserting a new row related to secondary residences as shown underlined:

Use		Parking Space Requirements	
		Car	Bicycle
Residential	<u>If a secondary residence</u>	<u>No requirement</u>	<u>No requirements</u>
	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms)	1 space per dwelling	No requirement

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	capable of being used as a bedroom)		
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space per 3 dwellings (rounded up to the nearest whole number)	No requirement
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.

Part 5 – Clarify Natural Assets Code standards

12. In clause C7.6.2, Clearance within a priority vegetation area, amend P1.1(b) by inserting the text shown underlined:

- (b) buildings and works associated with the construction of a single dwelling, secondary residence, or an associated outbuilding;

13. In clause C7.7.2, Subdivision within a priority vegetation area, amend P1.1(b) by inserting the text shown underlined:

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- (b) subdivision for the construction of a single dwelling, a secondary residence, or an associated outbuilding;

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Draft Amendment 01-2026 of the State Planning Provisions

Secondary residences

Explanatory document under section 16(5) of the *Land Use Planning and Approvals Act 1993*, including SPP criteria assessment

State Planning Office
Department of State Growth

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Abbreviations

LUPAA.....*Land Use Planning and Approvals Act 1993*

NEPMNational Environment Protection Measure

LPS.....Local Provisions Schedule

RMPSResource Management and Planning System

SPOState Planning Office SPPs State Planning Provisions

TPC.....Tasmanian Planning Commission

TPPsTasmanian Planning Policies

TPS.....Tasmanian Planning Scheme

Summary

The purpose of Draft Amendment 01-2026 of the State Planning Provisions (SPPs) (the draft amendment) is to provide greater flexibility for the construction of secondary residences (often referred to as ancillary dwellings or granny flats) by increasing the allowable gross floor area from 60m² to 90m². The draft amendment also proposes a variety of other improvements to clarify the requirements for secondary residences.

The draft amendment has been prepared in response to the Tasmanian Government's second 100 day plan commitment to increase the allowable size of granny flats. This forms part of the government's broader commitment to provide more housing options for Tasmanians.

For the purposes of the SPPs criteria under section 15 of *Land Use Planning and Approvals Act 1993* (LUPAA), the draft amendment is a relevant planning instrument and the SPP criteria apply.

For the reasons set out in this document, the draft amendment is considered to meet the SPP criteria set out in section 15 of LUPAA.

The draft amendment has been prepared under section 30T(1)(a) of the LUPAA, in accordance with the terms of reference under section 30C(2) of the LUPAA. The terms of reference can be found on the Planning in Tasmania website at:

<https://www.stateplanning.tas.gov.au/have-your-say/consultations/state-planning-provisions-amendments/spp-amendment-012026-secondary-residences>

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The draft amendment has been consulted under section 30D(2) of the LUPAA with the Tasmanian Planning Commission (the TPC), all planning authorities, the Local Government Association of Tasmania (LGAT), and relevant State Service Agencies and State Authorities. The feedback received was generally supportive of the draft amendment and raised some operational and drafting considerations.

The consultation has informed some minor changes to the draft amendment to further clarify the definition for secondary residence, and revisions to the Background section in this explanatory document.

Explanatory information

Under section 16(5) of LUPAA, this document is the explanatory document for the draft amendment.

Background

The SPPs were made on 22 February 2017 and came into effect on 2 March 2017. The SPPs are currently in effect in 28 municipalities with the Kingborough municipality to follow when its Local Provisions Schedule (LPS) is approved.

LUPAA requires that the SPPs are kept under regular review to ensure they serve their intended outcome effectively. A comprehensive review of the SPPs was completed in 2023 as part of the 5-yearly statutory review required under LUPAA. This review found that the SPPs are generally working well and identified a variety of potential amendments to the SPPs and more detailed reviews. The SPPs review identified an action (item AG1.5) related to secondary residences, specifically to clarify how the definition operates for applications in areas without reticulated water and sewer and off-grid proposals.

Additionally, the Tasmanian Government's second 100 day plan after the last State election, committed to commence the process to amend the Tasmanian Planning Scheme to increase the allowable size of granny flats from 60m² to 90m², as part of its broader goal of providing more housing options for Tasmanians. Consequently, further opportunities to clarify elements of the secondary residence definition for were identified.

The draft amendment proposes to implement this commitment by increasing the allowable gross floor area for secondary residences (often referred to as granny flats). This allows greater design options for adding an extra home on land already used for a single dwelling, providing options for ageing in place, multi-generational living and smaller household rentals.

These actions also support the Tasmanian Housing Strategy 2023-2043 delivering more homes to meet the diverse housing needs of Tasmanians by enabling additional dwellings on land in well-serviced and established settlement areas, making more efficient use of existing infrastructure and supporting a more sustainable use of land and increase in housing supply.

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General purpose and terms of the draft amendment

The draft amendment proposes to:

1. Clarify secondary residence definition and increase the allowable gross floor area for secondary residence to 90m².
2. Clarify Use Tables to specify that the status of a secondary residence is the same as a single dwelling.
3. Clarify a Future Urban Zone standard applies to a secondary residence the same as single dwelling.
4. Clarify Parking and Sustainable Transport Code standards apply to a secondary residence the same as a single dwelling and that no dedicated parking space is required for a secondary residence.
5. Clarify Natural Assets Code standards apply to a secondary residence the same as a single dwelling.

The purpose of the draft amendment is to implement the Tasmanian Government's commitment to increase the allowable size of granny flats from 60m² to 90m² by revising the definition for secondary residence. It is not intended to change the operation of the planning scheme and how secondary residences are currently assessed.

With the exception of the gross floor area increase, the revised definition for secondary residence, Use Table qualifications, zone and code standards are all clarifications to help users understand:

- that the secondary residence is part of a single dwelling;
- how their shared services are treated; and
- that requirements applying to a single dwelling also apply to its secondary residence.

Part 1: Clarifying definition for secondary residence and increased gross floor area for secondary residence to 90m²

Current operation and intent of the secondary residence definition

Secondary residences are smaller, self-contained living units located on the same site as a single dwelling. The SPPs refer to a primary dwelling as a 'single dwelling' which is defined as "means a dwelling on a lot which no other dwelling, other than a secondary residence, is situated". This shows that the secondary residence forms part of the single dwelling on the site for the purposes of the planning scheme.

A secondary residence can be attached to, contained within, or a separate structure to the single dwelling. They share existing reticulated services with the single dwelling (e.g. electricity, water, sewer and gas) along with any car parking spaces. Secondary residences may have their own laundry facilities or share them with the single dwelling. Currently, a secondary residence can be allowed wherever a single dwelling is allowed, if

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all the zone requirements for a single dwelling are met. Opportunities for building a secondary residence commenced prior to the Tasmanian Planning Scheme. There has been a planning approval pathway for secondary residences (previously referred to as ancillary dwellings) in previous planning schemes, and generally it is considered to be working well.

The operation and effect of the secondary residence definition in the planning scheme relies on other parts of the planning scheme to be fully understood, such as the definition for single dwelling, multiple dwelling, and qualifications in zone use tables. There is an opportunity to simplify interpretation of the planning scheme by making it clearer that secondary residences are allowed wherever a single dwelling is allowed, and by further clarifying parts of the secondary residence definition in clause 3.0 of the SPPs.

The planning scheme allows for a variety of housing options. The planning scheme treats a single dwelling and its secondary residence on one lot differently to other arrangements where more than one dwelling is built on the same site. Multiple dwellings comprise two or more fully separate dwellings located on the same site (made up of one or more lots). Multiple dwellings will commonly be under a strata title arrangement and have separate service connections, their own private and exclusive outdoor spaces and parking. The gross floor area limit, along with the sharing of the entire single lot, its services and facilities, distinguishes single dwellings with secondary residences from multiple dwellings. Multiple dwelling floor area is not specifically regulated by the planning scheme. Multiple dwelling development may be a variety of housing types, such as apartments, townhouses, or units together on the site. The number of multiple dwellings is only restricted by the overall site capacity requirements. Multiple dwellings are allowed in fewer zones than single dwellings.

There are 3 scenarios for building secondary residences with a single dwelling if there is:

- a vacant lot, where a single dwelling and secondary residence are proposed together;
- already a larger house (single dwelling) on the lot (more than 90m² gross floor area); or
- an existing small house (single dwelling) measuring 90m² or less gross floor area on the lot that could be converted to a secondary residence if a larger single dwelling was proposed.

The definition of a secondary dwelling must still be met by one of the residences for the overall development of the lot to be assessed as a single dwelling with secondary residence. It is possible that an existing small house is reclassified as a secondary residence if a larger dwelling can be built and the initial dwelling meets the secondary residence definition.

If two dwellings are proposed on a lot and neither of them meets the secondary residence definition, then they will need to be assessed against the multiple dwellings requirements.

Definition clause (a) - Maximum gross floor area for secondary residences

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The current definition for a secondary residence limits its gross floor area to a maximum of 60m². The gross floor area limit ensures that secondary residences remain ancillary or subordinate to the single dwelling.

However, contemporary housing needs are changing. The Tasmanian Housing Strategy 2023-2043 highlights the need for broader range of housing types to suit an ageing population, carers, small families, and those seeking modest but functional homes.

A 60m² gross floor area limit typically restricts the design options for secondary residences and no longer reflects contemporary living needs. Most other Australian jurisdictions now allow secondary residences larger than 60m² to provide more practical, affordable options and better support ageing in place, multi-generational living, and smaller households.

Increasing the maximum gross floor area to 90m² in clause (a) of the definition for secondary residence will enable a more liveable, adaptable small home consistent with other Australian jurisdictions. Although planning systems operate differently, Tasmania has one of the smallest limits nationally. Tasmania also measures gross floor area from the outside surface of the wall, while other jurisdictions measure from the inside surface of the wall. This means there is less overall floor space available when using the Tasmanian calculations.

The draft amendment will also support the Tasmanian Housing Strategy 2023-2043 delivering more homes to meet the diverse housing needs of Tasmanians by enabling additional quality dwellings on land in well-serviced and established settlement areas supporting liveability and making more efficient use of existing infrastructure and supporting a more sustainable increase in housing supply.

Definition clause (b) - Appurtenant and subordinate

The term “appurtenant” is commonly used in property law to refer to something attached to or associated with a main property. It commonly describes rights, features, or improvements that are considered part of the property, such as easements, garages, fences, or access ways, and that transfer with the property when it is sold. Essentially, an appurtenance is a secondary or accessory part of a primary property, and in that sense appropriately describes the relationship of a secondary residence to a single dwelling.

The draft amendment also added the word ‘subordinate’ to the existing definition to further explain the intent that a secondary residence is an additional subservient home that goes with the main house.

The requirements in clauses (a) to (d) in the secondary residence definition are meant to work together to support the intended outcome. The access and parking, and any other relevant reticulated services must also be shared to support the appurtenant and subordinate relationship between the two parts of the development.

Suggestions to use a measurable distance for demonstrating that a secondary residence is ‘appurtenant’ are not included. Applying an additional requirement to meet an arbitrary distance between a single dwelling and its secondary residence could unnecessarily limit

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design flexibility for placing buildings on the lot. The single dwelling and secondary residence are kept together (and in proximity to each other) by virtue of sharing access and parking arrangements and, where connected to reticulated services, the sharing of those services. This is unlike multiple dwellings, which are built to be owned and used separately with their own privacy, amenities and services, often with strata title arrangements.

Definition clause (c) – vehicular access and parking

The requirement that vehicular access and parking for the single dwelling is shared with its secondary residence is not changed. Clause (c) is revised to use the defined term 'vehicular access' instead of 'access' for consistency within the SPPs, and confirm that the driveway between road access point and parking area is all meant to be shared. The draft amendment proposes to remove other elements in clause (c) into a separate clause (d) regarding reticulated services to improve clarity.

The need to share the access and car parking spaces supports the secondary residence being appurtenant and subordinate to the single dwelling. Shared vehicular access and parking works with all the other elements of the definition to ensure that the single dwelling and secondary residence are in reasonable proximity, without placing an arbitrary distance requirement between them.

This continues the current approach to access and parking for secondary residences across all zones.

Definition clause (d) – service arrangements

The amendment proposes a separate clause about reticulated services to further clarify the definition, particularly for locations where there are no reticulated services.

Where a single dwelling relies on servicing by on-site wastewater systems, rainwater tanks, bottled gas, or solar electricity that is not connected to a metered network, then a secondary residence is allowed to be serviced in the same way. Existing on-site systems are often not readily extended to cater for new development, so it is appropriate that new systems can be installed independent of existing on-site services. Existing on-site systems can also be shared if design capacity and technology are appropriate.

This essentially continues the existing operation of the provisions, while clarifying that onsite water and sewer arrangements can be separately tailored to the new development instead of being an addition or redesign of an existing system. It also allows for servicing options to match each zone's servicing requirements

Definition clause (e) – laundry facilities

The existing clause about laundry facilities is revised to further clarify that laundry facilities may be arranged so that the single dwelling and its secondary dwelling share the same facilities, or each have their own separate facilities. This continues the current approach.

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Part 2 - Clarify Use Tables to specify the status of a secondary residence is the same as a single dwelling

The definition of a 'single dwelling' provides for the addition of a secondary residence and therefore allows them wherever a single dwelling is allowed. Concerns have been raised that this is not always clear because it depends on interpreting multiple parts of the planning scheme. Part 2 of the draft amendment proposes to specify that a secondary residence has the same status of use as a single dwelling in the relevant zone Use Tables. This does not change the current operation of the Use Table qualifications, or other applicable zone and code standards, it provides greater certainty for users.

Part 3 - Clarify Future Urban Zone standard

Similar to Part 2, Part 3 is proposed to simplify how the planning scheme is interpreted by explicitly stating when a secondary dwelling is allowed. A reference is added to the Future Urban Zone clause where 'single dwelling' appears, to show that a secondary residence is allowed with a single dwelling and the same requirements apply. This continues the current operation of the clause, providing greater certainty for users.

Part 4 - Clarify Parking and Sustainable Transport Code standards

Part 4 of the draft amendment clarifies the provisions in the Parking and Sustainable Transport Code. In clause C2.6.2 A1.1, where 'single dwelling' appears, the draft amendment proposes to clarify that a secondary residence is also allowed and subject to the same requirements. This continues the current operation of the clause, providing greater certainty for users.

Part 4 of the draft amendment also clarifies that no dedicated parking space is required for a secondary residence because it is considered subordinate to and part of the single dwelling, sharing vehicular access, driveway and parking. This aligns with the approach to parking in the definition for secondary dwelling as explained in Part 1 above, by supporting proximity between the two without imposing strict distance rules, maintaining design flexibility and avoiding unnecessary design constraints and costs, while still allowing additional parking if desired.

To clarify the intended approach in the Parking and Sustainable Transport Code and simplify interpretation across all zones, the code table of parking space requirements for Residential use is revised by adding a new row explicitly stating that there are no parking space requirements for a secondary residence.

The current parking space requirements for a single dwelling will continue to apply across all zones. These do not limit the maximum number of parking spaces on the lot. Additional car parking spaces can be proposed for a single dwelling with a secondary residence, but no additional parking spaces are required. Imposing extra parking requirements can create unnecessary design constraints and reduce flexibility in site layout, as well as adding to building costs.

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Part 5 - Clarify Natural Assets Code standards

Like Part 3, amendments 12 and 13 are proposed to simplify how the planning scheme is interpreted by explicitly stating when a secondary dwelling is allowed. A reference is added to the Natural Assets Code clauses where 'single dwelling' appears, to show that a secondary residence is allowed with a single dwelling and the same requirements apply. This continues the current operation of the clauses, providing greater certainty for users.

The proposed draft SPP amendment 01-2026

Part 1 - Clarify definition for secondary residence and increase secondary residence gross floor area to 90m²

1. In Table 3.1, amend the definition for 'secondary residence' by inserting the text shown underlined and delete the text as shown strikethrough.

Term	Definition
secondary residence	means an additional <u>self-contained residence that is located on the same lot as a single dwelling that</u> residence which is self-contained and: (a) has a gross floor area not more than 60m²<u>90m²</u>; (b) is appurtenant <u>and subordinate</u> to a <u>the</u> single dwelling; (c) shares <u>the vehicular access, driveway and parking</u> with single dwelling access and parking, and water, sewerage, gas, electricity and telecommunications connections and meters; and (d) <u>if the single dwelling is connected to reticulated sewerage system or a water, gas or electricity meter, shares those service connections and meters with the single dwelling; and</u> may include laundry facilities. (e) <u>may share laundry facilities with the single dwelling.</u>

Reason for amendment: To increase the allowable gross floor area for secondary residences from 60m² to a maximum of 90m². To further clarify the current operation of the definition, in relation to the meaning of appurtenance, shared parking and access, provision of services - particularly in locations where there are no reticulated services, and shared laundry facilities.

Part 2 - Clarify Use Tables to specify the status of a secondary residence is the same as a single dwelling

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2. In clauses 8.2, 9.2, 10.2, 11.2 Use Table, in the row of No Permit Required for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a single dwelling, or a secondary residence.

3. In clause 12.2 Use Table, in the row of No Permit Required for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a single dwelling, a secondary residence, or home-based business.

4. In clause 20.2 and 21.2 Use Table, in the row of Permitted for the Residential use class, delete the qualification and replace with the following:

If for:

- (a) a home-based business in an existing dwelling;
- (b) alterations or extensions to an existing dwelling; or
- (c) a secondary residence if associated with an existing single dwelling.

5. In clause 20.2 Use Table, in the row of Discretionary for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a single dwelling or a secondary residence and not restricted by an existing agreement under section 71 of the Act.

6. In clause 22.2 Use Table, in the row of Permitted for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a:

- (a) Home-based business; or
- (b) single dwelling, or a secondary residence, located within a building area, if shown on a sealed plan.

7. In clause 22.2 Use Table, in the row of Discretionary for the Residential use, amend the qualification by inserting the text shown underlined:

If for a single dwelling, or a secondary residence.

8. In clause 30.2 Use Table, in the row of Permitted for the Residential use class, amend the qualification by inserting the text shown underlined:

If for a single dwelling, a secondary residence, or home-based business.

Reason for amendments: To clarify that a secondary residence has the same status in the Use Table as the single dwelling on the lot, without changing the current operation of the Use Tables.

Part 3 - Clarify Future Urban Zone standard

9. In clause 30.4.1 for buildings and works, amend Acceptable Solution A1(b) by inserting the text shown underlined:

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- (b) be for a single dwelling or a secondary residence and on a lot not more than 1,000m² in size; or

Reason for amendments: To clarify that requirements applying to single dwellings also apply to a secondary residence, without changing the current operation of the clause.

Part 4 - Clarify Parking and Sustainable Transport Code standards

10. In clause C2.6.2, Design and layout of parking areas, amend Acceptable Solution A1.1 (a)(vii) by inserting the text shown underlined:

- (vii) excluding a single dwelling or a secondary residence, be delineated by line marking or other clear physical means; or

11. In Table C2.1 Parking Space Requirements, amend the requirements for the Residential use class by inserting a new row related to secondary residences as shown underlined:

Use		Parking Space Requirements	
		Car	Bicycle
Residential	<u>If a secondary residence</u>	<u>No requirement</u>	<u>No requirements</u>
	If a 1 bedroom or studio dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	1 space per dwelling	No requirement
	If a 2 or more bedroom dwelling in the General Residential Zone (including all rooms capable of being used as a bedroom)	2 spaces per dwelling	No requirement
	Visitor parking for multiple dwellings in the General Residential Zone	1 dedicated space per 4 dwellings (rounded up to the nearest whole number); or if on an internal lot or located at the head of a cul-de-sac, 1 dedicated space	No requirement

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		per 3 dwellings (rounded up to the nearest whole number)	
	Other Residential use in the General Residential Zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 10 bedrooms (rounded up to the nearest whole number)	No requirement for residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.
	Any Residential use in any other zone	1 space per bedroom or 2 spaces per 3 bedrooms + 1 visitor space for every 5 multiple dwellings or every 10 bedrooms for a non-dwelling residential use (rounded up to the nearest whole number)	No requirement for single dwellings, <u>secondary residence</u> , multiple dwellings, residential care facility, assisted housing and retirement village. All other uses require 1 space per 5 bedrooms in other forms of accommodation.

Reason for amendment: To align with the definition for secondary residence, and clarify that a dedicated parking space is not required for a secondary residence in any zone. This does not change the current parking space requirements for a single dwelling.

Part 5 - Clarify Natural Assets Code standards

12. In clause C7.6.2, Clearance within a priority vegetation area, amend P1.1(b) by inserting the text shown underlined:
 - (b) buildings and works associated with the construction of a single dwelling, secondary residence, or an associated outbuilding;
13. In clause C7.7.2, Subdivision within a priority vegetation area, amend P1.1(b) by inserting the text shown underlined:
 - (b) subdivision for the construction of a single dwelling, a secondary residence, or an associated outbuilding;

Reason for amendments: To clarify that requirements applying to single dwellings also apply to a secondary residence, without changing the current operation of the clauses.

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Legislation Requirements

The SPPs criteria is set out in section 15 of LUPAA, as follows:

(1) In this section –

relevant planning instrument means a draft of the SPPs, the SPPs, a draft amendment of the SPPs and an amendment of the SPPs.

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

- a) only contains provisions that the SPPs may contain under section 14; and
- b) furthers the objectives set out in Schedule 1; and
- c) is consistent with each State Policy; and
- (ca) is consistent with the TPPs that are in force before the instrument is made; and
- d) has regard to the safety requirements set out in the standards prescribed under the *Gas Safety Act 2019*.

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

Contents of State Planning Provisions (section 14 of LUPAA)

(1) The SPPs –

- a) may contain any provision that may, under section 11, be included in the Tasmanian Planning Scheme; and
- b) may not contain a provision that is inconsistent with section 11 or, if the Tasmanian Planning Scheme were in effect in relation to a municipal area, would be inconsistent with a provision of section 12; and
- c) may contain a provision indicating or specifying the structure to which an LPS is to conform and the form that a provision of an LPS is to take; and
- d) may contain a provision permitting an LPS to provide for the detail of the SPPs in respect of, or the application of the SPPs to, a particular place or matter; and

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- e) may contain a provision permitting a provision of an LPS to override a provision of the SPPs; and
 - f) may contain a provision permitting the modification, in relation to a part of a municipal area, of the application of a provision of the SPPs; and
 - g) may contain a provision requiring, or permitting, an LPS to contain a map, an overlay, a list, or another provision, that provides for the spatial application of the SPPs to land; and
 - h) may contain a provision requiring an LPS to contain a provision of a kind specified or referred to in the SPPs.
- (2) The SPPs may contain a provision permitting an LPS to include –
- a) a particular purpose zone, being a group of provisions consisting of –
 - i. a zone that is particular to an area of land specified in the LPS; and
 - ii. the provisions that are to apply in relation to that zone; or
 - b) a specific area plan, being a plan consisting of –
 - i. a map or overlay that delineates a particular area of land; and
 - ii. the provisions, specified in the LPS, that are to apply to that land in addition to, in modification of, or in substitution for, a provision, or provisions, of the SPPs; or
 - c) a site-specific qualification, being a provision, or provisions, that are specified, in relation to a particular area of land, in the LPS and that modify, are in substitution for, or are in addition to, a provision, or provisions, of the SPPs.

Response

This section mostly relates to matters for what an LPS may or may not contain. These are not matters related to the content of this proposed amendment.

For section 11 of LUPAA, the proposed amendment does not relate to forestry operations, mineral exploration, fishing or marine farming in State waters. The proposed draft SPP amendment clarifies and amends existing requirements for approval of specific use and development.

For section 12 of LUPAA, the proposed amendment does not introduce any new prohibitions above what is currently in the SPPs. On this basis, the proposed draft SPP amendment will not prevent the continuance of any existing use or development or prevent any approved use and development from occurring.

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On the above grounds the draft SPP amendment only contains provisions that it may contain in accordance with section 14 of LUPAA.

Land Use Planning and Approvals Act 1993 – Schedule 1 Objectives

Part 1 - Objectives of the Resource Management and Planning System of Tasmania (RMPS)

1. The objectives of the resource management and planning system of Tasmania are –
 - a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and
 - b) to provide for the fair, orderly and sustainable use and development of air, land and water; and
 - c) to encourage public involvement in resource management and planning; and
 - d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and
 - 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.
2. In clause 1 (a), sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –
 - a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
 - b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
 - c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

Part 2 - Objectives of the Planning Process Established by this Act

The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –

- a) to require sound strategic planning and co-ordinated action by State and local government; and

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- b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and
- c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and
- d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and
- e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and
- f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and
- g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and
- 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
- i) to provide a planning framework which fully considers land capability.

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Response

The SPPs are part of Tasmania's planning system, which includes the objectives of LUPAA, the State Policies, regional land use strategies, and the Tasmanian Planning scheme, which includes both the SPPs and LPSs. Tasmanian Planning Policies have been made but are not yet in effect.

Draft amendment 01-2026 clarifies and improves SPPs requirements related to secondary residences to support more efficient land use and development. The draft SPP amendment represents a small but useful adjustment within the broader planning system and will ensure the SPPs as whole continue to further the Schedule 1 objectives of LUPAA.

The draft amendment 01-2026 particularly supports the fair, orderly and sustainable use and development of land by enabling strategically zoned land to be used to its full potential. It allows greater design options for adding an extra home on land already used for a single dwelling, providing greater options for ageing in place, multi-generational living and smaller household rentals.

Draft SPP amendment 01-2026 will undergo public consultation and public hearings before a final decision is made, ensuring continued public involvement in the planning process.

On the above grounds, the draft SPP amendment 01-2026 is considered to further the Schedule 1 objectives of LUPAA.

State Policies and NEPMs

State policies are created under Part 2 of the *State Policies and Projects Act 1993*. Also, under section 12A of that Act, all NEPMs made by the Commonwealth are taken to be state policies. There are currently 3 state policies and 7 NEPMs in place. These are the –

1. State Coastal Policy 1996
2. State Policy on the Protection of Agricultural Land 2009
3. State Policy on Water Quality Management 1997
4. National Environment Protection (Air Toxics) Measure 2004
5. National Environment Protection (Ambient Air Quality) Measure 1998
6. National Environment Protection (Assessment of Site Contamination) Measure 1999
7. National Environment Protection (Diesel Vehicle Emissions) Measure 2001
8. National Environment Protection (Movement of Controlled Waste between States and Territories) Measure 1998
9. National Environment Protection (National Pollutant Inventory) Measure 1998
10. National Environment Protection (Used Packaging Materials) Measure 1998

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Response: State Policies

The draft amendment 01-2026 does not make any changes to SPPs relevant to any of the State Policies. The proposed amendment relates solely to the definition, operation and allowable floor area of secondary residences and does not influence broader policy matters such as natural resource management, coastal protection, or sustainable development outcomes governed by the State Policies. For these reasons the draft SPP amendment 01-2026 is considered to be consistent with each state policy.

Response: NEPMs

The draft amendment does not apply to use or development that is likely to cause serious or material environmental harm or raise risks for environmental protection.

On the above grounds the draft SPP amendment 01-2026 is considered to be consistent with the NEPMs.

Tasmanian Planning Policies

Under section 15(ca) of LUPAA, an amendment of the SPPs must be consistent with the Tasmanian Planning Policies (TPPs) once they are in effect. The Tasmanian Planning Policies (TPPs) have been made but do not come into effect until 1 July 2026. Although the TPPs are not yet in force, draft amendment 01-2026 has been assessed against them. The draft amendment increases the allowable maximum gross floor area for secondary residences from 60m² to 90m² along with clarifying the various requirements that apply to secondary residences. These changes do not introduce new land use standards that would conflict with the TPPs. Instead, the amendment supports key policy themes, including housing supply, settlement efficiency and sustainable land use. By enabling more functional and adaptable small dwellings, particularly on land already serviced by infrastructure, the amendment aligns with the TPP objectives to promote well-located housing, optimising existing urban areas, and support diverse and affordable living options.

The proposed amendment is considered consistent with strategies 1.1.3, 1.2.3 and 1.5.3 of the TPPs, specifically the following:

1.1.3 (2)(b): Prioritise the development of land that maximises the use of available capacity within existing physical and social infrastructure networks and services.

1.1.3 (5): Actively address impediments to infill development, particularly in the major urban centres.

1.2.3 (1): Promote the location of residential use and development in areas that are close to, or are well connected to, activity centres or secure and reliable employment sources.

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1.5.3 (3): Facilitate social and affordable housing to meet the needs of the community that is located close to services, employment and public transport networks.

1.5.3 (4): Plan and provide for a diverse range of quality housing types that meet the needs of the community by:

- a) responding to demographic trends including changing household size and composition;
- b) supporting the provision of well-designed social and affordable housing;
- c) promoting good amenity through the provision of solar access and quality private open space relative to the density and location;
- d) catering for the ageing population, including facilitating ageing in place and providing for different levels of dependency and transitioning between them;
- e) catering for people requiring crisis accommodation;
- f) considering the needs of people living with disability, including the level of support and care required for different levels of dependent and independent living options; and
- g) supporting co-living scenarios to help address housing availability and affordability.

Gas Pipeline Safety

LUPAA refers to the safety requirements set out in the standards prescribed in the *Gas Safety Act 2019*. However, this Act only deals with safety requirements for individual appliances, etc, not safety of the major gas infrastructure in the State. There is the ability under this Act for the Minister to issue determinations in respect of any matter to do with safety, but at present there doesn't appear to be any determinations issued.

On this basis, any SPP amendment or planning scheme amendment would only have the potential to affect the risk level of the major gas infrastructure if an individual development, was located inside the declared gas pipeline corridor. In that case, any development application would be referred to the gas pipeline licensee for comment under the *Gas Industry Act 2019*.

The matters addressed by this amendment will not have any direct effect on the location of development in proximity to the major gas pipeline or influence the risk levels for gas safety. Any specific issues will be managed through individual development applications if they are located within the declared gas pipeline corridor.

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01 JUN 2026

Mr John Ramsay
Executive Commissioner
Tasmanian Planning Commission

tpc@planning.tas.gov.au

Dear Mr Ramsay

**Draft Amendment 01-2026 of the State Planning Provisions (SPPs)
Secondary Residence**

Thank you for the Tasmanian Planning Commission's (the Commission) recent correspondence on Draft Amendment 01-2026 of the State Planning Provisions (the draft amendment).

The feedback provided from stakeholders in response to consultation in accordance with section 30D(2) of the *Land Use Planning and Approvals Act 1993* (the Act) was generally supportive of the amendment. The feedback has informed minor changes to the draft amendment to improve clarity, as well as revisions to the Background section in the explanatory document, providing further context to the draft amendment.

I am writing to advise that I have approved Draft Amendment 01-2026 of the SPPs for public exhibition in accordance with section 30G(3) of the Act and, therefore, ask the Commission to commence the formal assessment of this draft amendment.

The attached Draft Amendment 01-2026 of the SPPs has been prepared in accordance with the Terms of Reference available at:
https://www.stateplanning.tas.gov.au/__data/assets/pdf_file/0010/622927/SPP-amendment-01-2026-Terms-of-Reference.PDF. An explanatory document supporting the draft amendment is also attached.

If you wish to discuss the draft amendment, please contact the State Planning Office on 1300 703 977 or by email at spo@stateplanning.tas.gov.au.

Yours sincerely

Hon Kerry Vincent MLC
Minister for Housing and Planning

Attachments:

1. Draft Amendment - s30G(3) exhibition draft – May 2026
2. Explanatory Document - s30G(3) exhibition version - May 2026

Draft Amendment 01-2026 of the State Planning Provisions

Terms of Reference

I, Kerry John Vincent, Minister for Housing and Planning, pursuant to section 30C(1) of the *Land Use Planning and Approvals Act 1993* (the LUPA Act), hereby issue these Terms of Reference for the preparation of draft amendment 01-2026 of the State Planning Provisions (SPPs).

Background

The SPPs were made on 22 February 2017 and came into effect on 2 March 2017. It is important that the SPPs are kept under regular review to ensure they remain relevant and suitable for a better planning outcome.

A comprehensive review of the SPPs was completed in 2023 as part of five-yearly statutory review of the SPPs to identify provisions that may require amendment to deliver a better planning outcome.

The Tasmanian Government is proposing this amendment to the SPPs to increase the allowable size of secondary residences, which are often referred to as ancillary dwellings or granny flats. This forms part of the government's broader commitment to provide more housing options for Tasmanians.

Scope of the draft amendment

Draft amendment 01-2026 of the SPPs is to be prepared for the purpose of increasing the allowable gross floor area for secondary residences from 60m² to 90m². It is to also make any necessary amendments to the SPPs to clarify the requirements relating to secondary residences.

Statutory requirements for the draft amendment

The draft amendment is to be prepared in accordance with the requirements in Part 3, Division 2 of the LUPA Act.

Dated this 20th day of February 2026



Kerry John Vincent MLC
Minister for Housing and Planning

Building & Plumbing Fees & Charges 2026-2027

		2025-26	2026-2027
1 Building Permit Authority			
1.01 Class 1a (Under 100m2)	Notifiable Building Works	\$279 *	\$290.00 Reduced to \$0.00
1.01 Class 1a (Over 100m2)	Notifiable Building Works	\$415 *	\$0.00
1.01 Farm Buildings	Notifiable Building Works	\$349 *	\$0.00
1.02 Class 1a	Permit Work	\$495 *	\$515.00 Reduced to \$0.00
Class 1a and 1b (Under 100m2)	Notifiable and Permit building works	0	\$290.00 * Added
Class 1a and 1b (100m2 and over)	Notifiable and Permit building works	0	\$515.00 * Added
1.03 Class 1a and 1b	Additional charge per unit for multi unit developments	\$376 *	\$390.00 *
1.04 Class 10	Notifiable Building Works	\$168 *	\$174.00 Reduced to \$0.00
1.05 Class 10	Permit Work	\$357 *	0
Class 10a	Notifiable and Permit building works	0	\$371.00 * Added
Class 10b	Notifiable and Permit building works	0	\$174.00 * Added
1.06 Class 2 - 9	Notifiable Building Works Class 2 - 9 (Under 500m2)	\$336 *	\$0.00
1.06 Class 2 - 9	Notifiable Building Works (Over 500m2 and under 1000m2)	\$505 *	\$0.00
1.06 Class 2 - 9	Notifiable Building Works (Over 1000m2 and under 2000m2)	\$674 *	\$0.00
1.06 Class 2 - 9	Notifiable Building Works (Over 2000m2)	To be Quoted	
1.07 Class 2 - 9	Permit Work (Under 500m2)	\$538 *	\$559.00 Reduced to \$0.00
1.08 Class 2 - 9	Permit Work (Over 500m2 and under 1000m2)	\$787 *	\$818.00 Reduced to \$0.00
1.0901 Class 2 - 9	Permit Work (Over 1000m2 and under 2000m2)	\$1,005 *	\$1045.00 Reduced to \$0.00
Class 2 - 9	Notifiable and Permit Building Works Class 2 - 9 (Under 500m2)		\$559.00 * Added
Class 2 - 9	Notifiable and Permit Building Works (500m2 to under 1000m2)		\$818.00 * Added
Class 2 - 9	Notifiable and Permit Building Works (1000m2 to under 2000m2)		\$1045.00 * Added
Class 2 - 9	Notifiable and Permit Building Works (2000m2 and over)		To be quoted * Added
1.1 Farm Buildings	Permit Works	\$473 *	\$492.00 Reduced to \$0.00
Farm Buildings	Notifiable and Permit building works	\$0.00	\$492.00 * Added
2.08 Class 2 - 9	Permit Work (Over 2000m2)	To be Quoted	To be Quoted
	additional charge of 0.3% of the cost of the value of works over \$450,000 on all commercial building approvals		
EHO Assessment of Fitout Plans (Form 49)			\$279.00 *
EHO Inspection of Installed Fitout and Issue of Form 50			\$209.00 *
Building Sundry Services			
Inspections or additional inspections in house or cost of external surveyor fees			
3.01 and charges plus 15% whichever is greater		\$142	\$147.00
3.02 Initial Extension of current Building Permit or Notifiable Works		\$174 *	\$180.00 *
2nd Extension of current Building Permit or Notifiable Works		\$351 *	\$364.00 *
3rd and Subsequent Extension of current Building Permit or Notifiable Works		\$526 *	\$547.00 *
Additional charge on 3.02 for extension of expired Permit where permitted to do			
3.03 so.		\$236 *	\$245.00 *
3.04 Building Amendment			
Class 1 & 10 minor		\$127 *	\$131.00 *
Class 1 & 10 major		\$358 *	\$372.00 *
Class 2-9 minor		\$486 *	\$505.00 *
Class 2-9 major		To be Quoted *	To be Quoted *
3.05 Amendment of Certificate of Likely Compliance			
Class 10		\$94 *	\$0.00
Class 1		\$126 *	\$0.00
Class 2-9		\$166 *	\$0.00
3.07 File search fee (incl copies of plans)	Class 10 and 1	\$91 *	\$94.00
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)		\$706 *	\$733.00 *
Class 1 (Plus double Permit Authority fee)		\$706 *	\$733.00 *
Class 2-9 < 500m2 (Plus double Permit Authority fee)		\$935 *	\$972.00 *
Class 2-9 > 500m2 (Plus double Permit Authority fee)		\$1,352 *	\$1,405.00 *
3.1 EHO Assessment Fee Onsite waste water disposal		\$512 *	\$532.00 *
3.11 EHO Assessment Fee of Building Plans		\$375 *	\$0.00
3.12 Building Notification (Low risk) Form 80		\$88 *	\$91.00 *
Illegal Building works (carried out by previous owner or current owner) Class 2 -			
3.13 9 Triple Building & Plumbing Fees			
Illegal Building works (carried out by previous owner or current owner) Class 1 &			
3.14 10 Double Building & Plumbing Fees			
Plumbing - Permit			
4.01 Class 1a	Permit Work	\$274 *	\$0.00
4.02 Class 1a	Permit Work (Additional charge per unit for multi-unit developments)	\$331 *	\$344.00 *
4.03 Class 2-9 under 500m2		\$575 *	\$0.00
4.04 Class 2-9 500m2 & less than 1,000m2		\$907 *	\$0.00
4.041 Class 2-9 1,000m2 and less than 2,000m2		\$1,052 *	\$0.00
4.05 Class 10		\$144 *	\$0.00
4.06 Class 2-9 over 2,000m2		To be quoted	\$0.00
Plumbing Surveyor (Including Maximum of 4 Inspections)			
Class 1a Buildings (dwelling or addition - each sole occupancy unit)			
4.14 Under 500m2		\$610 *	\$950.00 *
4.15 500m2 and over		\$757 *	\$1,110.00 *
Class 10 Buildings			
4.31 Class 10 Stormwater with fixtures (eg Toilet and Handbasin)		\$379 *	\$544.00 *
Class 2 - 9 Buildings (Including farm buildings Class 7b)			
4.45 500m2 and under		\$607 *	\$1,272.00 *
4.46 Over 500m2 to 1000m2		\$875 *	\$1,918.00 *
4.47 Over 1000m2 to 2000m2		\$1,127 *	\$2,345.00 *
4.48 Over 2000m2		To be quoted *	To be quoted *
5 Plumbing - Sundry Services			
5.01 Inspections or additional inspections		\$142 *	\$147.00 *
Plumbing Amendment			
5.021 Class 1 Minor		\$224 *	\$232.00 *
Class 1 Major			\$410.00 *
5.022 Class 10 minor		\$150 *	\$156.00 *
Class 10 major			\$275.00 *
5.023 Class 2-9 minor		\$478 *	\$497.00 *
Class 2-9 major		To be quoted *	
5.03 Plumbing Notification (Low Risk) Plumbing Surveyor Assessed		\$88 *	\$91.00 *
Amendment of Wastewater system (in addition to amendment fees)			\$200.00 *
2nd Extension of current Plumbing COLC or Permit		\$351 *	\$364.00 *
3rd and Subsequent Extension of current Plumbing COLC or Permit		\$526 *	\$546.00 *
5.05 Plumbing Notification (Low risk) Form 80		\$85 *	\$0.00 *
5.06 Administration Fee		\$100	\$104.00
5.07 Miscellaneous Building Form Fee		\$82	\$85.00 *
6 Construction Compliance Charge - Refundable Bonds on Notifiable and Permit Works			
6.01 All Classes where deemed applicable		\$776 *	\$1,550.00 *
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 of plumbing surveyor fees	80% refund of 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 of plumbing surveyor fees	50% refund of plumbing surveyor fees
8.04	Tasmanian Building and Construction Industry Training Levy Building		
			May be refunded on application to the Tasmanian 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

COMMUNICATIONS

Originated Date:	Adopted 2 May 2005 – Min. No. 117/05 (as Policy 41)
Amended Date/s:	Amended 20 November 2006 – Min. No. 413/06 Amended 21 January 2013 – Min. No. 09/13 Amendment 21 February 2022 – Minute No. 22/53 Amendment 20 July 2026 – Minute No. 26/-
Applicable Legislation:	<i>Local Government Act 1993</i>
Objective	To establish guidelines to ensure a co-operative and beneficial working relationship between Councillors and Officers is maintained.
Administration:	Governance
Review Cycle/Date:	Next review 20 2630

1. OBJECTIVES

Good governance relies on successful working relationships between all parties and a sophisticated understanding of role differences.

Communities expect their Councils to be well managed and run in a cost-effective manner. If elected members are to provide the necessary assurance to their communities about the performance of the Council, they must be kept appropriately informed by the General Manager.

Elected members need access to information on a wide range of subjects, and often need to discuss ratepayer issues with members of staff. The General Manager needs to ensure elected members have appropriate access to such information, and that they are readily able to raise any concerns they may have about the administration of the Council.

It is also important that there is ongoing communication between elected members, the General Manager and the Administration to ensure that the Council's goals, policies and strategies are implemented and objectives met.

However, certain protocols and procedures are necessary to ensure accountability, and a Communication Policy is essential to set out these guidelines to avoid confusion and misunderstandings, and to facilitate communication and understanding between the respective parties and the roles they play.

Councillors need to understand that accountable advice needs to go through an organisational process, and that staff have work priorities and reporting responsibilities.

Officers need to understand that they are accountable, through the management structure, to the whole Council, but also that elected members need prompt and reliable advice to perform their duties.

Protocols and procedures assist both elected members and Council's employees to understand the nature of these interactions and communications.

This policy has been put in place to ensure a co-operative working relationship between Councillors and officers is maintained. The guidelines are designed to assist Councillors receive prompt attention in the execution of their duties as well as enabling officers to manage work demands and allow the tracking of requests through to completion.

This policy also aims to assist officers in fulfilling their obligations to always act with integrity and in a way that shows proper concern for the public interest.

The policy also aims to ensure that due process is followed and that all Councillors and officers are accorded procedural fairness in their dealings with each other.

2. ROLES

2.1 COUNCILLORS

Councillors have a number of roles to fulfil and they must do this with the support of the General Manager and

Administration that is available.

Councillors represent and promote the interests of the community. Councillors, as the governing body of the corporation, have the responsibility of directing and controlling the affairs of the Council, setting goals, policies and strategies in accordance with the *Local Government Act* and monitoring and evaluating the performance of the Council against its own policies and plans.

2.2 MAYOR

The Mayor has a distinctive role within the Council, incorporating many facets of local government as set out in section 27 of the *Local Government Act 1993*. These include (but are not limited to):

governance, chairing council meetings, external relations, supporting the community, spokesperson, media relationships and ceremonial.

- chairing of council meetings
- promotion of good governance
- representation of council on regional organisations and at intergovernmental forums at regional, state and federal levels
- supporting the community
- act as spokesperson, media relationships
- civic and ceremonial functions
- liaison with the general manager.

The Mayor is in a position to facilitate good relationships with and between Councillors, between Councillors and the Administration, and between the Mayor and the General Manager.

In accordance with section 27(2) of the *Local Government Act 1993* the deputy mayor is to act in the position of mayor and exercise the powers and perform the functions of mayor if;

- a) the mayor is absent from duty as Mayor or from the State, otherwise unavailable for duty as mayor or unable to perform the functions of mayor; and
- b) the mayor or the council, by notice in writing, appoints the deputy mayor to act in the position.

2.3 GENERAL MANAGER

The General Manager has a statutory responsibility as set out in section 62 of the *Local Government Act 1993* which includes (but is not limited to), managing the organisation in the implementation of the goals, policies and strategies endorsed by the Council. The General Manager is responsible for staffing, including the organisational structure, and resources and all matters relating to the operational management of the Northern Midlands Municipal Area. The General Manager is the link between the elected members and the Administration.

2.4 ADMINISTRATION

The role of the Administration is to implement Council's goals, policies and strategies, and to advise and support Council. They may also assist an elected member with advice or information.

Definition

The "Administration" is considered to mean the officers of the local government tasked with the responsibility or duties assumed, in conducting the affairs of any office or employment.

2.5 COMMUNICATIONS

Definition

"Communications" includes all verbal, written and electronic interactions, including but not limited to email, telephone, SMS, social media, online messaging platforms, digital collaboration tools, video conferencing, and any future communication technologies used for Council business.

3. RELATIONSHIPS

3.1 COUNCILLORS/GENERAL MANAGER

The relationship between Council and the General Manager should be based on mutual trust and respect.

The General Manager has a formal accountability to the elected members sitting as Council. The General Manager and the Councillors are likely to be in regular contact about issues, problems and information, in both formal and informal settings. The General Manager will endeavour to accommodate Councillors who have different objectives and ways of working.

The General Manager is also an adviser to the Council, providing accurate and timely reports as required by the Council. The Council should seek and consider the General Manager's advice on matters of policy.

The General Manager will also have a close working relationship with the chairperson of any Council committees.

3.2 MAYOR/GENERAL MANAGER

This relationship is crucial if good relationships are to be maintained between elected members and the Administration. A good relationship can result in good planning, identification and resolution of issues, good communication between all parties, promoting good governance.

Both parties are in a position to inform the other of issues and matters relevant to the other's performance of their duties. Regular meetings are necessary to enhance communication and planning.

A clear understanding of their different roles is essential and should be the subject of ongoing discussion.

3.3 COUNCIL/ADMINISTRATION

The relationship between Council and its Administration is critical to achieving good governance and the objectives of Council.

The Administration is accountable to the Council through the General Manager. Council is responsible, through the General Manager, for Administration.

Both parties need to understand and demonstrate, respect and support the other's roles. Administration needs to respect the complex political environments in which Councillors operate. Councillors need to understand the complexity for the Administration in providing quality advice and service on a very wide range of issues.

4 PROTOCOLS AND PROCEDURES

4.1 The General Manager shall ensure that Councillors are given access to the information requested, that is in the possession of the Council, considered necessary for them to properly perform their functions and fulfil their responsibilities as elected members.

4.2 Councillors should, when receiving approaches from members of the community, encourage them to use the formal channels of access to information through the ~~Customer Service Request system~~ Council's Customer Service Request system or other approved customer service platforms.

4.3 All aspects of communications from and between Councillors and officers, including digital and electronic communications, should reflect the status and objectives of the Council.

4.4 Communications should be accurate, polite and professional, regardless of the platform used.

4.5 Councillors should provide Customer Service Requests directly to the Customer Service Officers for processing. Confidential issues, should be referred directly to the General Manager.

4.6 Councillors should approach the General Manager for help or advice on matters, other than customer service requests, in the first instance.

If a Councillor wishes to meet with an officer about a particular matter the Councillor shall advise the General Manager who will approve the meeting and inform the officer of:

4.6.1 the purpose of the meeting,

4.6.2 the subject matter of the meeting, and

- 4.6.3 the parties that will be present at the meeting;
and the officer shall be entitled to
- 4.6.4 refer the matter to the respective Manager,
- 4.6.5 have a person of their choosing attend the meeting with the Councillor.
- 4.7 Councillors may deal directly with a particular officer on a matter of continuing concern where the matter has previously been brought to the attention of the relevant Manager or where an arrangement has been made to the satisfaction of the Manager.
- 4.8 If a Councillor has raised an enquiry that is likely to be ongoing and/or unreasonably extend the resources of the Council, the Councillor shall be advised of the situation and the request may be reported to the Council for direction.
- 4.9 If a Councillor asks for help or advice from an officer other than under these guidelines then the employee concerned shall inform the General Manager of the request as soon as possible.
- 4.10 Officers are not permitted to contact Councillors outside of formal meetings to discuss council business unless authorised to do so by the General Manager.
- 4.11 Councillors should not contact officers outside of formal meetings to discuss council business unless the officer's manager and/or the General Manager have authorised the contact.
- 4.12 These Guidelines do not apply to social or casual contact between Councillors and Council Officers, whether during or outside of formal work hours, other than where Council business is discussed.
- 4.13 Nothing in this policy prevents contact between Councillors and officers in emergency situations or where immediate operational, safety or community impacts require urgent communication. In such circumstances, contact should occur through the General Manager where practicable, or in accordance with approved emergency management arrangements.

These guidelines have been put in place to ensure a co-operative and beneficial working relationship between Councillors and officers is maintained. These guidelines are designed to assist Councillors receive prompt attention in the execution of their duties as well as enabling Officers to manage work demands and allow the proper tracking of requests to completion.

These guidelines are also designed to assist officers in fulfilling their obligations to always act with integrity and in a way that shows proper concern for the public interest.

NOTES

Sources:

- *Local Government Act 1993*
- *Policy: Code of Conduct for Elected Members*
- *Mayoral Handbook - Produced by Local Government Association of Tasmania (LGAT)*
- *Councillor Resource Kit 2018 – Produced by the Local Government Association of Tasmania (LGAT)*



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

USE OF LONGFORD LOGO

Originated Date: Adopted 15 August 2016 – Min. No. 218/16

Amended Date/s: Amended 20 April 2026 – Minute No.

Applicable Legislation:

Objective To ensure that Council retains control over the use of the Longford logo; and Council's role in the community is clearly recognised and its image, reputation and brand are protected and enhanced through accurate, consistent and high quality reproduction of its logo.

Administration: Governance

Review Cycle/Date: Next review 2030.

1. POLICY

Council recognises that it is important to establish a framework for the use of the Longford logo to ensure that Longford, and its brand are promoted publicly in a consistent and professional manner, minimising exposure to poor publicity through inappropriate use of the Longford logo.

Any approved use of the logo will be in accordance with Council's *"Application / Guidelines for the Use of the Longford Logo"*.

USE BY EXTERNAL PARTIES

Authorisation for the use of the logo by external parties may be given where a sponsorship, partnership, joint marketing, joint venture or other similar relationship exists. Such authorisation is to be discussed with the General Manager (or his delegate). In such cases, the logo may only be used for the express purpose for which approval was granted and its reproduction must be in accordance with the *"Application / Guidelines for the Use of the Longford Logo"*.

Approval to use the logo in a particular circumstance does not constitute an ongoing right to use.

A copy of the proposed use/layout showing the positioning and relativity of the logo must be forwarded to the General Manager (or his delegate) for approval and any deficiencies remedied prior to publication.

The General Manager (or his delegate) should coordinate distribution of the logo to external organisations. This ensures consistency in reproduction and assists in monitoring external use of the logo.

The logo may not be used in any manner by any person or organisation for electoral or other political purposes.

Northern Midlands Council reserves the right to take legal action to prevent or curtail the unauthorised use of the Longford logo.

2. WHO CAN REQUEST TO USE THE LOGO?

Any individual, group, business, community organisation or school may request to use the logo by submitting the *"Application / Guidelines for the Use of the Longford Logo"*.

Permission to use the logo does not include any guarantee of sponsorship or support.

3. WHERE CAN THE LOGO BE DISPLAYED?

The Longford logo may be displayed on written correspondence, documents, media publications including television, website and social media advertising, stationery, posters, buildings, billboards and vehicles upon receipt of written



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

approval by the Northern Midlands Council. Displaying of the logo must be in accordance with the *“Guidelines for the Use of the Longford Logo”* and only for the specified period.

4. HOW CAN I REQUEST THE LOGO?

Applications should be made at least four weeks in advance of any specific date for which the use of the logo is requested.

Applicants are required to read the *“Guidelines for the Use of the Longford Logo”* and complete the *“Application for the Use of the Longford Logo”*.

Completed application forms are to be faxed or emailed as per the directions included in the document. A proof of the intended artwork including placement of the logo must be provided for approval by Northern Midlands Council prior to publication or display.

Northern Midlands Council will confirm the terms and conditions of use of the logo in writing.



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

APPLICATION/GUIDELINES FOR USE OF LONGFORD LOGO

GUIDELINES

These guidelines specify the way in which the Longford logo should be used on all promotional material you produce for your initiative.

Throughout this document the term “Longford Logo” refers to the graphics below:



Where to use the logo

The Longford Logo may be applied to all materials produced for your initiative; including signage, invitations, posters, programs, newsletters, advertising, websites, merchandise and brochures once a draft of each has been approved by the Northern Midlands Council.

Size and scale

The minimum logo size is 15mm in height.

MINIMUM FIELD

- A minimum field should always be observed so any logo has adequate ‘breathing space’, the defined minimum field of the border should be equivalent to 1/4 of the measurement of the logo size allowance on each side of the logo.
- No graphics, images included, should encroach upon the field identified. The field identified should always be scaled within proportion to the logo.

LOGO RESTRICTIONS

The Longford logo should never be altered in any way other than described within these guidelines, specifically:

- No other colours should be used apart from the corporate colours of the Longford logos. Colours should never be changed.
- The logo should never be reproduced as an outline.
- The symbol should never be used without the words “Longford, Tasmania”.
- The full colour logo should never appear with an image as the background.
- The logo should never be reproduced in white on a light background.



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

Please complete this application form and email, ~~fax~~ or post, along with a draft or explanation of your promotional material/documentation to;

POST: Northern Midlands Council
PO Box 156
Longford TAS 7301

~~FAX: (03) 63 977 331~~

Email: council@nmc.tas.gov.au

Organisation

Postal Address

Contact Person

Phone number(s)

Email

Event

Date of Event

Describe briefly the intended use of the Longford logo;

.....

.....

.....

.....

.....

The logo will only be supplied in an electronic format via email.



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

1. I have read, understood and agree to comply with the Terms and Conditions.
2. The Longford logo is only to be used in promotional material for the intended purpose listed above.
3. The Longford Logo is for the identity, marketing and promotion of the town of Longford. It does not seek to replace the Northern Midlands Council logo, nor should it be used to promote the council area at large. Its purpose is to position the town as an attraction in its own right, the logo reflects the brand values of the town, and does not aim to represent the Northern Midlands Council area/region.
4. I understand that I must provide a draft copy of any material incorporating the Longford logo to the General Manager (or his delegate) to obtain approval of the design before publication.
5. I understand that the Longford logo can only be used in relation to the promotion of the above mentioned purpose.
6. I understand that the Longford logo must not be edited or distorted in any way.
7. I understand that the General Manager or his delegate has the right to refuse the production and distribution of a design should it be deemed inappropriate or non-compliant with these Terms or Conditions.
8. I understand that deviations from these terms and conditions are not acceptable unless agreed to in writing by the General Manager.

I agree to the above terms and conditions

Signature

Name

Date

Office Use Only

Logo Request approved by:

Signature:

Date:

DISPUTE RESOLUTION FOR ELECTED MEMBERS

Originated Date: Adopted 17 March 2025; Minute No. 25/00108

Amended Date/s:

Applicable Legislation: *Local Government Act 1993*
Local Government (General) Regulations 2015
Local Government (Code of Conduct) Order 2024
Public Interest Disclosures Act 2002

Objective To ensure a structured and effective approach to dispute resolution for Elected Members with a focus on improving working relationships and Council governance.

Administration: Governance

Review Cycle/Date: First review of policy 12 months from date of endorsement and subject to legislative change or at least every 4 years following local government elections, next scheduled review 2030.

1. PURPOSE

To establish the principles and procedures for dispute resolution with, and between, councillors related to matters outlined under the Code of Conduct in accordance with *Local Government Act 1993* Section 28JA, the *Local Government (General) Regulations 2015* and Council's Work Health and Safety and Employee Wellbeing Policy.

2. SCOPE

This policy applies to disputes with, and between, councillors. Matters of dispute include those under the Code of Conduct and behaviour of councillors towards each other, council employees and community members more broadly.

2.1 RELATIONSHIP TO THE CODE OF CONDUCT

This policy is to support the resolution of disputes with, and between, councillors before a Code of Conduct complaint is lodged.

Where a Code of Conduct complaint is lodged, the *Local Government Act 1993* requires that a complainant details why the outcome from the dispute resolution process was not satisfactory¹ or if the process was not used, why the dispute resolution process was not appropriate for the circumstances². An exception is where the dispute resolution process is not appropriate to resolve the dispute.

2.2 WHEN THIS POLICY MAY NOT BE APPROPRIATE

A Code of Conduct complaint may be required where either party is unable, or unwilling to participate in some, or all, of the dispute resolution process, such as mediated discussions. These reasons will be documented by the Dispute Resolution Officer.

Other matters such as, but not limited to, health and safety risks, criminal misconduct, discrimination, breaches of the *Local Government Act 1993* are to be addressed outside this policy.

¹ *Local Government Act 1993*, Section 28V (fc).

² *Local Government Act 1993*, Section 28V (fd).

3. PRINCIPLES

3.1 PROCEDURAL FAIRNESS

The principles of procedural fairness, or natural justice, will apply when dealing with a dispute under this Policy.

In particular:

- (i) the parties in the dispute will be afforded equitable opportunities to be heard
- (ii) any recommendations, or dispute resolution plans will be based on genuine consideration of the circumstances and evidence
- (iii) the roles in the process will support procedural fairness.

3.2 ROLES

<i>Complainant</i>	The person raising the dispute about a relevant matter.
<i>Respondent</i>	The councillor(s) that are subject to a dispute.
<i>Mayor</i>	The mayor as Chairperson of the council may ask for parties to engage in the dispute resolution process.
<i>General Manager</i>	The General Manager is responsible for identifying a council officer to act as the Dispute Resolution Officer. Where the Dispute Resolution Officer has an actual or perceived conflict of interest with the parties in dispute, the General Manager may appoint an alternative officer. The General Manager may appoint themselves where no other person is able to perform this role, and they can meet the requirements of this policy. The General Manager is to identify a panel of Dispute Resolution Advisors for use under this Policy. Alternatively, councils may access the provider panel developed by the Local Government Association of Tasmania (LGAT).
<i>Dispute Resolution Officer</i>	The Dispute Resolution Officer manages the process, is responsible for maintaining the records of the process and appoints the Dispute Resolution Advisor. The Dispute Resolution Officer does not have a role in assessing the dispute.
<i>Dispute Resolution Advisor (Mediator)</i>	The Advisor is a person external to the council who undertakes the dispute resolution process with the parties in dispute. Refer to Annexure A for more detail on the Advisor.
<i>Support person</i>	The support person is a person who may support the complainant or respondent as part of the dispute resolution process.

3.3 PERSONAL AND SHARED RESPONSIBILITY

Councillors represent the views of the community, so at times they may hold and express views that are different, and opposing, to their fellow councillors. The democratic process means that there may be active debate that should be considered and respectful.

However, this debate may become a conflict or dispute. Where this happens, the parties should use their best endeavour to resolve the issue or dispute in an informal and courteous manner.

Where the parties have been unable to resolve the issue or dispute themselves, or it is not appropriate, then the dispute resolution process can then be applied. The process is to be approached by the parties in good faith to find a resolution.

3.4 CONFIDENTIALITY

All parties will take all reasonable steps to maintain confidentiality when dealing with the dispute, to protect both the complainant and respondent.

With the mutual agreement of the complainant and respondent a closed meeting of Council may be advised that the parties are participating in dispute resolution process.

3.5 PROTECTED DISCLOSURE

Individuals making disclosures in good faith are protected from detrimental actions such as injury, loss, damage, intimidation, harassment, and discrimination

3.6 ACCESSIBILITY

The Council will ensure that information on how to lodge a dispute, including this Policy, is available on the Council's website. The Council will make information available in accessible formats if requested. Any person wishing to lodge a dispute may contact the Dispute Resolution Officer if they require assistance in completing the dispute resolution form or otherwise navigating the dispute resolution process.

3.5 VEXATIOUS COMPLAINTS

A vexatious complaint is one made without sufficient grounds, intended to cause annoyance or disruption rather than address a legitimate issue. These complaints are often based on false or insufficient information, aimed at harassing or harming the respondent.

All complaints will be reviewed by the Dispute Resolution Officer. If the complaint is determined to be vexatious, it will not be progressed to the Dispute Resolution Advisor. The complainant will be informed of this decision in writing.

3.7 EQUITABLE ACCESS

This Policy and process is designed to address the different needs and priorities of all persons, including of different genders. It provides measures that address different levels and types of experiences, power, information and influence. These measures include:

- Addressing power imbalances with an external neutral Dispute Resolution Advisor to support dispute resolution and providing for support person(s), detailing access to information, and maintaining accurate, clear records.
- Providing a safe environment through confidentiality and neutral party lodgement.
- Requiring Dispute Resolution Advisors with appropriate training for inclusiveness, gender responsiveness and trauma.

4. PROCEDURES

4.1 LODGING AND WITHDRAWING DISPUTES

Any person may lodge a dispute regarding a councillor's behaviour.

The Dispute Resolution Form must be completed in full to lodge a dispute. Completed forms must include the name and contact details of the complainant. A dispute must specify the part(s) of the Code of Conduct and/or Council's Work Health and Safety and Employee Wellbeing Policy that the behaviour relates to.

Anonymous disputes cannot be accepted. Where an individual wishes to remain anonymous or does not want to put their complaint in writing the Dispute Resolution Officer may direct them to alternative avenues outside this Policy.

Where a Dispute Resolution Form omits required details, the Dispute Resolution Officer will invite the complainant to provide this information for the dispute to be progressed.

The dispute lodgement fee is 25 fee units. Fee units are set by state legislation, for the current value of each fee unit, please refer to <https://www.treasury.tas.gov.au/economy/economic-policy-and-reform/fee-units>

Separate costs and processes apply to Code of Conduct complaints.

Disputes may be withdrawn by the complainant by writing to the Dispute Resolution Officer. The Dispute Resolution Officer will provide written notice of the withdrawal to the respondent. Notice will not be provided if the withdrawal is prior to the respondent being notified of a dispute being lodged (Refer Section 4.3).

4.2 NOTICE TO COMPLAINANT

Within 10 business days after receiving a dispute, the Dispute Resolution Officer will provide written notice to the complainant that:

- (i) confirms receipt of the dispute
- (ii) outlines the process that will be followed
- (iii) notes the confidentiality requirements of section 3.4 of this Policy
- (iv) includes a copy of this Policy.

4.3 NOTICE TO RESPONDENT

Within 15 business days after receiving a dispute, the Dispute Resolution Officer will provide written notice to the respondent that:

- (i) advises that a dispute has been made in accordance with this Policy
- (ii) includes a completed Dispute Resolution Form
- (iii) outlines the process that will be followed
- (iv) notes the confidentiality requirements of section 3.4 of this Policy
- (v) includes a copy of this Policy.

4.4 APPOINTMENT OF DISPUTE RESOLUTION ADVISOR

The Dispute Resolution Officer is to engage a Dispute Resolution Advisor (Mediator) to conduct dispute resolution. The Advisor must:

- not be an employee of Council
- not have any direct relationship to the parties
- must be objective and impartial, with no real or perceived bias
- must be able to demonstrate that their practice is gender and trauma aware
- be accredited under the National Mediator Accreditation System (NMAS), or its successor, the Australian Mediator and Dispute Resolution Accreditation Standards (AMDRAS); or have a minimum of a Diploma in Mediation or Dispute Resolution.

In selecting a person to act in the capacity of the Advisor, the Dispute Resolution Officer will consider the nature of the issue under discussion, knowledge/experience of local government and interpersonal skills that can most likely assist in resolving matters of conflict.

The Dispute Resolution Officer will provide written notice of the appointment of the Advisor to the complainant and the respondent.

The parties may object to the Dispute Resolution Officer if they believe that the Advisor does not meet the requirements detailed in this section and will provide evidence to substantiate their view. The Officer will consider an objection and determine whether an alternate Advisor is to be appointed.

It is expected that there be no conflicts of interest between the Advisor and the complainant or respondent. If during the review process a conflict of interest arises between any party, the party must notify the Dispute Resolution Officer promptly. Where the Dispute Resolution Officer determines there is an actual conflict of interest, an alternative Advisor is to be appointed.

4.5 DISPUTE RESOLUTION PROCESS

4.5.1 Commencement

In commencing the dispute resolution process, the Advisor will bring together the parties to conduct an initial facilitated discussion or mediation. Where needed they may also undertake initial individual interviews with the parties and others.

The initial discussion is to provide a general picture of the dispute and to allow the Advisor to provide an estimate of the timeframe for the process based on the parties' willingness and availability. This discussion will support the Advisor's consideration of the appropriateness of undertaking the process including:

- the parties' willingness to participate in the process
- health and safety risks to the parties, or others.

The Advisor may determine that the process cannot continue due to:

- the risk that the process may cause harm to the health and safety of either of the parties; or
- one of the parties is unwilling or unable to participate; or
- initial engagement reveals circumstances that must be addressed through a different process, such as those outlined in Section 2.2

Where the Advisor has determined the process cannot continue, they will provide a report to the Dispute Resolution Officer. The report will provide their reasons and state their determination that the dispute will need to be resolved through alternative avenues. The Advisor may make recommendations regarding these avenues.

4.5.2 Process

The Advisor will determine the appropriate resolution processes based on their expertise and experience. This may include, but not be limited to, approaches such as mediation and facilitated restorative processes.

Resolutions may include, but not be limited to:

- a commitment to changing behaviours
- a commitment to cease the behaviour
- a commitment to apologise
- counselling
- undertaking professional development.

The Advisor may also make a recommendation to the Council that it review a policy, procedure, or other document related to the dispute.

The parties must represent themselves.

The maximum timeframe for a dispute resolution process is three months. At this time the Advisor is to provide a report to the Dispute Resolution Officer and close the dispute. This timeframe may be extended on the Advisor's recommendation and with the mutual agreement of the parties.

4.5.3 Mediation Cost

The Council will cover the costs of the mediation process for parties involved, up to a maximum amount of \$3,000. This amount will be indexed annually in line with the Consumer Price Index (CPI), with the adjusted amount applying from each subsequent financial year.

This support is provided to facilitate the resolution of disputes in a fair and efficient manner. Any costs exceeding this amount will be the responsibility of the parties involved.

4.5.4 Information requests

Councillors and council staff are to respond to the Advisor's reasonable requests for information about the dispute. Information pertaining to a third party will require their consent for the information to be released.

The Advisor may request the Dispute Resolution Officer to search for any relevant records or information in the Council's Record Management System. The Advisor must provide the complainant and respondent with a copy of any records that are identified.

In addition, where a clarification or additional information has been sought from the complainant by either the Dispute Resolution Officer or the Advisor, copies must also be provided to the complainant and respondent.

4.6 ORDER OF DISPUTES

Disputes will normally be dealt with in the order in which they are received. If more than one dispute is received that relates to the same alleged breach, the Dispute Resolution Officer may progress those disputes concurrently, provided confidentiality can be maintained.

4.7 SUPPORT PERSON

Complainants and respondents may include a support person as part of the dispute resolution process.

The role of the support person is to observe and provide emotional support. They are not to provide views on the process or on legal context. The support person must not be an Australian lawyer.

The parties are to provide written notice to the Dispute Resolution Officer of their intention to include a support person in the dispute resolution process. This notice is to include the person's name, occupation and relationship to the party.

The Advisor is to consider, before and during the process, the impact of the support person's participation on the principles in this Policy. The Advisor has absolute discretion to remove, or not to allow the person to participate in some, or all, of the process. The Advisor's determination will be provided in writing to the parties and to the Dispute Resolution Officer.

5. REPORTING OBLIGATIONS

5.1 REPORT FROM DISPUTE RESOLUTION ADVISOR

The Advisor must include in the confidential report to the Dispute Resolution Officer and to the parties:

- (i) the process and methods that were used
- (ii) outcomes of the process including commitments made by one or more of the parties
- (iii) the views of the parties regarding the outcomes of the process.

5.2 COUNCIL

In accordance with *Local Government (General) Regulations 1993*, Regulation 30B, Council is required to maintain a record of the number of disputes, including whether they were determined, withdrawn or underway, and their total costs. This information is to be reported in its Annual Report.

6. IMPLEMENTATION AND COMMUNICATION

The General Manager is responsible for the implementation of this Policy in accordance with responsibilities outlined.

Dispute Resolution Form

Instructions for Use

This form is for lodging a dispute under the Northern Midlands Council's Dispute Resolution Policy.

This form has been provided to ensure that you include all the information required under the *Dispute Resolution Policy* in your dispute. You will need to complete all the sections in this form.

To make a valid dispute, you will need to:

- ☐ Complete this form.
- ☐ Lodge the dispute with the General Manager of Council within two months of the alleged behaviour by the councillor or councillors.
- ☐ Pay the fee for lodging a complaint to the relevant council. 25 fee units (\$46.75 in 2024-2025), fee units are adjusted annually through State Government legislation, please refer to <https://www.treasury.tas.gov.au/economy/economic-policy-and-reform/fee-units>

The Complainant is to pay via direct payment at the Council Offices located at 13 Smith Street, Longford Tasmania.

The fee may be waived if the applicant can demonstrate to the satisfaction of the General Manager that they would find it difficult to pay the fee, for example they are receiving income support or are in financial hardship.

Contact Details (of person lodging the dispute – the complainant)	
Name:	Telephone (mobile):
Address (Residential):	Telephone (work):
Address (Postal):	Telephone (home):
Email address:	Preferred mode of contact:
Summary of dispute	
Name of councillor who you are in dispute with (the respondent):	
Part(s) of the Code of Conduct or Council's Work Health and Safety and Employee Wellbeing Policy that you believe have been infringed:	
Date(s) of incident(s):	
Location(s) of incident(s):	

Details of the dispute (FURTHER INFORMATION MAY BE ATTACHED)

Witnesses (INCLUDE ANYONE WITH KNOWLEDGE OF WHAT HAPPENED)

Have you previously made a dispute about this matter?

☐ Yes

☐ NO

If yes, when and to whom did you make the dispute?

Have you made any efforts to resolve the dispute directly with the respondent?	
(Note: this section is compulsory. Incomplete forms will be returned)	
☐ Yes Briefly describe the efforts that you have made (Note: You must complete this section)	☐ No Include a brief statement explaining why you have not made any efforts to resolve the issue with the respondent.
Desired outcome of dispute	
Please explain what you would like to happen because of lodging this dispute.	
Please sign and date	
Signature:	
Date:	

Privacy Statement

The Northern Midlands Council abides by the Personal Information Protection Act 2004 and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

Collection of Personal Information: The personal information being collected from you is for the purposes of the Personal Information Protection Act 2004 and to undertake assessment of your application. This information will be used solely by Council in accordance with its Privacy Policy.

Disclosure of Personal Information: The Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. Personal information may be disclosed to external organisations as required. This information will not be disclosed to any other external agencies unless required or authorised by law.

"ANNEXURE A"

LIST OF REGISTERED MEDIATORS FOR 2025

Positive Solutions	manager@positivesolutions.com.au	03 622 35612
Remediation	info@remediation.net.au	0409 232 010
Resolve First	alex@resolvefirst.com.au	0408 867 602



NORTHERN MIDLANDS COUNCIL

POLICY MANUAL

LOCAL GOVERNMENT ELECTION CARETAKER PERIOD

Originated Date: Adopted 18 July 2022, Min. No. 22/236

Amended Date/s: Reviewed 20 July 2026, Min. No.

Applicable Legislation: *Local Government Act 1993*
Tasmanian Electoral Act 2004

Objective The purpose of this policy is to ensure that:

- 1) Major policy decisions are not made by Council in the leadup to an election that would prove binding for an incoming Council.
- 2) Council resources are not used for the advantage of a candidate in a local government general election.
- 3) The requirement to act impartially in relation to all candidates standing for election is clearly understood.

Administration: Governance

Review Cycle/Date: Next review ~~2026~~ 2030

1 POLICY STATEMENTS

- 1.1 Council is committed to the application of good governance principles and high standards of integrity.
- 1.2 It is an established democratic principle that elected bodies should not unnecessarily bind an incoming government during an election period. Council commits to the principle that it will make every endeavour to avoid making major policy decisions that bind an incoming Council.
- 1.3 This policy establishes clear guidelines for the conduct of Councillors and staff in the lead up to a local government general election involving the Northern Midlands Council and ensures that the ordinary business of Council continues in a responsible, transparent and legally compliant manner in the period leading up to an election.

2 DEFINITIONS

In this policy:

“By-Election” is an election to replace a councillor after the councillor’s office becomes vacant.

“Candidate” is a person standing for election.

“Council” means the Northern Midlands Council.

“Caretaker Period” is the period from the writ of election through until the close of the polls of the relevant local government general election.

“Electoral Material” means any advertisement, handbill, pamphlet, notice, flyer, letter or article that is intended or calculated to affect the result of an election.

“Election Campaign” refers to the activities of candidates to win voter support in the period preceding an election and includes activities such as door knocking, bulk emails, production of signs and flyers, telephone canvassing, social media campaigns and advertising.

“Local Government Act” means the Tasmanian *Local Government Act 1993*.



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

“Major Policy Decision” refers to the appointment, remuneration or termination of the General Manager, approval of contracts greater than 2% of Council’s operating revenue outside approved budget items, and initiation of By-Laws.

3. OBJECTIVE

The purpose of this policy is to ensure that:

- 3.1 Major policy decisions are not made by Council in the leadup to an election that would prove binding for an incoming Council.
- 3.2 Council resources are not used for the advantage of a candidate in a local government general election.
- 3.3 The requirement to act impartially in relation to all candidates standing for election is clearly understood.

4. SCOPE

- 4.1 This policy applies to elected members and employees of the Northern Midlands Council for duration of the caretaker period for a local government general election.
- 4.2 This policy does not apply to local government by-elections.

5. PROCEDURE (POLICY DETAIL)

During the Caretaker Period the following provisions shall apply:

- 5.1 **Tenure of General Manager:** Council shall not appoint, dismiss or renew the contract of a General Manager during the Caretaker Period. An Acting General Manager may be appointed in accordance with Section 61B of the Local Government Act, if required.
- 5.2 **Tenders and Contracts:** no tender or contract shall be approved outside approved budget items by Council for which the total sum exceeds 2% of the Council's operating revenue as proposed in the forward estimates for the financial year in which the election is to be held.
- 5.3 **By-Laws:** Council will not initiate a new By-Law during the Caretaker Period.
- 5.4 **Distribution of Electoral Material:** no electoral material shall be permitted to be displayed or distributed on any Council owned or managed property.
- 5.5 **Use of Council Equipment and Stationery:** Council supplied equipment and Council branded material shall not be used by Councillors or staff in any manner that supports a candidate’s election campaign. Councillors may continue to use Council equipment and branded material throughout the course of the Caretaker Period to carry out their regular functions as described in Section 28 of the Local Government Act.
- 5.6 **Media:** Councillors will not use their position as an elected representative, or their access to employees or resources, to gain media attention in support of their, or any other candidate's election campaign.
- 5.7 **Council Committees and Groups:** a Councillor shall not use their membership of a Council Advisory Committee or appointment as a member of an external group to disseminate information or promote their, or any other candidate's election campaign.

6. GUIDELINES

- 6.1 Nothing in this policy prevents the Mayor, Councillors and staff from carrying on the business of the Council during the caretaker period.
- 6.2 Council meetings shall continue to be held during the Caretaker Period and will consider Agenda items that relate to the ordinary business of Council other than those matters identified in *Section 5: Procedure (Policy Detail)* of this policy.



NORTHERN MIDLANDS COUNCIL POLICY MANUAL

- 6.3 The General Manager may still exercise all delegations provided by Council during the Caretaker Period, including the appointment of staff.
- 6.4 Capital works as approved by Council as part of the annual budget process and subsequently approved by the awarding of a tender, can proceed during the Caretaker Period, regardless of their scale.
- 6.5 The Mayor and Councillors will continue to accept invitations to attend community functions and may continue to correspond with constituents on matters related to Council business during the Caretaker Period.
- 6.6 The Mayor shall be the spokesperson for Council in accordance with Section 27 of the *Local Government Act* and shall carry out the civic and ceremonial functions of the mayoral office during the Caretaker Period.
- 6.7 Individual Councillors may continue to represent the community and facilitate communication between Council and the community for the duration of the Caretaker Period. In fulfilling these duties during this period, Councillors may claim allowances and expenses as provided under Council Policy 2.1 Payment of Councillors' Expenses and Provision of Facilities Policy.
- 6.8 Council employees shall maintain the normal business activities of Council during the Caretaker Period. Employees shall undertake their duties in an appropriate way and take all steps to avoid any real or perceived support for a candidate in order to protect the organisation's ability to impartially serve any incoming Council following an election.

7. COMMUNICATION

- 7.1 This policy will be made available to all staff, Councillors, customers, members of the public and shall be provided free of charge at Council's offices and on Council's website www.northernmidlands.tas.gov.au

8. LEGISLATION

The following legislation is relevant to this policy:

- *Local Government Act 1993*
- *Tasmanian Electoral Act 2004*

9. RELATED DOCUMENTS

Council Policies

- *Code of Conduct for Elected Members*

Human Resources Policies

- ~~Employee Code of Conduct~~ **Workplace Behaviour and Employee Code of Conduct**

